



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Metropolitan Transportation Commission

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Wednesday, February 24, 2021

9:35 AM

Board Room - 1st Floor (REMOTE)

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The Metropolitan Transportation Commission is scheduled to meet on Wednesday, February 24, 2021 at 9:35 a.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

The meeting webcast will be available at  
<https://mtc.ca.gov/whats-happening/meetings/live-webcasts>.

Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Attendee Link: <https://bayareametro.zoom.us/j/89720308400>

iPhone One-tap: US: +14086380968,,89720308400# or +16699006833,,89720308400#

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: 897 2030 8400

International numbers available: <https://bayareametro.zoom.us/j/kmocljOW1>

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](mailto: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. Pledge of Allegiance**

**3. Compensation Announcement (Secretary)**

**4. Chair's Report (Haggerty)**

- 4a. [21-0006](#) MTC Resolution No. 4449 - Resolution of Appreciation for Commissioner Jake Mackenzie on the occasion of his departure from MTC.

Action: Commission Approval

**5. Ad-Hoc Nominating Committee Report (Spering)**

- 5a. [21-0171](#) Closing of Nominations and Election of Officers

Action: Commission Approval

**6. New Chair's Report (Pedroza)**

- 6a. [21-0005](#) MTC Resolution No. 4448 - Resolution of Appreciation for Commissioner Scott Haggerty on the occasion of his departure from MTC.

Action: Commission Approval

**7. Policy Advisory Council Report (Randi Kinman)**

**8. Executive Director's Report (McMillan)**

**9. Commissioner Comments**

**10. Consent Calendar:**

- 10a. [21-0173](#) Minutes of the January 27, 2021 meeting

Action: Commission Approval

Attachments: [10a - 21-0173 - Jan 27 Draft Commission Minutes-corrected.pdf](#)

- 10b. [21-0231](#) Monthly Report of Transit Operator Statistics on Healthy Transit Plan Performance

Action: Information

Attachments: [10b - 21-0231 - Monthly Report of Transit Operator Statistics.pdf](#)

- 10c. [21-0181](#) MTC Resolution No. 3983, Revised - Amendments to the Clipper® Operating Rules

Action: Commission Approval

Attachments: [10c - 21-0181 - Reso-3983 Amendment to Clipper Operating Rules.pdf](#)  
[10c - 21-0181 - Attachment A.pdf](#)  
[10c - 21-0181 - Attachment B.pdf](#)

### **Administration Committee**

- 10d. [21-0162](#) MTC Resolution No. 4421- Revised - FY 2020-21 Overall Work Program (OWP) Amendment No. 2.

Staff requests that the Committee refer Metropolitan Transportation Commission (MTC) Resolution No. 4421, Revised, the MTC FY 2020-21 Overall Work Program (OWP), Amendment No. 2 to the Commission in order to include FY 2019-20 unspent carryover federal planning and state funds in the current year OWP.

Action: Commission Approval

Attachments: [10d - 21-0162 - Reso-4421 FY 2020-21 OWP Amendment 2.pdf](#)

- 10e. [21-0163](#) MTC Resolution No. 4422, Revised - MTC Operating Budget FY 2020-21 MTC Operating Budgets

Staff requests that the Committee refer MTC Resolution No. 4422, Revised, Amendment 3, increasing the MTC FY 2020-21 Agency Operating Budget by \$35.9 million in new and carryover funding to the Commission for approval.

Action: Commission Approval

Attachments: [10e - 21-0163 - Reso-4422 Budget Amendment 3.pdf](#)

### **Programming and Allocations Committee**

- 10f. [21-0151](#) MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice. Recommendation of RM3 Letters of No Prejudice to Contra Costa Transportation Authority for the I-680/SR-4 Interchange project and the Mokelumne Trail Bicycle/Pedestrian Overcrossing over SR-4 project.

Action: Commission Approval

Attachments: [10f - 21-0151 - Reso-4412 RM3 LONP.pdf](#)

- 10g.**    [21-0150](#)        MTC Resolution Nos. 4430, Revised and 4431, Revised. An allocation of \$23 million in FY 2020-21 State Transit Assistance funds to BART and allocation of \$4.4 million FY 2020-21 Transportation Development Act (TDA) funds to Union City and AC Transit.
- Action:            Commission Approval
- Attachments:    [10g - 21-0150 - Reso-4430 Alloc to BART UC ACTransit.pdf](#)
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- 10h.**    [21-0179](#)        MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant 2 Program (OBAG 2), to program \$7.91 million for MTC's shareable costs of an increase to the Golden Gate Bridge Suicide Deterrent System project.
- Action:            Commission Approval
- Attachments:    [10h - 21-0179 - Reso-4202 Golden Gate Bridge Deterrent.pdf](#)

## Committee Reports

### 11. Programming and Allocations Committee (Josefowitz)

- 11a.**    [21-0032](#)        MTC Resolution No. 4454. Bay Area Preservation Pilot (BAPP) Program Revisions
- Revises several program guidelines for MTC's Bay Area Preservation Pilot (BAPP) to address deployment barriers and improve efficacy for prospective housing preservation projects.
- Action:            Commission Approval
- Attachments:    [11a - 21-0032 - Reso-4454 - BAPP Program Revisions.pdf](#)
- 
- 11b.**    [20-1637](#)        MTC Resolution No. 4347, Revised and Summary of Participatory Budgeting Pilots
- Revision to the Lifeline Transportation Cycle 5 Program of Projects to program \$400,000 for Solano County's Participatory Budgeting (PB) Pilot Projects and an overview of the findings from San Francisco (Bayview) and Solano (Vallejo) PB Pilots.
- Action:            Commission Approval
- Attachments:    [11b - 20-1637 - Reso-4347 Participatory Budgeting Pilots.pdf](#)



11c. [21-0149](#) MTC Resolution No. 4450. FY 2021-22 Fund Estimate

Annual Fund Estimate and proposed apportionment and distribution of \$790 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2021-22.

**Action:** Commission Approval

**Attachments:** [11c - 21-0149 - Reso-4450 Fund Estimate.pdf](#)

11d. [21-0148](#) MTC Resolution Nos. 4474 and 4475. Adoption of the 2021 Transportation Improvement Program (TIP) and Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 (Plan) and the 2021 TIP.

The federally required TIP is a comprehensive listing of all Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant for air quality conformity purposes. MTC is required to make a positive air quality conformity determination for the TIP and Plan in accordance with EPA's transportation conformity regulations and MTC's Bay Area Air Quality Conformity Procedures.

**Action:** Commission Approval

**Attachments:** [11d - 21-0148 - Resos 4474-4475 Adoption of TIP.pdf](#)

11e. [21-0180](#) Bay Area Transit Operator Financial and Service Update

Staff will present an overview of Bay Area transit operator financial and service status during the on-going COVID-19 pandemic.

**Action:** Information

**Attachments:** [11e - 21-0180 - Operator Financial and Service Update.pdf](#)  
[11e - 21-0180 - Operator Financial and Service Status Update Presentation.pdf](#)

## 12. Legislation Committee (Commission Chair Pedroza)

- 12a. [21-0242](#) Senate Bill 10 (Wiener): Housing Approval Streamlining Tool
- Optional tool for local governments to streamline a parcel's upzoning located in transit-rich or jobs-rich locations or on urban infill sites.
- Action:** Support / ABAG Executive Board Approval  
Support / MTC Commission Approval
- Attachments:** [12a - 21-0242 - SB 10 Wiener.pdf](#)
- 12b. [21-0243](#) Senate Bill 7 (Atkins): Extension of California Environmental Quality Act (CEQA) Judicial Review Streamlining Authority
- Restores an expired authorization for streamlined judicial review and adds eligible specified housing projects consistent with a region's sustainable communities strategy, and dedicates at least 15 percent of the units to lower-income households.
- Action:** Support / ABAG Executive Board Approval  
Support / MTC Commission Approval
- Attachments:** [12b - 21-0243 - SB 7 Atkins CEQA-2.pdf](#)

## 13. Commission Approval (McMillan)

- 13a. [21-0172](#) Bay Area Transit Coordination and Structure Consultant Bench (Arc Alternative and Renewable Construction LLC, Arup North America Ltd., Cambridge Systematics, Inc., Ernst & Young Infrastructure Advisors, LLC, Interline Technologies LLC, KPMG LLP, Network Rail Consulting, Inc., Steer Davies Gleave, Inc., Transportation Management & Design, Inc., VIA ARCHITECTURE, Inc.)
- A request for Commission approval of a pre-qualified panel of consultants ("Consultant Bench") to provide services under four categories: Improving Project-Level Governance; Support and Evaluation of Functional and Full Consolidations of Transit Agencies; Establishing New Sub-regional and Regional Governance and Administration; and Subject Matter Expertise Specific to Multiple Areas of Transit Decision Making, Administration/Management and Operations.
- Action:** Commission Approval
- Attachments:** [13a - 21-0172 - Bay Area Transit Organization Structure Consultant Bench.pdf](#)

## 14. Public Comment / Other Business

**15. Adjournment / Next Meetings:**

**The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, March 24, 2021 at 9:50 a.m. remotely and by webcast. Any changes to the schedule will be duly noticed to the public.**

**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](http://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.

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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 #:** 21-0006      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 11/17/2020      **In control:** Metropolitan Transportation Commission  
**On agenda:** 2/24/2021      **Final action:**  
**Title:** MTC Resolution No. 4449 - Resolution of Appreciation for Commissioner Jake Mackenzie on the occasion of his departure from MTC.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution No. 4449 - Resolution of Appreciation for Commissioner Jake Mackenzie 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)

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**File #:** 21-0171      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Commission Approval  
**File created:** 1/6/2021      **In control:** Metropolitan Transportation Commission  
**On agenda:** 2/24/2021      **Final action:**  
**Title:** Closing of Nominations and Election of Officers  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**  
Closing of Nominations and Election of Officers

**Recommended Action:**  
Commission Approval



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0005      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 11/17/2020      **In control:** Metropolitan Transportation Commission  
**On agenda:** 2/24/2021      **Final action:**  
**Title:** MTC Resolution No. 4448 - Resolution of Appreciation for Commissioner Scott Haggerty on the occasion of his departure from MTC.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution No. 4448 - Resolution of Appreciation for Commissioner Scott Haggerty 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)

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**File #:** 21-0173      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Commission Approval  
**File created:** 1/6/2021      **In control:** Metropolitan Transportation Commission  
**On agenda:** 2/24/2021      **Final action:**  
**Title:** Minutes of the January 27, 2021 meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [10a - 21-0173 - Jan 27 Draft Commission Minutes v1.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the January 27, 2021 meeting

**Recommended Action:**  
Commission Approval





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

## Meeting Minutes

### Metropolitan Transportation Commission

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Wednesday, January 27, 2021

9:50 AM

Board Room - 1st Floor (REMOTE)

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#### Call Remote Meeting to Order

#### 1. Roll Call / Confirm Quorum

**Present:** 18 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperling, and Commissioner Worth

Non-Voting Commissioner Present: Commissioner Giacomini

Non-Voting Commissioner Absent: Commissioner El-Tawansy

#### 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

**Commissioner Liccardo left before agenda item 2a.**

**Upon the motion by Commissioner Papan and the second by Commissioner Canepa, the Commission unanimously adopted MTC Resolution No. 4455. The motion carried by the following vote:**

**Aye:** 17 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperling and Commissioner Worth

**Absent:** 1 - Commissioner Liccardo

- 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

**Commissioner Liccardo returned and Commission Vice Chair Pedroza and Commissioner Chavez left during agenda item 2b.**

**Upon the motion by Commissioner Worth and the second by Commissioner Rabbitt, the Commission unanimously adopted MTC Resolution No. 4452. The motion carried by the following vote:**

**Aye:** 16 - Commission Chair Haggerty, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperling and Commissioner Worth

**Absent:** 2 - Commission Vice Chair Pedroza and Commissioner Chavez

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

**Action:** Commission Approval

**Commission Vice Chair Pedroza and Commissioner Chavez returned during agenda item 2c.**

**Upon the motion by Commissioner Sperling and the second by Commissioner Papan, the Commission unanimously approved the temporary Committee assignments. The motion carried by the following vote:**

**Aye:** 18 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperling and Commissioner Worth

### 3. Ad-Hoc Nominating Committee Report (Sperling)

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

**Action:** Information

**Upon the motion by Commissioner Sperling and the second by Commissioner Worth, the Commission unanimously accepted the Ad-hoc Nominating Committee recommendation. The motion carried by the following vote:**

**Aye:** 18 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperling and Commissioner Worth

**4. Policy Advisory Council Report (Randi Kinman)**

**5. Executive Director's Report (McMillan)**

[21-0259](#) Executive Director's Report

**6. Commissioner Comments**

**7. Consent Calendar:**

**Upon the motion by Commissioner Mackenzie and the second by Commissioner Dutra-Vernaci, the Consent Calendar was unanimously approved by the following vote:**

**Aye:** 18 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperling and Commissioner Worth

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

**Action:** Commission Approval

**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

**Presenter:** Anne Spevack

**7d.** [21-0023](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-48.

**Action:** Commission Approval

**Presenter:** Adam Crenshaw

- 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
- Presenter:** Cheryl Chi
- 7f. [21-0051](#) MTC Resolution No. 4433. FY 2020-21 Adopt the Transportation Development Act (TDA) Productivity Improvement Program (PIP).
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- 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
- Presenter:** Karl Anderson

## 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

**Presenter:** Brian Mayhew

Commissioner Schaaf left during agenda item 8a.

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

**Aye:** 17 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Sperring and Commissioner Worth

**Absent:** 1 - Commissioner Schaaf

## 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

The following members of the public were called to speak: Emily, Roland Lebrun, Aleta Dupree, and Ken Bukowski.

**Commissioner Schaaf returned and Commissioner Liccardo left during agenda item 9a.**

**Upon the motion by Commissioner Josefowitz and the second by Commission Vice Chair Pedroza, the Commission unanimously adopted MTC Resolution No. 4453. The motion carried by the following vote:**

**Aye:** 17 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

**Absent:** 1 - Commissioner Liccardo

- 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

**Presenter:** Craig Bosman

Written public comment was received from members of Voices for Public Transportation.

The following members of the public were called to speak: Aleta Dupree, Christopher White of San Francisco Bicycle Coalition, Dave Campbell of Bike East Bay, and Monica Mallon.

**The motion and second for agenda item 9b and 9c were made as a single item.**

**Upon the motion by Commissioner Josefowitz and the second by Commissioner Dutra-Vernaci, the Commission unanimously adopted MTC Resolution No. 4444. The motion carried by the following vote:**

**Aye:** 17 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperling and Commissioner Worth

**Absent:** 1 - Commissioner Liccardo

- 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

**Presenter:** Mallory Atkinson

Written public comment was received from Bay Area Bicycle Advocacy Organization.

**Upon the motion by Commissioner Josefowitz and the second by Commissioner Dutra-Vernaci, the Commission unanimously adopted MTC Resolution Nos. 3925, Revised and 4202, Revised. The motion carried by the following vote:**

**Aye:** 17 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

**Absent:** 1 - Commissioner Liccardo

## 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

**Presenter:** Dave Vautin and Lisa Zorn

Written public comments were received from the City and County of San Francisco and the City of Palo Alto.

The following members of the public were called to speak: Ken Bukowski, Peter Popodopolus, Roland Lebrun, and ABAG Board President, Jesse Arreguin.

Commissioner Glover left and Commissioner Liccardo returned during agenda item 10a.

Upon the motion by Commissioner Spering and the second by Commission Vice Chair Pedroza, the Commission unanimously adopted MTC Resolution No. 4451: Plan Bay Area 2050 Final Blueprint: approval as Preferred Environmental Impact Report Alternative as presented today, with a referral that staff further consider regional issues of gentrification and displacement in the EIR alternatives development, consistent with information provided to the ABAG Executive Board on January 21, 2021, and aligned with the adopting motion of that body. The motion carried by the following vote:

**Aye:** 17 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

**Absent:** 1 - Commissioner Glover

## 11. Public Comment / Other Business

The following members of the public were called to speak: Roland Lebrun, Carol Taylor, Ken Bukowski, and Richard Hedges.



**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).



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0231      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

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

**On agenda:** 2/24/2021      **Final action:**

**Title:** Monthly Report of Transit Operator Statistics on Healthy Transit Plan Performance

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [10b - 21-0231 - Monthly Report of Transit Operator Statistics.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Monthly Report of Transit Operator Statistics on Healthy Transit Plan Performance

**Recommended Action:**  
Information

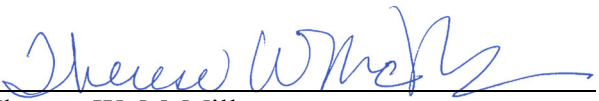
# Metropolitan Transportation Commission

February 24, 2021

Agenda Item 10b - 21-0231

## Monthly Report of Transit Operator Statistics on Healthy Transit Plan Performance

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

  
Therese W. McMillan



February 17, 2021

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

Dear Chair Haggerty:

The attached report covers the transit operator metrics from January 10 to February 9, 2021, as called for in the Riding Together: Bay Area Healthy Transit Plan.

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

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

- Transit employees continue to receive and properly use masks.
- Contact tracing continues to be effective.
- Nearly every agency has maintained over 95% passenger mask compliance, and actions are being taken to improve compliance.
- Nearly all systems continue to have sufficient vehicle capacity to achieve a 6-foot physical distance goal.

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

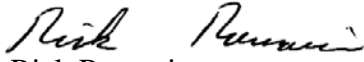
We look forward to ongoing collaboration with the Commission to and to working together to restore ridership, rider confidence, and financial stability during these uncertain times.

Sincerely,

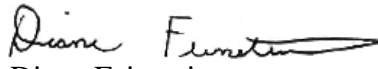
Michael Hursh,  
General Manager  
Alameda-Contra Costa  
Transit District (AC Transit)

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


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



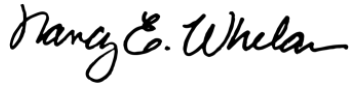
Rick Ramacier,  
General Manager  
County Connection




Diane Feinstein,  
Transportation Manager  
Fairfield and Suisun Transit  
(FAST)




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




Nancy Whelan,  
General Manager  
Marin Transit




Kate Miller,  
Executive Director  
Napa Valley Transportation  
Authority (NVTA)




Jared Hall,  
Transit Manager  
Petaluma Transit




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




Seamus Murphy,  
Executive Director  
Water Emergency  
Transportation Authority  
(SF Bay Ferry)




Jeffrey Tumlin,  
General Manager  
San Francisco Municipal  
Transportation Agency  
(SFMTA)



Farhad Mansourian,  
General Manager  
Sonoma-Marín Area Rail  
Transit (SMART)




Beth Kranda,  
Executive Director  
Solano County Transit  
(SolTrans)




Bryan Albee,  
Transit Systems Manager  
Sonoma County Transit




Jeanne Krieg,  
Chief Executive Officer  
Tri Delta Transit




Michael S. Tree,  
General Manager  
Livermore Amador Valley  
Transport Authority



Joan Malloy,  
City Manager  
Union City Transit



Evelynn Tran,  
General Counsel & Interim  
General Manager/CEO  
Santa Clara Valley  
Transportation Authority  
(VTA)



Charles Anderson,  
General Manager  
Western Contra Costa  
Transit Authority  
(WestCAT)

## Healthy Transit Plan Dashboard Monthly Update – February 2021

### Bay Area Transit Agencies Update on Healthy Transit Plan Public Dashboard

February 17, 2021

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

Today, transit agencies are reporting on the January 10 – February 9, 2021 reporting period. A brief summary of outcomes for each of the four core metrics is as follows:

Metric	Outcomes
<b>Passengers Properly Wearing Face Coverings</b>	<p>24 of 25 agencies achieved a 5-star rating, meaning at least 95% of passengers are properly<sup>1</sup> wearing face coverings on transit.</p> <p><b>BART</b> received a 4.5-star rating 94% of passengers properly wearing face coverings on transit. Current efforts underway to improve mask wearing compliance include:</p> <ul style="list-style-type: none"><li>- New posters have been deployed that show how to properly wear a mask and includes messaging about ensuring a tight fit.</li><li>- All stations systemwide have extra masks available by request at the station agent booths for those who need one to ride.</li><li>- Officers and ambassadors have extra masks to hand out if necessary. BART's latest budget doubled the number of our Ambassador Program to increase rider safety and assist with mask compliance.</li><li>- BART has employed an active educational campaign with overhead announcements every 15 minutes, messages on the platform signs, and posters across the system.</li><li>- Signs are posted at station agent booths that clearly state: “If you need a mask, ask a station agent.”</li><li>- BART will pilot face mask vending machines inside some stations.</li><li>- Colorful and vibrant posters promoting the rich cultural history of wearing masks are being posted inside trains and stations.</li></ul>
<b>Vehicle Capacity for</b>	<p>24 of 25 agencies achieved a 5-star rating, meaning at least 95% of vehicles have capacity to allow for physical distancing of 6 feet while riding.<sup>2</sup> Where systems are</p>

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

<sup>2</sup> The Healthy Transit Plan includes guidance that public transportation customers are expected to remain a minimum of 3 feet or optimally 6 feet, as practicable. For this period of reporting, based on current public health orders, operators applied a 6-foot metric. However, as the region moves further into recovery a 3-foot metric (coupled with high rates of face covering compliance) may become more appropriate. For this reason, the plan does not recommend a minimum compliance level.

## Healthy Transit Plan Dashboard Monthly Update – February 2021

<b>Safe Distancing</b>	<p>falling short of 5-stars it illustrates the continuing need for transit service of transit-dependent and essential workers.</p> <p><b>AC Transit</b> achieved a 4-star rating with 88% of vehicles having capacity to allow for physical distancing of 6 feet while riding. AC Transit's ridership has stabilized over the last few months while the agency is still adhering to a conservative 6ft physical distancing guideline. However, AC Transit still receives regular reports of passenger pass-ups due to capacity limits. AC Transit does not have the resources to increase frequency to address the pass-up of customers likely trying to make essential trips. On January 11th, the agency expanded its display of real-time passenger load information to all transit lines, so that the information is available for all of our service via trip planning applications.</p>
<b>Employees Properly Wearing Face Coverings</b>	<p>24 of 25 agencies achieved a 5-star ratings, meaning at least 95% of employees are properly wearing face coverings at work.</p> <p><b>Fairfield and Suisun (FAST)</b> received a 4-star rating with 90% compliance. The rate was primarily due to drivers taking their breaks in relatively close vicinity of the bus island. FAST has informed contractors that this is not acceptable and has addressed alternatives they may employ to ensure face mask compliance.</p>
<b>Contact Tracing</b>	<p><b>All agencies</b> achieved 5-star ratings in both December and January, meaning at least 95% of employee known exposures or positive COVID 19 cases have internal contact tracing completed or underway. A five-star rating is also applied if no potential exposures or cases exist.</p>

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

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

### Participating Agencies

- Alameda-Contra Costa Transit District (AC Transit)
- Altamont Corridor Express (ACE)
- Caltrain
- City of Dixon Redit-Ride
- County Connection (CCCTA)
- Eastern Contra Costa Transit Authority (Tri Delta)
- Fairfield and Suisun (FAST)
- Golden Gate Bridge, Highway and Transportation District (GGBHTD)

## Healthy Transit Plan Dashboard Monthly Update – February 2021

- Livermore Amador Valley Transit Authority (LAVTA/TriValley)
- Marin Transit
- Napa Valley Transportation Authority (NVTA)
- Petaluma Transit
- Rio Vista Delta Breeze
- SamTrans
- San Francisco Bay Area Rapid Transit (BART)
- San Francisco Bay Ferry (Water Emergency Transportation Authority (WETA))
- San Francisco Municipal Transportation Agency (SFMTA)
- Santa Clara Valley Transportation Authority (VTA)
- Santa Rosa CityBus
- Solano County Transit (SolTrans)
- Sonoma County Transit
- Sonoma-Marin Area Rail Transit (SMART)
- Union City Transit
- Vacaville City Coach
- Western Contra Costa Transit Authority (WestCAT)





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0181      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Approval

**File created:** 1/7/2021      **In control:** Metropolitan Transportation Commission

**On agenda:** 2/24/2021      **Final action:**

**Title:** MTC Resolution No. 3983, Revised - Amendments to the Clipper® Operating Rules

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [10c - 21-0181 - Reso-3983 Amendment to Clipper Operating Rules.pdf](#)  
[10c - 21-0181 - Attachment A.pdf](#)  
[10c - 21-0181 - Attachment B.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution No. 3983, Revised - Amendments to the Clipper® Operating Rules

### Presenter:

David Weir

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission

February 24, 2021

Agenda Item 10c - 21-0181

## MTC Resolution No. 3983, Revised – Amendments to the Clipper® Operating Rules

**Subject:** Amendments to the Clipper Operating Rules

**Background:** MTC Resolution No. 3983 was last revised on October 28, 2015, when the Commission delegated authority for changes to the Clipper Operating Rules to the Clipper Executive Board (CEB).

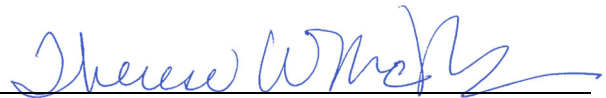
At its January 25, 2021 meeting, the CEB approved an update to the Clipper Operating Rules. The amendments to the Operating Rules approved by the CEB are summarized in the CEB Summary Sheet attached to this item.

Resolution 3983 should now be updated to incorporate as Attachment A the amended Clipper Operating Rules as approved by the CEB.

**Issues:** None

**Recommendation:** Staff recommends Commission approval of Resolution 3983, Revised, to incorporate as Attachment A the amended Clipper Operating Rules as approved by the CEB on January 25, 2021.

**Attachments:** Attachment A – CEB Summary Sheet dated January 25, 2021  
Attachment B – Resolution 3983, Revised

  
Therese W. McMillan

# Clipper<sup>®</sup> Executive Board

January 25, 2021

Agenda Item 3b

## Clipper<sup>®</sup> Operating Rules – Proposed Revisions

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**Subject:** Amendments to the Clipper Operating Rules.

**Background:** The Clipper Executive Board (the “Board”) was delegated authority over the Clipper Operating Rules by Metropolitan Transportation Commission (MTC) Resolution in 2015. Amendment of the Operating Rules is, under the Amended and Restated Clipper Memorandum of Understanding (MOU), a “Significant Business Matter”, requiring approval by majority vote of the Board (*see* Art. IV, Sec. E.).

No changes have been made to the Clipper Operating Rules since 2012. Many operational changes in the Clipper program and system have occurred in the intervening eight years, not the least of which are the recent introduction of the Clipper START program and the imminent release of the Clipper mobile app. Some of the existing provisions of the Operating Rules are simply incompatible or incomplete in light of those new initiatives. MTC Staff are utilizing this opportunity to also propose other, hopefully unobjectionable, edits to the Rules.

Appendix A of the MOU requires MTC to give at least 90 days’ advance notice to all transit agencies before any changes are made to Section 3 (Operator Roles and Responsibilities) of the Operating Rules. MTC so notified each agency, by email from Clipper Executive Director Carol Kuester, on October 6, 2020.

A redlined document containing all the proposed revisions was sent to staff at all transit agencies on October 16, 2020, with a request for comments or questions. Comments were received from a few operators and they were either addressed or deferred to future Clipper Operating Rules changes.

A summary of the proposed changes:


- Multiple provisions in Sections 2, 3, and 4, as well as the Glossary, are modified to reflect the roll-outs of the Clipper START program and the Clipper mobile app. The changes include explicit recognitions that a Clipper card can be on a mobile phone with appropriate distinctions between physical and virtual cards (*see, e.g.,* Section 3.1.2), and that eligibility for discounted fares can be based on income as well as other factors (*see, e.g.,* Section 4.2.6);
- The provisions of CO 120, Task Order 55 regarding unfunded liabilities allocation have been distilled, with no change in meaning intended, into new Section 4.10.9 of the Operating Rules;
- Provisions regarding Personally Identifiable Information (PII) have been updated to be consistent with current terms of the Clipper Cardholder Agreement and Clipper Privacy Policy (*see* Section 4.7, the definition of PII in the Glossary, and Attachment 1 (Section 6));
- Miscellaneous—

- The card replacement/balance transfer fee is reduced to \$3 (*see* Section 4.6.1), in accordance with recent Clipper operator staff advisory recommendation to do so;
- Recognition of the establishment of the Board, the execution of the MOU, and the C2 contract award (*see* Section 1.1);
- Recognition that RTC cards are no longer issued to non-disabled seniors (*see* Section 3.4.4 in particular);
- Other factual corrections (*see, e.g.,* Sections 2.1.3, 4.2.4.3.3, and 4.4.2) and minor terminology changes (*for example,* a change from ‘e-cash’ to ‘Cash Value’ throughout).

**Issues:** Procedurally, assuming the Board today approves amending the Clipper Operating Rules, the full MTC (the Commission) should adopt an updated Resolution incorporating the amended Operating Rules as approved by the Board. Staff intend to bring a request for updating the appropriate Resolution to the Commission at its February meeting. The effectiveness of the Board’s action to approve Operating Rules amendments, however, is not dependent upon the Commission’s subsequent adoption of an updated Resolution.

**Recommendation:** Staff recommends Board approval of amendments to the Clipper Operating Rules as shown on the redlined document accompanying this memo as Attachment A, with such amendments to become effective immediately after Board approval.

**Attachment:** Attachment A: Clipper Operating Rules, as of June 2012, with proposed January 2021 amendments

  
Carol Kuester



# CLIPPER

## **Operating Rules**

**MTC Resolution No. 3983, Revised  
June 27, 2012**

## MTC Res. 3983, Revised

### DOCUMENT HISTORY

1. Draft version 1.0 distributed to transit agencies by MTC on June 29, 2010.
2. Draft version 1.1 approved by MTC Operations Committee on October 8, 2010; approval by MTC Commission deferred pending changes to Section 3.12.1.
3. MTC Resolution No. 3983 includes changes to Section 2.8.1, 3.2.2, 3.2.3, 3.2.6, 3.2.8, 3.5.1, 3.5.2, 3.9.2, 3.12.1, 4.2.1, 4.2.4.3.2, 4.2.4.3.3, 4.2.7.3.1, 4.2.8.1, 4.2.9, 4.2.9.1, 4.2.10.2, 4.11.2, and the Glossary and addition of Section 3.14, 4.6.3, and Attachment 1.
4. MTC adopts Resolution No. 3983 on February 22, 2012.
- ~~5.~~ MTC Resolution No. 3983, Revised, adopted June 27, 2012, includes substantive changes to Sections 4.2.4.3.2, 4.2.4.3.3, 4.2.8, 4.6.1 and 4.6.2.
- ~~6.~~ MTC adopts Resolution No. 3983, Revised, on October 28, 2015, delegating authority to make changes in the Clipper Operating Rules to the Clipper Executive Board.
- ~~5-7.~~ Operating Rules update approved by Clipper Executive Board on January 25, 2021.

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**Commented [LM1]:** Table of Contents will need to be updated to correspond with revisions to the body of the document once revisions are approved by CEB.

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## 1. INTRODUCTION

### 1.1 CLIPPER® OVERVIEW

Clipper® is an Automated Fare Collection (“AFC”) program cooperatively developed and implemented by the transit operators (“~~e~~Operators”) in the nine-county San Francisco Bay Area and the Metropolitan Transportation Commission (“MTC”). The program was previously known as TransLink® until June 2010. The Clipper® card is a fare instrument that can operate in all of the different transit modes in the Bay Area (“the Region”) and can be used to pay fares for both inter-operator and intra-operator services.

MTC is the Clipper® Program Contracting Agency responsible for managing and administering the Clipper® Program on behalf of the participating Operators under the terms of the Amended and Restated Clipper® Memorandum of Understanding (“MOU”) entered into in February 2016, as amended. MTC works in close cooperation with the Operators that accept Clipper® for fare payment through a Clipper® Executive Board that establishes policy and priorities for the Clipper® Program and approves certain contracts. As the Clipper® Contracting Agency under the MOU, MTC (also, “Contracting Agency”) has a contract with Cubic Transportation Systems, Inc. (“Clipper® Contractor”) to design, build, operate, and maintain the Clipper® system (“Clipper® Contract”).

The operations and maintenance term of the Clipper® Contract was extended from November 2, 2019 to up to November 2, 2024 in Clipper Contract Change Order #218 to allow more time for the procurement, design, development and implementation of a next-generation Clipper® system. Cubic Transportation Systems, Inc. was also selected as the next-generation Clipper® system integrator following a multi-stage procurement conducted by MTC in collaboration with the Operators. A contract for the design, development and testing, installation and transition, operations and maintenance, and end-of-term transition of the next-generation Clipper® system was signed on September 26, 2018. These Operating Rules will be revised to address the next-generation Clipper® system following approval of its final design.

### 1.2 PURPOSE OF THIS DOCUMENT

These operating rules establish operating parameters and procedures for the operation and maintenance of the Clipper® system. This document identifies ~~transit e~~Operators’ responsibilities related to implementation, operation, and maintenance of the system, MTC’s responsibilities related to implementation, operation and maintenance of the system, and system policies. The rules and policies contained in this document are not intended to describe procedures for every scenario that will arise related to the implementation, operation and maintenance of the Clipper® system. Where any rules and/or policies conflict either with the Amended and Restated Clipper® Memorandum of Understanding (“MOU”) or the Clipper® Contract, the MOU or Contract, respectively, shall prevail.

## 2. MTC RESPONSIBILITIES

### 2.1 CARD ISSUANCE

#### 2.1.1 Definition of Application Issuer

An application issuer is any single entity or a joint entity of multiple parties that owns and distributes any specific application that may be resident solely or jointly with other applications, on a smart card or on a mobile device that integrates smart card functionality. MTC retains the right to issue cards with the Clipper® Application.

#### 2.1.2 Clipper® Application Issuer

MTC shall be the Application Issuer of the Clipper® Application, and MTC shall retain ownership of the Clipper® Application and brand, including related brands such as Clipper® START<sup>SM</sup>, regardless of which party issues the Clipper® card. MTC reserves the right to determine what services and entities are authorized to use the Clipper® Application and e-purse for payments for transit services and for non-transit applications such as parking facilities.

#### 2.1.3 Definition of Card Issuer

A Clipper® Card Issuer is any single entity or a joint entity of multiple parties that MTC has formally approved to issue smart cards containing the Clipper® Application or a functioning subset of this application that enables them to be accepted as a form of payment. MTC is currently the sole Clipper® Card Issuer.

#### 2.1.4 Card Issuer for Regionwide Implementation of Clipper®

MTC shall have the sole ~~exclusive~~ right to issue or authorize issuance of reloadable (“extended use”) or limited use cards with the full Clipper® Application ~~or a subset of this application on the card.~~ MTC also has the exclusive right to issue cards with limited features and life-cycle requirements, e.g., where a subset of the application may need to be issued in circumstances where because the entire Clipper® Application is not required or will not fit on a physical card, i.e., limited use smart cards.

The MTC policy on card issuance in the Clipper® program is to encourage all qualified Card Issuers to issue cards with the Clipper® Application. No Card Issuer may issue a card with a Clipper® Application without the express written agreement of MTC. Such approval may be granted by MTC to entire classes of issuers under a single agreement.

### 2.2 CARD BASE MANAGEMENT

#### 2.2.1 Clipper® Card Inventory

MTC shall be responsible for monitoring the Clipper® physical card inventory and maintaining a sufficient card inventory to meet regional demand.

#### 2.2.2 Design of Personalized Cards

The design of personalized cards will be subject to approval by MTC regardless of whether the Clipper® Service Bureau (“CSB”) operated by the Clipper® Contractor distributes a personalized card.

### 2.3 DISTRIBUTION

#### 2.3.1 Right to Determine Access to Distribution Devices

MTC retains the sole right to decide which cards shall have access to the distribution devices

**Commented [LM2]:** Deleting because MTC has authorized other entities, such as San Francisco State University and Motivate (bike share company acquired by Lyft) to act as card issuers.

owned by MTC and/or the operators and which services are to be extended to them.

### **2.3.2 Minimum Value Required When Acquiring Clipper® Card**

MTC may establish temporary or permanent policies whereby a cardholder shall be required to load a minimum amount of value when acquiring a Clipper® card.

## **2.4 CARDHOLDER FEES**

### **2.4.1 Setting Cardholder Fees**

As the Clipper® Card Issuer and Application Issuer, as defined in Sections 2.1.2 and 2.1.3 above, MTC shall have the right to set, modify and/or waive the cardholder fees identified in Section 4.6.

### **2.4.2 Waiving of Cardholder Fees**

MTC shall monitor the waiving of fees by the ~~CSB Customer Services Manager~~ Clipper® Contractor.

## **2.5 CARDHOLDER CONFIDENTIALITY**

### **2.5.1 Confidentiality of Information**

MTC shall ensure that the Clipper® Contractor maintains the confidentiality and privacy on the use of individual cards unless waived by a cardholder or under order of a court with jurisdiction over MTC. MTC shall define Special Conditions Regarding Personally Identifiable Information, as included in Attachment 1, with which the Operators shall comply.

## **2.6 SYSTEM FAILURE PLAN**

### **2.6.1 Responsibility for Reviewing and Approving the Disaster Recovery Plan**

MTC shall review the *Disaster Recovery Plan* and provide comments to the Contractor. MTC is responsible for either approving or rejecting the *Plan* and subsequent updates.

## **2.7 CLIPPER® FINANCIAL SETTLEMENT AND RELATED SERVICES**

### **2.7.1 Treasury/Cash Management**

The functions within treasury/cash management are the responsibility of the Application Issuer. The following processes will help account for funds held by the Application Issuer and protect the Application Issuer and operators from fraud, loss exposure, and expense.

For cards with the Clipper® Application, the following will be tracked and reported to the operators:

- The amount of funds collected from the initial distribution of Clipper® cards, i.e. card acquisition fees as described in Section 4.6.1 of this document, by ~~e~~Operators or third party distributors;
- The amount of funds held as unrealized revenue; and
- The amount of funds generated from the investment of the ~~f~~Funds ~~p~~Pool.

#### **2.7.1.1 Funds Pool Accounting**

The Application Issuer shall be responsible for all Clipper® Funds Pool Accounting functions for those pool funds it holds.

### 2.7.2 Claims

MTC shall oversee all claim investigation and assessment although an ~~e~~Operator may participate at its option.

## 2.8 MARKETING

### 2.8.1 Clipper® Marketing Materials/Advertisements

MTC shall be responsible for designing, developing, and publishing/printing Clipper®-related marketing materials/advertisements. Where applicable, MTC and the ~~e~~Operators shall be responsible for purchasing advertising space, etc. MTC shall provide Clipper® information in multiple languages, primarily English, Spanish and Chinese.

### 2.8.2 Updates to Cardholder Education Materials

MTC shall update cardholder education materials including cardholder education materials in alternate formats and foreign languages to reflect changes in the availability of Clipper®, modifications to the fees described in Section 4.6, and changes to the Clipper® Cardholder Agreement (<https://www.clippercard.com/ClipperWeb/agreement.html>).

### 2.8.3 Card Graphics

All Clipper® cards including limited use cards shall conform to a common design standard. MTC shall finalize the graphics standard(s) and publish them in the *Clipper® Brand Standards Guide* available at <https://www.clippercard.com/ClipperWeb/brand-guidelines.html>.

### 2.8.4 Advertising and Promotion General Policy

MTC in coordination with the ~~participating transit e~~Operators shall coordinate the development of advertising to support the operation of the Clipper® program.

### 2.8.5 Monitoring of Card Promotions

MTC shall monitor the number of cards distributed by ~~e~~Operators in accordance with Section 4.11.2.

### 3. OPERATOR RESPONSIBILITIES

#### 3.1 ACCEPTANCE AND CONDITIONS OF USE

##### 3.1.1 Acceptance of Clipper® Branded Cards

All ~~participating~~ ~~e~~Operators are obligated to accept all Clipper® branded cards, regardless of the issuer. Operators shall accept Clipper® cards as payment for all the fixed-route transit services they offer.

##### 3.1.2 Fraud Detection and Control

Operators are responsible for ensuring that Clipper® cards and systems are used in a manner consistent with defined policies and procedures. Operators shall have the right to determine if customers are using cards fraudulently and confiscate ~~the physical~~ cards that are determined to be used fraudulently. ~~The e~~Operators must mail confiscated physical cards to the CSB, which will block the card from further use. A fraud investigation may be initiated by an Operator, MTC or ~~CSB~~ the Clipper® Contractor. Operators are required to cooperate with any investigation of fraud undertaken by MTC and/or ~~CSB~~ the Clipper® Contractor.

#### 3.2 CARD BASE MANAGEMENT

##### 3.2.1 Order Acceptance and Shipment

Operators shall provide to MTC the names and contact information for representatives eligible to order cards in bulk quantities. Operators shall notify MTC of changes in authorized personnel. Operators shall submit requests for cards to the ~~CSB~~ Clipper® Contractor using the approved form. CSB shall process orders signed by authorized ~~e~~Operator representatives.

##### 3.2.2 Operator Responsibility for Lost or Stolen Clipper® Cards

Operators shall store Clipper® cards in a secure manner and report any loss or theft of cards to MTC. An operator must notify ~~CSB~~ the Clipper® Contractor and MTC in the event the ~~e~~Operator discovers cards are missing.

##### 3.2.3 Proof of Eligibility for Youth and Senior Discount Fares

When a patron requests a card configured for the Youth or Senior Citizen fare category, transit operator personnel shall require the patron to present a government-issued identification showing the patron's date of birth. Specific forms of identification that shall be accepted are the following:

- Birth certificate;
- Driver's license or state identification card issued by any state;
- Federal government-issued "Green Card" (Alien Registration card, Permanent Resident card);
- Matricula Consular card issued by the Mexican government (also referred to as a Consular Identification Card);
- Passport from any nation;
- San Francisco or other City Identification Card; and
- Other identification that ~~transit e~~Operator personnel determine to be adequate for determining the patron's date of birth.

## MTC Res. 3983, Revised

Operators may accept expired forms of photo identification (i.e. passport and driver's license) if the applicant is present and a visual match can be made.

### 3.2.4 Management of Personalized Cards Distributed to Institutional Program Participants

The Operator or third-party institutional program manager shall monitor the eligibility status of persons with personalized cards and either retrieve cards from ineligible persons or notify ~~CSB~~the Clipper® Contractor that a patron's card and/or institutional pass should be blocked.

### 3.2.5 ~~Senior~~Disabled (RTC Discount) Card Eligibility Tracking

Operators shall manage the RTC Discount Card Central Processor. At the operator's direction, the RTC Discount Card Central Processor shall monitor the eligibility status of persons with cards configured for the ~~Senior~~Disabled (RTC Discount) fare category.

### 3.2.6 Availability of Additional ~~Senior~~Disabled (RTC Discount) Cards for Patrons Qualified to Travel with an Attendant

Upon request by a patron, Operators, through the Regional Transit Connection Discount Card Program, shall provide a second valid card to patrons who both qualify for cards configured for the ~~Senior~~Disabled (RTC Discount) fare category and who qualify to travel with an attendant. Operators participating in the RTC Discount Card Program shall establish consistent procedures for accepting requests for second cards from eligible patrons and blocking cards in the event that an ~~Operator~~ determines a patron has fraudulently used a card.

### 3.2.7 Tracking of Cards with Operator Employee Products

~~The appropriate transit Operator~~ shall monitor the eligibility status of persons with cards with operator employee products and either retrieve cards with employee products from ineligible persons or notify CSB that a patron's card and/or employee pass should be blocked.

### 3.2.8 Card Registration at Ticket Offices

Operators shall register patrons' physical cards at ticket offices equipped with Ticket Office Terminals ("TOTs"). Operators shall immediately register the patrons' cards upon receipt of the patrons' information.

## 3.3 DISTRIBUTION

### 3.3.1 Card Distribution by Operators

Operators shall be responsible for distributing Youth, Senior and Adult Clipper® cards to their patrons. Operators shall distribute cards at ticket offices that have been equipped with TOTs; ~~Operator~~ may also distribute cards at other locations approved by MTC.

### 3.3.2 Collection of Cash from Distributors and Vending Machines

~~CSB~~The Clipper® Contractor will debit ~~Operator~~ for physical Clipper® cards, ~~e-cash~~Cash Value and other ~~Operator~~'s products sold on their properties.

### 3.3.3 Initial Card Value

Where ~~Operator~~ intend to distribute cards preloaded with value, ~~Operator~~ shall be responsible for funding the addition of any value to the cards.



### 3.3.4 Distribution of Cards to Operator Employees

Operators shall be responsible for making cards available to their employees, the dependents of their employees, retirees, board members, consultants, and others, as determined by individual ~~e~~Operator policies. If necessary, the ~~participating e~~Operators will assist CSB in monitoring the distribution of Operator Employee passes by providing CSB with both the name of each individual to whom a card with an Operator Employee pass is distributed and the card serial number of the respective card.

## 3.4 FARES AND PASSES

### 3.4.1 General Fare Policy

Transit fare policy shall remain the exclusive right of the ~~e~~Operators and their respective policy boards. Operators set their own fares, acting singly for services within that ~~e~~Operator's property and in conjunction with contiguous ~~e~~Operators for inter-~~e~~Operator fares.

### 3.4.2 Passes

Operators shall establish vending windows for their calendar passes.

### 3.4.3 Stored Rides

Operators shall establish rules regarding the expiration of their stored ride products.

### ~~3.4.4 Senior/Disabled (RTC Discount) Fare Category~~

~~Operators shall individually determine whether to limit the availability of certain senior citizen fares and/or fare products to senior citizens with personalized cards for the Senior/Disabled (RTC Discount) fare category.~~

**Commented [LM3]:** Deleted this paragraph because RTC cards are no longer issued to Seniors and because the availability of Senior Clipper cards has been standardized throughout the region.

### ~~3.4.5~~ 3.4.4 Operator Employee Passes

Operators loading an Operator Employee pass to a card may require that the card be personalized with a photograph, the logo of the ~~e~~Operator with which the cardholder is associated, and/or the cardholder's name. Where an ~~e~~Operator requires personalization of a card loaded with an Operators Employee pass, ~~e~~Operators shall be responsible for any incremental charges associated with the design, development, manufacture, and/or printing of the card as indicated in Section 3.12.3 of this document.

## 3.5 CLIPPER® CARD REFUNDS

### 3.5.1 Operator Products

The value of ~~e~~Operator products may be refunded at the discretion of the ~~e~~Operator(s) on which the product is valid. If an ~~e~~Operator approves the refund of a product, ~~CSB~~the Clipper® Contractor will block the product so that it is no longer valid.

Operators shall provide authorization to ~~CSB's Customer Services Manager~~the Clipper® Contractor to grant or deny a refund of ~~e-cash~~Cash Value and/or an ~~e~~Operator product at his/her discretion up to limits specified by the ~~e~~Operator. Beyond these limits, the ~~Customer Services Manager-Clipper® Contractor~~ will grant or deny refunds after consultation with designated personnel from the affected ~~transit e~~Operator.

### 3.5.2 Identification of Designated Operator Personnel Authorized to Approve Refunds

Each ~~participating transit~~ Operator shall identify at least two representatives authorized to provide approval for the granting of refunds by the CSB Customer Service Manager where the refund affects the amount due to a respective ~~transit~~ Operator.

## 3.6 CARDHOLDER FEES

### 3.6.1 Cards Configured for the ~~Senior/Disabled~~ (RTC Discount) Fare Category

Operators participating in the RTC Discount Card Program shall be responsible for setting cardholder fees associated with the acquisition, replacement and renewal of cards configured for the ~~Senior/Disabled~~ (RTC Discount) fare category. The Clipper® Operating Rules do not govern the RTC Discount Card Program fees.

## 3.7 DISTRIBUTION AND FARE PAYMENT DEVICE NETWORK MANAGEMENT

### 3.7.1 Distribution Device Network Management

Operators that have procured equipment outside of the Clipper® Contract shall be responsible for monitoring and managing their own devices and networks for those devices.

### 3.7.2 Reporting to the Clipper® Central System

All Clipper® transactions shall be reported to the Clipper® Central System (“CCS”). Where ~~Operators~~ manage devices, Operators shall ensure that those devices report all transactions to the CCS.

### 3.7.3 Software Application and Configuration Data Downloads

Operators shall ensure that devices are powered on to enable receipt of software and Configuration Data (“CD”) downloads. Operators shall cooperate with ~~CSB~~ the Clipper® Contractor and perform first- line maintenance if requested by ~~CSB~~ the Clipper® Contractor as part of the troubleshooting process.

### 3.7.4 Authorization for Software Application Downloads

Each operator shall designate an individual who will be responsible for authorizing software and CD downloads. After completing internal testing of a pending software application release, CSB shall issue detailed release notes and schedule time for MTC and ~~for the Operators~~ to witness testing of the release in the CSB test-bed. ~~MTC or CSB~~ The Clipper® Contractor shall propose a deployment date and request Operators to authorize the software download. Operators shall not unreasonably withhold such authorization, particularly when the release is intended to implement a required fare change.

### 3.7.5 Fare Table Updates

The responsible Operator will report to MTC the fare tables and transfer policies to be changed or added (e.g., a fare increase). MTC shall forward the Operator data to the Clipper® Contractor for implementation.

### 3.7.6 Changes to Clipper® Configuration Data to Enable Fare Changes

~~Transit~~ Operators shall notify MTC at least 60 days prior to the effective date of the changes to the fare tables and transfer policies. More time is required for significant or structural changes.

The date of the download may be prior to the effective date of the change. An ~~operator~~ ~~with mobile devices (i.e., installed on vehicles)~~ may opt to select a download date one or two weeks prior to the effective date of the change in order to maximize the percentage of devices that have received the download when the effective date is reached.

### 3.7.7 Field Testing

At their option, ~~operators~~ may conduct field tests of software/CD releases to confirm that the software/CD functions as documented in the release notes and as demonstrated in the test-bed. Operators shall report any negative findings from such field testing to MTC and ~~for CSB, the Clipper® Contractor.~~

### 3.7.8 Notification of Issues Following Software/CD Deployment

Operators shall immediately notify ~~CSB~~ the Clipper® Contractor of any problems arising from a software/CD download.

## 3.8 CLIPPER® ASSET MANAGEMENT SERVICES

### 3.8.1 Software Management Services

An ~~operator~~ may assume responsibility for software installation for the systems installed at its facilities or on its vehicles subject to MTC's approval of such transfer of responsibility. Otherwise, the Contractor shall be responsible for software installation at all levels of the system.

### 3.8.2 Transit Operator Asset Management Responsibilities

Operators are responsible for ensuring that access to Clipper® devices is controlled, protected, and limited to authorized personnel within their organizations.

## 3.9 TECHNICAL SUPPORT AND MAINTENANCE LEVELS

### 3.9.1 Responsibility for Failure Detection

Operators, as well as the Contractor and MTC, shall be responsible for reporting device failures and events that could indicate a failure affecting information processing systems at the CCS.

### 3.9.2 Operation and Maintenance of Clipper® Equipment

All ~~participating operators~~ are obligated to operate and maintain Clipper® equipment in accordance with these rules, and maintain equipment to ensure the highest level of availability for use by consumers. Operational and maintenance responsibilities include, but are not limited to:

- a. Managing the inventory of spare components stored on each Operator's property;
- b. Isolating failed Card Interface Devices ("CIDs") and components (e.g., Add Value Machine ("AVM") modules) and replace with spares;
- c. Returning failed CIDs and components to the CSB for replacement;
- d. Revenue servicing TOTs, AVMs and Ticket Vending Machines ("TVMs");
- e. Maintaining inventory of Clipper® cards and limited use Clipper® tickets in TVMs;
- f. Performing fingertip maintenance; and
- g. Operating Clipper® equipment (e.g., driver consoles, TOTs, Handheld Card Readers ("HCRs"), etc.) as required.

### 3.9.3 Responsibilities Shared by the Contractor and the Operators

Maintenance of equipment installed at **eOperator**'s sites will be a shared responsibility between **eOperator** staff and the Contractor. Operator staff will be responsible for first-line maintenance, which includes preventive maintenance and depot maintenance item diagnosis, removal and installation. The Contractor shall be responsible for the overall depot maintenance program and on-call maintenance when escalated beyond the **eOperator**'s handling of the situation.

#### 3.9.3.1 Maintenance Responsibilities by Device

The following table provides an overview of the maintenance responsibilities of the **eOperator**s that are further described in this section.

MAINTENANCE SERVICES	
EQUIPMENT	Operator Responsibility
On-Board CID (CID 1)	1 <sup>st</sup> Line Maintenance
Stand-Alone CID (CID 2)	1 <sup>st</sup> Line Maintenance
CID Faregates	1 <sup>st</sup> Line Maintenance
Wireless Data Transmission System ("WDTS")	1 <sup>st</sup> Line Maintenance
Handheld Card Reader	1 <sup>st</sup> Line Maintenance
Add Value Machine	1 <sup>st</sup> Line Maintenance
Ticket Office Terminal	1 <sup>st</sup> Line Maintenance
Clipper® Data Server ("CDS")	1 <sup>st</sup> Line Maintenance
Automatic Zone Determination System ("AZDS")	1 <sup>st</sup> Line Maintenance
Clipper® Ticket Vending Machines ("TVM")	1 <sup>st</sup> Line Maintenance

#### 3.9.3.2 First Line Maintenance

Certified **eOperator** personnel will perform first line maintenance.

### 3.10 DATA COMMUNICATIONS AND REPORTING

#### 3.10.1 Data Communications Links

Operators share responsibility with the **Clipper®** Contractor for maintaining the data communications links between Clipper® devices on their properties. In addition, if **eOperator**s purchase Clipper® equipment independently (i.e., not through MTC), they are responsible for extracting data from that equipment and transmitting it to the CCS in accordance with message and data format and security standards as defined by the Clipper® Contractor.

### 3.11 CLIPPER® FINANCIAL SETTLEMENT AND RELATED SERVICES

#### 3.11.1 Establishment of Settlement Accounts

Each **eOperator** shall establish bank accounts and account agreements with **CSBthe Clipper® Contractor** to enable their participation in the settlement process.

#### 3.11.2 Deposit of Cash

Operators are responsible for depositing cash from Clipper® card and value distribution transactions into their accounts to cover funds due to the Clipper® **funds pPool**. Net settlement will debit **eOperator**s for card and value distribution transactions of value during the cycle in which the transactions take place regardless of whether **eOperator**s have deposited the cash collected.

### 3.11.3 Collection of Cash from Distributors and Vending Machines

Distributors, including ~~e~~Operators, will be debited for Clipper® ~~e-cash~~Cash Value, physical cards, and other ~~e~~Operators' products sold on their properties and will be responsible for collecting cash from vending machines on their properties. Operators will be debited according to Clipper® records. For devices revenue serviced by the ~~transit~~~~e~~Operators, cash shortfalls or overages shall be the responsibility of the ~~e~~Operators.

## 3.12 MARKETING

### 3.12.1 General Responsibility

Operators shall promote the use of Clipper® cards to their respective customers. Operators shall provide Clipper® information in multiple languages, primarily English, Spanish and Chinese.

### 3.12.2 Responsibility for Maintaining Inventory of Cardholder Education Materials

Operators shall maintain a sufficient inventory of cardholder education materials at locations that they operate. When needed, ~~e~~Operators shall request additional cardholder education materials from CSB or MTC.

### 3.12.3 Operator-Specific Card Graphics

Any ~~e~~Operator that wishes to develop an ~~e~~Operator-specific card graphic will fund incremental charges associated with the design, development, manufacture, and/or printing of that card.

## 3.13 CUSTOMER SERVICES

### 3.13.1 Coordination between ~~CSB Customer Service Center~~the Clipper® Contractor A and Transit Operator Customer Service Centers

Operators shall work cooperatively with the ~~CSB Clipper® Contractor~~ to resolve customer service issues.

## 3.14 PERSONALLY IDENTIFIABLE INFORMATION

### 3.14.1 Security of Clipper® Customers' Personally Identifiable Information

Operators shall comply, and shall cause all contractors/consultants who have access to Personally-Identifiable Information ("PII"), as defined in Section 5, Glossary of Terms, to comply, with the special provisions related to the access and protection of PII set forth in Attachment 1 to these Operating Rules, Special Conditions Regarding Personally Identifiable Information, as amended from time to time by MTC due to changes in applicable law or regulation.

## 4. SYSTEM POLICIES

### 4.1 ACCEPTANCE AND CONDITIONS OF USE

#### 4.1.1 Conditions of Use

~~The A~~ cardholder, while using the services and facilities of the ~~e~~Ooperators, shall be subject to and comply with the bylaws, rules, and regulations of the respective ~~e~~Ooperators and with the Clipper® Cardholder License Agreement (<https://www.clippercard.com/ClipperWeb/agreement.html>). Upon distribution, a card may be used in accordance with these conditions by a cardholder who is:

- The bearer of the card; and
- The person identified as being entitled to use of the card in the card data with respect to any registered card.

#### 4.1.2 Transferability of the Card

The card (except for registered cards and unregistered personalized cards, such as cards configured for the ~~Senior~~ Disabled [RTC Discount] fare category) is transferable, and it is valid for use by the bearer. Registered cards, as defined in Section 4.2.4, and personalized cards, as defined in Section 4.2.7, are not transferable and can only be used by the person identified in the card data as authorized to use the card.

#### 4.1.3 Operator Fees, Charges, Discounts, Etc.

Payment for transit services by deduction of the encoded value in the card ~~for transit services~~ is subject to the fee, charge, discount and/or concession and other relevant conditions of the respective ~~e~~Ooperators effective at the time when service is offered and used.

#### 4.1.4 Rejection of Clipper® Card for Fare Payment

Operators may demand fare payment in a form other than the Clipper® card under the following conditions:

- ~~E-cash~~Cash Value balance on the card upon entry is insufficient to pay the fare;
- ~~E-cash~~Cash Value balance on the card upon entry has a negative value;
- The pass and/or stored rides on the Clipper® card have expired;
- The value stored in the BART High Value Discount E-purse is lower than the fare for the least expensive one way trip on BART;
- Clipper® card is expired;
- Upon request by ~~transit e~~Ooperator personnel, the patron cannot verify eligibility for a discount fare enabled by his/her card;
- The patron is attempting to use a card fraudulently;
- Clipper® card has been added to the hotlist or blocked from the system; or
- Clipper® card is damaged or defective.

#### 4.1.5 Card Reader Failure

In the event of a card reader failure, ~~e~~Ooperators may at their option either demand an alternative form of payment or allow Clipper® cardholders a free ride. Neither MTC nor the Clipper® Contractor shall reimburse ~~e~~Ooperators for free rides granted due to malfunctioning readers and in accordance with individual ~~e~~Ooperator policies.

## 4.2 CARD BASE MANAGEMENT

### 4.2.1 Expiration of Clipper® Cards

Clipper® cards configured for the Adult, Youth and Senior Citizen fare categories will expire 20 years after issuance, and patrons shall be able to transfer value from an expired card to a replacement card. ~~Senior/Certain~~ Disabled (RTC Discount) Cards shall expire in accordance with the policies established by the RTC Discount Card Program.

### 4.2.2 Adding Cards to the Hotlist

Clipper® cards can be blocked from use in the system under the following circumstances:

- The card is reported as lost, stolen, or damaged;
- Fraudulent use of the card is suspected or has been established; and
- Funding for the Autoload feature is denied.

Clipper® products can be blocked from use in the system under the following circumstances:

- Funding for the Autoload feature is denied;
- An employee's tenure terminates with an employer that funds value and/or authorizes eligibility for a particular product on a particular employee's card; or
- An individual is no longer a participant in an institutional program.

### 4.2.3 Unregistered Cards

Unregistered cards are those where the Card Issuer does not know the identity of the cardholder. If distributed by the RTC Discount Card Program Central Processor, unregistered cards will be personalized with a cardholder's name and photograph, but the Central Processor may only provide the card serial number to the Card Issuer. CSB will not receive the cardholder's information from the Central Processor.

- All unregistered cards distributed by operators or third party distributors will be configured for the Adult fare category.
- All unregistered cards distributed by the RTC Discount Card Program Central Processor will be configured for the ~~Senior~~ Disabled (RTC Discount) fare category.
- All unregistered cards distributed by the RTC Discount Card Program Central Processor will be personalized (see Section 4.2.7).
- Unregistered cards and any confirmed value remaining on unregistered cards cannot be replaced if lost, stolen, or non-functioning, unless the card is determined to be defective by CSB or the card is configured for the ~~Senior~~ Disabled (RTC Discount) fare category.<sup>1</sup>

### 4.2.4 Registered Cards

Registered cards are those where the Card Issuer knows the identity of the cardholder. Some registered physical cards may have distinguishing physical features such as the printed word "Senior" and/or a colored stripe in the case of registered cards used by senior citizens or the cardholder's printed name and/or photograph in the case of personalized cards.

<sup>1</sup> If a cardholder claims his/her card is defective and submits the card to CSB in exchange for a replacement card, the cardholder will need to provide his/her name and mailing address to CSB.

A cardholder must register his/her card to:

- Receive the card via mail from CSB;
- Utilize optional features such as Balance Restoration, Autoload, and automatic enabling of audio and/or alternate language functions when using AVMs;
- Receive value through employers, employer benefit programs (except where the cardholder redeems a voucher or a benefit program debit card) and/or institutional programs;
- Receive a refund of any confirmed remaining e-cash value on his/her card;
- Receive a card that is configured for either the Youth fare category or the Senior Citizen fare category; and
- Enable the retrieval of a lost or stolen card that is returned to CSB or an ~~e~~Operator.

The process of registering a card and the processes of electing to utilize Clipper®'s optional features; arranging to receive loads through an institutional program; or seeking to qualify for discount fares and/or products may be distinct. This will be the case for patrons with cards configured for the ~~Senior~~ Disabled (RTC Discount) fare category.

#### **4.2.4.1 Information Required for Card Registration**

To register a card, a patron must provide his/her name, a mailing address, a telephone number, and a security question and answer. Patrons may submit this information to CSB in writing, via telephone, or through the Clipper® website; at an ~~transit e~~Operator ticket office or Clipper® in-person customer service center equipped with a TOT; or a location that accepts the Clipper® Youth and Senior Card Application. Where a patron registers a card through ~~the~~ Clipper® website, the patron must provide an e-mail address. An institutional program may also furnish the registration data to CSB.

#### **4.2.4.2 Additional Information that May Be Captured When Registering a Card**

Additional cardholder account information may include, but is not limited to, the cardholder's fax number, e-mail address, bank account number, credit card account number, and/or birth date.

The specific required additional cardholder information depends on whether a patron registers for optional features; receives value through an employer, employer benefit program, or institutional program; or seeks to qualify for discount fares and/or products.

#### **4.2.4.3 Availability of Registered Cards**

##### **4.2.4.3.1 Availability of Registered Cards Configured for the Adult Fare Category**

A cardholder may acquire a registered card configured for the Adult Fare Category directly ~~from CSB, a transit operator~~ through the Clipper® websites or Clipper® mobile app, by calling Clipper® Customer Service, or by visiting an Operator ticket office or Clipper® in-person customer service center equipped with a TOT, ~~or an institutional program. A patron with an unregistered Adult card can register it at any time through the previously listed channels by providing the information described in Section 4.2.4.1.~~

##### **4.2.4.3.2 Availability of Registered Cards Configured for the Senior Citizen Fare Category**

To pay discount fares based on age, a senior citizen may acquire a Clipper® card configured for the Senior Citizen fare category. A senior citizen may apply for and receive a card upon



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submission of a qualifying application at: an ~~transit~~ eOperator ticket office; one of the Clipper® in-person customer service centers overseen by MTC; an MTC or operator-sponsored outreach event; other locations approved by the operators that may or may not be equipped with TOTs, but which have agreed to the provisions in Attachment 1; or by mail or email using a MTC-approved card application form and accompanied by copies of documentation that indicates proof of eligibility in accordance with Section 3.2.3. Except for applications submitted by mail or email, all senior citizens applying for senior Clipper® cards must apply in person and present valid identification verifying they meet the minimum age requirement.

~~Transit~~ eOperator ticket offices may select from two options that provide a senior Clipper® card to the patron immediately upon submission of a qualifying application: (1) The TOT option requires eOperator verification of the eligibility of the date of birth, entering the applicant information into the TOT directly, and providing a registered card to the patron. (2) The pre-initialized card issuance option requires the verification of the patron's application and the submission of the completed application to CSB for processing.

##### 4.2.4.3.3 Availability of Registered Cards Configured for the Youth Fare Category

A youth, or his/her representative, may apply for a Clipper® card encoded with his/her birth date at ~~transit~~ eOperator ticket offices; at in-person customer service centers overseen by MTC and equipped with TOTs; by mail or email; or at a location operated by a third party operating under a written agreement with MTC or an ~~transit~~ eOperator where the written agreement includes the provisions of Attachment 1. ~~Transit~~ eOperators and in-person customer service centers will provide Clipper® youth cards on-site upon receipt of qualifying applications and verification of age eligibility. Operators that require personalized youth cards may require additional time to produce the card. These cards will be sent via mail within an acceptable time frame. A youth does not need to appear in-person when acquiring a card configured for the Youth fare category.

CSB may only fulfill requests for new youth cards if the request is made by:

- a. Approved ~~transit~~ eOperator personnel;
- b. An entity authorized by the eOperators to receive, review, and approve requests for youth cards (e.g., a school);
- c. In-person customer service center personnel; or
- d. Mail or email using a MTC-approved card application form and accompanied by copies of documentation that indicates proof of eligibility in accordance with Section 3.2.3.

~~Except for applications submitted by mail or email, an applicant for a card configured for the Youth fare category must appear in person to present approved identification indicating the applicant's age in order to acquire a Clipper® card encoded with the applicant's birth date.~~

**Commented [LM4]:** Deleted because this is factually incorrect.

##### 4.2.4.4 Tracking of Registered Youth and Senior Citizen Clipper® Cards

In order to issue a card configured for either the Youth or Senior Citizen fare categories, the authorized Clipper® distributor will need to enter the following information for upload into the card database:

- a. Name of the cardholder for whom the card is being encoded;
- b. Date of birth being encoded on the card, where appropriate;

- c. The address of the cardholder for whom the card is being encoded; and
- d. The type and complete serial number of the document presented as proof of eligibility.

#### 4.2.5 Converting an Unregistered Card to a Registered Card

A cardholder may convert an unregistered card to a registered card through the recording of the cardholder's personal information as described in Section 4.2.4.1.

#### 4.2.6 Proof of Eligibility for Discount Fares or Institutional Programs

~~Transit~~ operators may establish additional ~~age verification procedures~~ requirements for ~~determining eligibility for the Youth fare category~~ managing programs that offer access to institutional passes or discounted fares and passes, subject to the approval of MTC. ~~These requirements may include card personalization or the submission of documentation related to income or status as a student, veteran or other qualifying status, as well as the limitation of specific products that are not available for patrons to purchase directly through Clipper® distribution channels~~ to personalized cards.

Commented [LM5]: This covers Clipper START.

Per the requirements of the RTC Discount Card Program, persons with disabilities ~~and senior citizens~~ seeking ~~Senior~~ Disabled (RTC Discount) Cards must demonstrate their eligibility for discounts based on ~~age or~~ disability by submitting a complete RTC Discount Card Application to ~~an participating transit~~ operator, which forwards the applications to the RTC Discount Card Program Central Processor.

Patrons who obtain a Clipper® card ~~configured for either the Youth fare category or the Senior Citizen fare category~~ that offers access to institutional passes or discounted fares and passes must be prepared to show proof of eligibility ~~when using the card~~ if requested by ~~transit~~ operator personnel.

#### 4.2.7 Personalized Cards

All physical cards configured for the ~~Senior~~ Disabled (RTC Discount) fare category will be personalized. A cardholder may be required to personalize his/her card:

- To participate in certain employer benefit, ~~or~~ institutional or discounted fare programs; ~~and~~
- To utilize an ~~operator~~ employee pass; ~~and~~
- ~~To use a discounted fare product on certain transit operators.~~

Commented [LM6]: This covers Clipper START.

##### 4.2.7.1 Information Required for Card Personalization

The information that ~~a patron must provide in order to receive~~ appears on a personalized card depends on ~~why the patron is receiving a personalized card~~ an Operator's or program's requirements, subject to the approval of MTC. A patron requesting a card configured for the ~~Senior~~ Disabled (RTC Discount) fare category must provide all information required by the policies of the RTC Discount Card Program. For other personalized cards, a patron may be required to provide his/her name, contact information, security question and answer, proof of eligibility for a discount, a photograph, and/or an employee identification number. A cardholder seeking to qualify for a card that enables payment of discount fare other than discounts available to a patron with a ~~Senior~~ Disabled (RTC Discount) Card must prove the accuracy of his/her personal information according to the policies of the specific discount for which the cardholder is seeking to qualify.

~~4.2.7.2 Management of Personalized Cards Distributed to Institutional Program Participants~~

~~An institutional program may require a patron participating in that program to have a personalized card, subject to the approval of MTC.~~

**Commented [LM7]:** Deleted because now covered in Sections 4.2.6 and 4.2.7.1.

~~4.2.7.3~~ **4.2.7.2 Availability of Personalized Cards**

The availability of personalized cards is limited to qualifying persons.

Personalized cards may be available through distributors that are qualified by the Operators. In some cases, an employer, ~~transit operator~~, or institution may process requests for personalized cards, though the actual distribution of a personalized card may be through CSB.

~~4.2.7.3.1~~ **4.2.7.2.1** Availability of Cards Configured for the ~~Senior~~/Disabled (RTC Discount) Fare Category

In accordance with the policies of the RTC Discount Card Program, patrons will submit applications for cards configured for the ~~Senior~~/Disabled (RTC Discount) fare category through ~~transit operator~~ ticket offices or through the mail for card renewals. The RTC Discount Card Program Central Processor will be responsible for processing applications and verifying the eligibility of applicants for the RTC Discount Card Program. Either the RTC Discount Card Program Central Processor or CSB will distribute the cards directly to patrons.

Patrons who qualify for the RTC Discount Card Program and who qualify to travel with an attendant may request a second card configured for the ~~Senior~~/Disabled (RTC Discount) fare category for use by the attendant.

## **4.2.8 Balance Restoration**

A patron who either registers his/her card in accordance with Section 4.2.4.1 or is the bearer of a card configured for the ~~Senior~~/Disabled (RTC Discount) fare category may use the Balance Restoration feature to obtain a replacement of any confirmed remaining value on his/her card if s/he reports his/her card as lost, damaged, or stolen. A patron obtaining a replacement of value from a lost, stolen, or damaged card must acquire a new card and pay any fees, as indicated in Section 4.6.1 of this document. For a cardholder requesting replacement of a lost, stolen, or damaged card configured for the ~~Senior~~/Disabled (RTC Discount) fare category, the RTC Discount Card Program Central Processor or CSB will restore the balance from the lost, stolen, or damaged card to a replacement card. Neither the RTC Discount Card Program Central Processor nor CSB will ~~not~~ provide a refund of value from a lost, stolen, or damaged card.

### **4.2.8.1 Requesting a Transfer of Value to a Replacement Card**

To request the transfer of value from a lost, damaged, or stolen registered card configured for the Adult, Youth, or Senior Citizen fare categories to a replacement, the cardholder must contact CSB or visit a Clipper® in-person customer service center~~s~~ overseen by MTC to report that ~~his/her/the~~ card is lost, damaged, or stolen. CSB or the Clipper® in-person customer service center will require that the cardholder verify ~~his/her identity~~ the registered card account details prior to ~~adding the patron's card to the hotlist and transferring the remaining value on the card to~~ issuing a replacement with the balance restored.

A cardholder requesting replacement of a card configured for the ~~Senior~~/Disabled (RTC Discount) fare category must request a replacement card in accordance with the rules established by the RTC Discount Card Program. A cardholder requesting replacements of a card configured for the ~~Senior~~/Disabled (RTC Discount) fare category will receive a replacement card with any remaining value from the lost, stolen, or damaged card.

#### 4.2.9 Card Replacement

The cardholder holds the card at his/her own risk. If ~~the a physical~~ card malfunctions due to no fault of the cardholder within one year of the cardholder first using the card, the cardholder may obtain a replacement card and transfer any confirmed remaining value (e.g., e-cash, transit pass, stored rides, and/or value in the BART High Value Discount E-purse) to the replacement card at no cost to the cardholder.

If CSB or Clipper® in-person customer service center determines that a card has been in use for longer than a year, CSB will handle the card replacement as it would the replacement of a damaged card.

##### 4.2.9.1 Requesting Replacement of a Card Suspected of Being Defective

To request a replacement for a card suspected of being defective, a cardholder must submit a completed replacement request form and provide his/her non-functioning Clipper® card to CSB or an third-party authorized by MTC to perform this function, e.g. the Clipper® in-person customer service centers, for testing. When requesting replacement of a non-functioning card via mail, a cardholder must provide CSB with a valid mailing address, even if the non-functioning card is unregistered.

#### 4.2.10 Replacement of Non-Functioning Cards

##### 4.2.10.1 Defective Cards

If CSB or an authorized third-party determines that a card is defective, CSB or the authorized third-party will issue, at no charge, a replacement card pre-loaded with any confirmed remaining value on the original card.

If CSB receives a card and determines that it is defective after the cardholder has already paid fees for the card replacement and balance restoration, CSB will refund the fees back to the credit/debit card that was used to pay the fees.

##### 4.2.10.2 Other Non-Functioning Cards

If CSB or an authorized third-party determines that a card does not function for a reason other than a defect in the card's hardware or software, the cardholder will be responsible for the replacement of the card.

#### 4.2.11 Blocked Cards and Products

##### 4.2.11.1 Blocking Value Due to Change in Eligibility for Specific Product

~~For-If MTC, an Operator or an entity authorized by MTC or an Operator determines that a cardholders who receive no longer meets eligibility requirements for an Operator employee pass, institutional pass or discount product, they operator products on the basis of employment with a particular employer or other similar qualifications where an employer or another entity controls eligibility for a particular product (Eco Pass, etc.), the employer or other entity may provide the cardholder's card serial number and request that CSB block the pass or product-if the cardholder no longer qualifies for the product.~~

For cardholders who receive ~~o~~Operator products on the basis of fare category eligibility (e.g., an ~~agency~~Operator's youth pass) but who have been determined to be ineligible according to the specific requirements set by the ~~transit agency~~Operator, the ~~transit agency~~Operator may request that CSB block the product.

### 4.3 DISTRIBUTION

#### 4.3.1 Loading ~~E-cash~~Cash Value

A cardholder may add ~~e-cash~~Cash Value to his/her Clipper® card at any time up to the maximum allowable balance of \$300.00. ~~E-eCash~~ \*Value does not expire.

#### 4.3.2 Minimum Value Required When Acquiring Clipper® Card

As indicated in Section 2.3.2, MTC may establish temporary or permanent policies whereby a cardholder shall be required to load a minimum amount of value when acquiring a Clipper® card.

#### 4.3.3 Autoload

##### 4.3.3.1 Value Thresholds for Autoload

When a ~~cardholder subscribes to the Autoload Program, value reloads on the specified card whenever one of the following occurs~~ card is set up for threshold Autoload, the selected value will automatically reload when a cardholder tags a card to pay a fare and: (1) the ~~cardholder's e-cash~~Cash Value or BART High Value Discount balance falls below \$10.00; (2) the cardholder's transit pass ~~expires~~has expired; (3) ~~or~~ the number of stored rides remaining on the card falls below three; ~~or (4) the balance of the BART High Value Discount E-purse falls below \$10.00.~~

##### 4.3.3.1.1 Minimum ~~E-cash~~Cash Value for Autoload

The minimum amount of ~~e-cash~~Cash Value that can be loaded via Autoload is \$20.00.

##### 4.3.3.1.2 Maximum ~~E-cash~~Cash Value for Autoload

The maximum amount of ~~e-cash~~Cash Value that can be loaded via Autoload is ~~\$290~~255.00.

### 4.4 FARES AND PASSES

#### 4.4.1 Application of Fare Discount When Fare Is Paid Using ~~E-cash~~Cash Value

When using Clipper® ~~e-cash~~ Cash Value, discounts will be applied at point-of-use, not at point of purchase. ~~(Note that this rule does not apply to value loaded to the BART High Value Discount E-purse.)~~

#### 4.4.2 Expiration of ~~Senior/Disabled~~ (RTC Discount) Cards

Eligibility for ~~certain~~the ~~Senior/Disabled~~ (RTC Discount) Cards must be renewed ~~at least every three years~~periodically. A ~~patron's~~ Senior/Disabled (RTC Discount) Cards that are subject to periodic renewal shall be encoded with an expiration date in accordance with the policies of the RTC Discount Card Program so that the bearer may only use the card until 11:59 p.m. on that date, unless the date is extended per the instructions of the RTC Discount Card Program Central Processor. ~~A patron~~An RTC Discount cardholder may transfer the ~~e-cash~~Cash \*Value from an expired card to a valid replacement card.

#### 4.4.3 Operator Employee Passes

When a cardholder presents a card with an Operator Employee pass anywhere other than at the operator where the Operator Employee pass is valid, the card shall be treated as an Adult, Youth, Senior Citizen or ~~Senior/Disabled~~ (RTC Discount) card, as applicable to the cardholder.

### 4.5 CLIPPER® CARD REFUNDS

#### 4.5.1 General Refund Policy

A patron with a functioning unregistered card is not entitled to a refund of his/her confirmed

**Commented [LM8]:** Deleting this sentence because it's confusing and unnecessary. BART HVD is not e-cash/Cash Value.

**Commented [LM9]:** Section updated to be consistent with recent RTC Program policy changes.

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remaining ~~e-eash~~Cash Value balance under any circumstances. A patron with a registered card may request a refund of ~~e-eash~~Cash Value under the condition that s/he also relinquishes his/her card to CSB.

### 4.5.2 Exceptions to the General Refund Policy

The following is an exception to the general refund policy described above in Section 4.5.1. The CSB Customer Service Manager will consider such exceptions on a case-by-case basis and consult with designated personnel from the affected ~~transit-e~~Operator and/or distributor.

A patron may receive a refund of ~~e-eash~~Cash Value via remote add value if the system overcharges the patron. For example, if a patron must tag his/her card when exiting a vehicle/station to receive ~~an e-easha~~ Cash Value credit, and the system overcharges a patron because the CID is not available when the cardholder exits the vehicle/station.

In the cases outlined above, a patron may receive a refund of ~~e-eash~~Cash ~~+~~Value via remote add value. The patron does not need to relinquish his/her card to receive a refund via remote add value.

### 4.5.3 Responsibility for Processing Refunds

Only CSB will have authorization to process a Clipper® card refund. In any case where a refund will affect the funds due to an ~~an transit-e~~Operator, the CSB Customer Service Manager will request authorization to provide a refund from designated personnel from the affected ~~transit-e~~Operator. The CSB Customer Service Manager will not need to request authorization to provide a refund of ~~e-eash~~Cash Value, subject to the limitations in Sections 4.5.1 and 4.5.2 of this document.

### 4.5.4 Processing of a Refund

CSB will only provide a refund to the person to whom the card is registered.

#### 4.5.4.1 Request for Refund of Products Offered to Participants in Operator-Managed Group/Employer Benefit Programs (Eco Pass, EasyPass, etc.)

A patron may not request a refund of a product offered to participants in ~~e~~Operator-managed group/employer benefit programs such as VTA's Eco Pass or the AC Transit EasyPass. CSB may block these products on a patron's card at the request of the cardholder or the ~~e~~Operator for which the product is valid, but the patron is entitled to no refund after CSB blocks the product.

### 4.5.5 Refund of Value Loaded as Pre-Tax Employee Benefit

CSB shall not provide refunds of the value remaining on a card if the bearer of the card previously added value to the card via a pre-tax employee benefit program.

### 4.5.6 Method of Providing Refunds

Subject to the restrictions described in Section 4.5.5, CSB will provide refunds by the method of payment used to load the value being refunded, where possible. If a patron loads value with cash and then requests a refund, the refund will be provided by check. If a patron requests a refund of value loaded using multiple methods of payment, the refund will be provided by check.

## 4.6 CARDHOLDER FEES

### 4.6.1 Schedule of Cardholder Fees

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The following nonrefundable fees may be charged to Clipper® cardholders. MTC may waive these fees at its discretion with the exception of fees set by ~~transit~~ Operators in accordance with Section 3.6.1 of this document.

The Clipper® program does not govern the fees for physical RTC Discount cards. The administrative fees associated with new or replacement RTC Discount cards will be set by the Operators participating in the RTC Discount Card Program.

Description	Fee
Card Acquisition for Standard Adult Cards <u>(both physical and mobile)</u>	\$3
Card Acquisition for Special/Limited Edition/Commemorative Adult Cards	TBD
Card Acquisition for Senior Citizen Card	\$0
Card Acquisition for Youth Card	\$0
Card Replacement and Balance Restoration <u>for Adult, Senior and Youth Cards*</u>	<del>\$53</del>
<u>Conversion of Physical Adult, Youth, Senior and RTC Cards to Mobile Cards</u>	<u>\$0</u>
Failed Autoload Authorization	\$5**
Administrative Fee for Card Refund Processing	\$5

\* ~~CSB~~The Clipper® program will not assess this fee for a cardholder requesting ~~balance restoration for the Senior/Disabled (RTC Discount) fare category~~replacement of a Senior or Youth Clipper® card without a product or Cash Value balance.

\*\* CSB will assess this fee on the second occasion that an Autoload funding source associated with a patron's card is declined and on every occasion thereafter.

#### 4.6.2 Card Replacement and Balance Restoration Fee

Each time a patron reports a card as lost, stolen, or damaged and requests the transfer of value from the lost, stolen, or damaged card to a new card, CSB will charge a single fee covering both Card Replacement and Balance Restoration as indicated in Section 4.6.1 of this document.

~~Transit~~ Operators will not assess this fee for a cardholder requesting balance restoration for a card configured for the ~~Senior/Disabled (RTC Discount)~~ fare category.

#### 4.6.3 Transit Benefit Program Administrative Fees

Third-party transit benefit programs that enable patrons to request Clipper® value through a website interface may charge patrons up to \$2 per month when a patron arranges to purchase Clipper® value on an ongoing basis through the benefit program's website. Neither MTC nor the ~~transit~~ Operators are responsible for collecting this fee; revenue generated by this fee is not payable either to MTC or the ~~transit~~ Operators.

#### 4.6.4 Payment of Cardholder Fees

~~CSB shall not deduct value from the e-cash balance on a patron's~~Cardholders cannot use Cash Value loaded on a Clipper® card in order to pay a fee. Patrons acquiring cards at ~~third-party distributors and transit operator~~self-serve machines, retailers, ~~Operator~~ ticket offices, or Clipper® in-person customer service centers, or through the Clipper® mobile app, may use any form of payment accepted by the device or distributor ~~or transit operator~~.

#### 4.6.5 Waiving of the Card Acquisition Fee for Patrons Who Register for Autoload ~~or Receive Value through an Institutional Program~~



The Adult card acquisition fee will be waived for patrons who acquire a card and simultaneously sign up for Autoload online or by submission of a paper form~~either submit a completed Autoload application or arrange to receive value on an ongoing basis through an Institutional Program.~~

#### 4.6.6 Waiving of the Cardholder Fees during Promotional Periods and/or for Marketing Purposes

~~The card acquisition and balance restoration fees may be waived~~MTC may agree to waive cardholder fees during promotional periods. The process for establishing promotions is described in Section 4.11.2.

#### 4.6.7 Waiving of Fees for Low-Income Individuals and Organizations Serving Low-Income Individuals

##### 4.6.7

MTC may agree to waive fees for organizations that serve low-income individuals, as well as those who qualify for programs based on income eligibility, such as Clipper® START<sup>(SM)</sup>.

#### 4.6.8 Waiving of Fees at the Discretion of the ~~CSB Customer Services Manager~~Clipper® Contractor

The ~~CSB Customer Services Manager~~Clipper® Contractor may waive fees described above in Section 4.6.1 on a case-by-case basis ~~at his/her discretion~~. As indicated in Section 2.4.12 of this document, MTC shall monitor the waiving of fees by the ~~CSB Customer Services Manager~~Clipper® Contractor.

### 4.7 CARDHOLDER CONFIDENTIALITY

#### 4.7.1 Cardholder Data and Personally Identifiable Information

All aggregate information including personally identifiable information (PII – as defined in Section 5, Glossary of Terms) and data relating to cardholders collected by the Fare Payment System shall be used by MTC and the ~~e~~Operators for the purposes of the operation and management of the Fare Payment System (“FPS”) and shall serve as a source of information and data for transit and/or related services, in general, but ~~information about individual cardholders~~PII shall be dealt with in a confidential manner consistent with the Clipper® Privacy Policy as posted on the Clipper® websites, unless:

- a. MTC obtains the express written consent of the cardholder; and/or
- b. ~~The patron indicates at the point of card registration that s/he would like to receive Clipper®/transit related information from CSB, MTC and/or their partners; and/or~~
- e-b. As otherwise required by law or ordered by a court of competent jurisdiction~~There is legal requirement to the contrary.~~

#### 4.8 DISTRIBUTION AND FARE PAYMENT DEVICE NETWORK MANAGEMENT

There are three classes of configuration data (CD) – daily (hotlists and action lists), fare-related (e.g., fare tables) and administrative (e.g., operator names, route names, location names, product names, and calendar).

##### 4.8.1 Daily CD

CSB shall download daily CD automatically. No pre-authorization by ~~e~~Operators is required.

##### 4.8.2 Fare-Related CD

**Commented [LM10]:** This section revised to be consistent with Section 13 of the Clipper Cardholder Agreement.

**Commented [LM11]:** Deleted because inconsistent with Section 13.2 of the Clipper Cardholder Agreement.

**Commented [LM12]:** Revised to be consistent with Section 13.2 of the Clipper Cardholder Agreement.



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After completing internal testing of a pending fare-related CD release, CSB shall issue detailed release notes and schedule time for MTC and/or the eOperators to witness testing of the release in the CSB test-bed. MTC or CSB shall propose a deployment date and request eOperators to authorize the fare-related CD download. Operators shall not unreasonably withhold such authorization, particularly when the release is intended to implement a required fare change.

### **4.8.3 Administrative CD**

After completing internal testing of a pending Administrative CD release, CSB shall issue detailed release notes and notify operators of the intended deployment date. No pre-authorization by eOperators is required.

## **4.9 DATA COLLECTION AND REPORTING**

### **4.9.1 Data Communications Links**

Operators will have full access to Clipper® usage data that is collected by Clipper® devices installed at their facilities or on their vehicles.

## **4.10 CLIPPER® FINANCIAL SETTLEMENT AND RELATED SERVICES**

### **4.10.1 Add Value Transactions**

Add value transactions can occur at distribution devices (AVMs, TOTs, TransLink® Retail Units, Ticket Vending Machines, and CIDs). The distribution devices provide for direct sales of Clipper® products and the CIDs provide for fulfillment of Autoload and remote add value transactions.

If a missing add value transaction does not appear within a 21-day window, the associated gap is resolved through identification of the amount of missing value, and the participants that collected funds and are due funds for the missing transaction. This information is identified using previous add value transaction history data that is stored on the card and is transmitted along with every subsequent transaction following an add value. The associated funds are automatically moved between the appropriate parties as a part of daily settlement and the gaps are closed, as follows:

- a. The party responsible for collecting cash for the sale of Clipper® value will be debited during settlement; and
- b. The party due reimbursement for the sale of Clipper® value will be credited during settlement.

Information regarding settlement of recovered add value transactions will be available on the next business day. CSB will notify transit operators of any anomalies in add value transaction gaps, should they occur.

If duplicate add value data for a gap is not available, and the original transaction cannot be recovered, ~~e-cash~~Cash Value gaps shall be resolved through standard gaps processing. The amount of the gap shall be determined through the examination of pre-gap and post-gap transactions, and moved from the Participant Claim Fund (“PCF”) account to the Float account when the gap is closed.

An eOperator may file a grievance for disputes related to settlement of missing add value transactions in accordance with the procedures set forth in Section 4.10.8.

### **4.10.2 Missing Transactions**

~~CSB~~The Clipper® Contractor processes all transaction records for settlement at the end of each calendar day. While most transactions are settled on the day they occur there are instances that result in missing transactions:

- Transactions stored on mobile devices that do not connect to the Clipper® wireless network on the day transactions occur;
- Equipment failure or destruction of devices from external causes; or
- Any other situation resulting in transaction records not being received by the CCS, either temporarily or permanently.

#### 4.10.3 Fare Payment Transactions and the Participant Claim Fund

The CCS creates transaction gaps for missing fare payment transactions. Fare payment transaction gaps then remain “at large” on the gap list for 21-days to allow sufficient time for most late transactions to appear. If missing transactions appear within the 21-day window, they will be a part of daily settlement on that date, and the associated transaction gaps will be closed automatically.

The only funds directly associated with fare payment transaction gaps will be ~~e-cash~~Cash Value funds initially accounted for in the Float Account. During the 21-day period that these gaps are on the gaps list, these funds would remain in the Float Account. If missing transactions appear within the 21-day window, they would be settled out of the Float Account as if they had appeared on the date the transaction occurred.

If a fare payment transaction gap is not closed by the appearance of missing transactions within the 21-day window, the transaction gap will be automatically “expired” by removal from the gaps list. Any ~~e-cash~~Cash Value associated with the gap will then be moved automatically from the Float Account to a special Clipper® account known as the Participant Claim Fund (“PCF”), as described in Section 4.10.4 below.

If missing transactions appear after the 21-day window has passed, they will not be included with daily settlement. The associated transaction gaps will have expired and the corresponding funds will be in the PCF. These funds will no longer be available for daily settlement, and the funds will be disbursed in accordance with Section 4.10.4.

Note that the fare payment transaction “gap” process is only applicable to ~~e-cash~~Cash Value fare payment transactions. There is no financial processing of monthly pass, stored ride or High Value Discount purse fare payment transactions, since these do not directly affect settlement.

#### 4.10.4 Disbursement of the Participant Claim Fund

The PCF will hold all ~~e-cash~~Cash Value funds associated with fare payment transaction gaps that have been expired from the system. Allocation of PCF funds will be based on ~~e~~Operator-based claims and system-based claims. Operators may file claims on the PCF at any time. While valid ~~e~~Operator-based claims will be settled first, system-based claims are expected to be the primary method for fund disbursement.

- With the exception of disbursements for operator-based claims, no disbursement from the PCF shall be made until the PCF meets or exceeds \$20,000, and no system-based disbursements shall be made that would reduce the PCF below a minimum balance of

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~~\$10,000~~50,000.

- Disbursements from the PCF for system-based claims or for any remaining PCF value shall be made ~~monthly~~at least twice a year, when justified.

PCF disbursement is based on the following sequential process.

**a. Settle all valid ~~e~~Operator-based claims against the PCF**

Operator-based claims provide a means to recover value if either a complete loss of Clipper® data has occurred or an ~~e~~Operator experiences a significant single-day data discrepancy between transaction and audit register data. It is not anticipated that ~~e~~Operator- based claims will be filed frequently. See Section 4.10.5 for a detailed description of ~~e~~Operator-based claims.

**b. Settle all system-based claims - balance discrepancies between audit register and transaction data**

System-based claims will account for net discrepancies between the aggregate e-cash fare payment value recorded by device audit registers and the aggregate e-cash fare payment value settled through transaction data. CSB will calculate the net system-based claim to be credited or debited to each ~~e~~Operator, as appropriate, according to the following formula:

$$(\$ \text{ Value of Audit Register}) - (\$ \text{ Value of Transaction Data}) = \text{Credit/Debit to } \del{Transit} \text{ Operator}$$

**c. Disbursement of remaining PCF value**

After funds have been distributed from the PCF in accordance with Steps 1 and 2 above, any remaining value will be split among the ~~e~~Operators based on the percentage of total ~~e-cash~~Cash Value business borne by each ~~e~~Operator for that period, in accordance with the revenue allocation policies set forth in the *Amended and Restated Clipper® Memorandum of Understanding*:

$$\text{Operator Disbursement} = \frac{\text{Value of Single Operator } \del{E-cash} \text{Cash Value Business}}{\text{Value of Total } \del{E-cash} \text{Cash Value Business}} \times \text{Remaining PCF Balance}$$

Calculation of the above distributions will occur sequentially and take into account the available funds in the PCF. Net PCF distribution will occur via one manual adjustment to each ~~e~~Operator's settlement position. The table in Section (a) below summarizes the PCF disbursement process.

**a. PCF Settlement Process**

	<b>Parties</b>	<b>Funding</b>	<b>Determination Basis</b>
1. Settlement of Operator-Based Claims	Appropriate transit operators	a) Full funding, if available. Otherwise: b) Pro-rata based on all valid claims filed.	All validated claims filed since the previous distribution.
2. Settlement of System-Based Claims	Appropriate transit operators	a) Full funding, if available. Otherwise: b) Pro-rata based on total end-of-quarter discrepancies.	Discrepancies between audit register and transaction data
3. Remaining PCF Value	All transit operators	Any remaining PCF fund balance in excess of \$10,000.	Distribution based on the split of <del>e-cash</del> <u>Cash Value</u> business among transit operators for the previous quarter.

~~Transit~~eOperators may file a grievance in accordance with the procedures set forth in Section 4.10.8 for any adjustments they believe have been made or omitted in error.

#### 4.10.5 Claims

As indicated in Section 2.7.2 of this document, MTC shall oversee all claim investigation and assessment, although an ~~e~~Operator may participate at its option. An ~~e~~Operator may also be requested to assist under certain circumstances.

No claims will be entertained if ~~transit~~eOperators fail to comply with the above procedures in furnishing supporting documentation.

#### 4.10.6 Operator-Based Claims Against the Participant Claim Fund

~~Transit~~eOperators may only submit claims for reimbursement of transactions for:

- A total loss of both transaction and audit data records due to failure or damage of front-end devices;
- Other system failures resulting in such data loss (e.g., non-recoverable TDS failure); or
- A single business day discrepancy between transaction and audit records greater than 0.10% of the single business day overall totals received from all the devices of a transit operator (see below).

$$\text{Discrepancy level (in \%)} = \frac{\text{One-Day Total Transaction Value from all Audit Registers} - \text{One-Day Total Transaction Value from Transaction Records}}{\text{Total Transaction Value from All Audit Registers}} \times 100$$

##### 4.10.6.1 Claims Processing

Claims will be processed as follows:

- Operator files a claim with MTC.
- MTC reviews the claim and then forwards it to CSB.
- CSB investigates claim. If necessary, CSB may request additional documentation or assistance from the operator.
- If the claim is substantiated, CSB settles funds.
- If the claim is not substantiated, CSB advises operator.

Claims against the PCF will only be paid for missing fare payment transaction data. Clipper® data will be the only form of substantiating fare payment data considered in validation of claim amounts.

#### 4.10.7 Adjustments

Transactions impacting an ~~an~~ ~~transit~~eOperator's financial position, and occurring outside the context of daily transaction processing and settlement, will be actioned by manual adjustments. Adjustments will be used to settle out-of-balance conditions and claims, correct for missing add value transactions, and rectify other miscellaneous financial discrepancies. Affected ~~transit~~eOperators will be notified in advance of any adjustments.

#### 4.10.8 Disputes

~~Transit~~ Operators may file grievances for missing add value and/or fare payment transactions if they are not satisfied with the settlement results. Grievances for missing transactions shall not be considered until the standard settlement processes outlined in Sections 4.10.1 and 4.10.5 have been completed. MTC and operators shall resolve all disputes in accordance with the Amended and Restated Clipper® Memorandum of Understanding.

#### 4.10.9 Unfunded Liabilities Allocation

If the Clipper® Contractor is unable to recover an Unfunded Liability from the responsible cardholder after a reasonable period of time—which shall be no less than 111 days—using reasonable efforts to collect or dispute the Unfunded Liability, the Unfunded Liability will be allocated to and among the Operators. The calculation of the total amount of Unfunded Liabilities to be allocated among the Operators, and the calculation of the amount of Unfunded Liabilities to allocate to each Operator, shall be in accordance with this Section:

- The Clipper® Contractor is to calculate, for a specified time frame, the total dollar amount of Unfunded Liabilities that are (i) failures to collect from a funding source for a post-billed Autoload transaction, or (ii) chargebacks of a purchase made with either a credit card or a debit card.
- If a purchase that falls within either category (i) or (ii) above was of an Operator's product, the financial responsibility for that Unfunded Liability shall be solely allocated to that Operator.
- If a purchase that falls within either category (i) or (ii) above was of Cash Value, the financial liability for that Unfunded Liability shall be allocated among all Operators based on the aggregate dollar amount of cash fares paid to operators during the same specified time frame. The amount of financial liability for any chargeback of a Cash Value purchase shall be limited, however, to the amount of Cash Value spent prior to a block of a Clipper® card.
- The Clipper® Contractor will determine, for a specified time frame, all fare payment transactions that result in a negative Clipper® card balance. If a Clipper® card continues to have a negative Cash Value balance as of the end of the specified time frame, and there has been no activity on that card for at least the 110 days prior to the end of the specified time frame, the financial liability for that negative Cash Value balance shall be solely allocated to the Operator upon which occurred the fare payment transaction that produced the negative Clipper® card balance.
- Once an Unfunded Liabilities allocation has been calculated, the Clipper® Contractor will send a communication to each Operator showing the Clipper® Contractor's calculation of an Operator's allocated Unfunded Liabilities amount, with supporting documentation.
- No fewer than five business days after sending the above communication--to allow an Operator a reasonable amount of time to review the proposed allocation of Unfunded Liabilities-- the Clipper® Contractor will perform a manual financial adjustment to the daily settlement to recover the allocated Unfunded Liabilities from each Operator.
- Unfunded Liabilities shall, whenever possible, be recovered from the Operators concurrently with a PCF disbursement.
- An Operator shall be credited if any subsequent collection occurs of an Unfunded Liability which had been previously allocated solely to that Operator.

## 4.11 MARKETING

### 4.11.1 Card Design Features

All Clipper® cards, including limited use cards, shall include certain basic elements as described below and adhere to the design requirements defined in the *Clipper® Brand Standards Guide* ([https:// clippercard.com/ClipperWeb/brand-guidelines.html](https://clippercard.com/ClipperWeb/brand-guidelines.html)).

All physical Clipper® cards, with the exception of limited use cards, shall contain the following basic elements:

- a. A unique serial number;
- b. The Clipper® logo;
- c. A reference to the Clipper® Cardholder Agreement;
- d. The address of the Clipper® website(s); and
- e. The Clipper® Customer Service Center telephone number(s).

Other elements that may be included are as follows:

- f. Cardholder photo, cardholder name, and ~~for company name~~ Employer/School/Institutional Program name, logo and identification numbers for some personalized cards;
- g. The RTC Discount Card program ~~logo~~ information for some personalized cards;
- h. Advertisements, if either MTC or an ~~Operator~~ (applies to limited use cards only) has entered into business arrangements for advertising on the card;
- i. “Special Services” account numbers, if MTC enters into special business relationships with commercial entities that require the ability to place additional information on the card; and
- j. “Special graphics,” if MTC chooses to issue collector cards.

#### 4.11.1.1 Limited Use ~~Tickets~~ Cards

Clipper® limited use ~~tickets~~ cards shall contain the following basic elements:

- a. ~~A unique serial number~~ The logo of the Operator(s) that accept(s) the limited use card; and
- b. The Clipper® logo.

### 4.11.2 Card Giveaway Promotions

To promote the availability of Clipper® and encourage use of the Clipper® card, MTC shall set aside up to 80,623 Clipper® cards for use as part of marketing promotions. The promotions may include waiving of the cardholder fees described in Section 4.6.1. The 80,623 cards shall be divided among the Operators as shown below with the expectation that each ~~agency~~ Operator will use its allotment of Clipper® cards to encourage use of Clipper® in its service area. The number of cards available for use as part of marketing promotions does not include cards distributed to patrons at no charge in accordance with Section 4.6.5.

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Agency	Number of Clipper® Cards Available for Marketing Promotions <sup>2</sup>	
	Previous Allocation	Updated 2011 Allocation
AC Transit	25,250	0
BART	40,361	39,361
Caltrain	2,900	0
Golden Gate Transit	100	0
SamTrans	6,990	0
San Francisco MTA	49,500	0
VTA	19,429	18,859
Other Operators	9,632	9,632
Additional Cards for Future Needs	12,771	12,771
<b>Total</b>	<b>176,933</b>	<b>80,623</b>

Operators shall notify MTC about all planned promotions. MTC shall monitor the timing of any promotion approved under this section to ensure maintenance of a sufficient inventory of Clipper® cards.

<sup>2</sup> The TransLink® Phase II Operating Rules allowed for a total of 225,000 cards to be available for use as part of marketing promotions. Prior to June 1, 2011, Operators distributed cards as part of marketing promotions that reduced the total number of cards available to 80,623.



## 5. GLOSSARY OF TERMS

### ACH

See Automated Clearinghouse.

### ADD VALUE MACHINE

A distribution device that enables cardholders to both load value to a Clipper® card and check the balance of a Clipper® card.

### ADJUSTMENT

The process of modifying the settlement amount for any given settlement period for a specific transit operator due to an out-of-balance condition or claim.

### APPLICATION ISSUER

Any single entity or a joint entity of multiple parties that owns and distributes any specific application that may be resident solely or jointly with other applications, on a smart card or on a mobile device that integrates smart card functionality. ~~MTC is the Clipper® Application Issuer in the Region retains the right to issue cards with the Clipper® Application.~~

**Commented [LM13]:** Definition revised to be consistent with the definition of Application Issuer in Section 2.1.1.

### AUTOLOAD

By registering for the Autoload Program, a cardholder enables an automatic reload of value to his/her card. Clipper® cards can automatically be loaded with the fare type of a cardholder's choosing whenever the ~~e-cash~~ Cash Value balance becomes low or a transit pass or stored ride book is due for renewal. The cardholder designates a bank account or credit card as the funding source.

### AUTOMATED CLEARINGHOUSE

The process by which funds are moved between participants in the Clipper® Program (see Funds Movement).

### AVM

See Add Value Machine.

### BALANCE RESTORATION

This optional feature enables a cardholder with a registered card to obtain a replacement of any confirmed remaining value on his/her card if his/her card is lost, stolen, or damaged.

### BLOCKED CARD

A card that is rendered inactive by the Clipper® Service Bureau. To block a card, the Clipper® Service Bureau will add the card to the Hotlist.

### CARD

The card is the Clipper® smart card licensed to cardholders to pay transit fares on ~~select participating~~ transit systems and for other authorized purposes. The card is the property of MTC, ~~the or the authorized~~ Card Issuer. Each card is uniquely identified by a serial number-  
~~printed on the back of the card~~. Clipper® cards are available in two formats: physical (also sometimes referred to as plastic) and mobile (also sometimes referred to as virtual).

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### CARD DISTRIBUTION

The process of moving Clipper® cards from Issuers to card distributors and from card distributors to cardholders.

### CARD DISTRIBUTOR

A transit operator or ~~third party~~ third party that ~~vends~~ issues Clipper® cards.

### CARDHOLDER

A patron who has a registered or unregistered Clipper® card. ~~A card that has been registered to an individual or personalized is not transferable and can only be used by the person identified in the Clipper® fare payment system and/or on the card itself.~~

**Commented [LM14]:** Deleted because (1) not relevant to the definition of cardholder and (2) already addressed in Section 4.1.2.

### CARD ISSUER

A Clipper® Card Issuer is any single entity or a joint entity of multiple parties that MTC has formally approved to issue smart cards containing the Clipper® Application or a functioning sub-set of this application that enables them to be accepted as a form of payment. The Card Issuer is responsible for the operation and maintenance of the Clipper® fare payment system in which the value stored on the Card can be used as payment for certain services and/or goods provided or supplied by the transit agencies participating in the Clipper® fare payment system.

**Commented [LM15]:** Definition revised to be consistent with the definition of Card Issuer in Section 2.1.3.

### CARD INTERFACE DEVICE (CID)

The device that allows Clipper® cards to be read and encoded via the contactless interface that is used for fare payments.

### CASH VALUE

An electronic record maintained on a Clipper® card (whether physical or mobile) that represents stored value that may be used as payment for transit at any Operator. This value is sometimes identified as e-cash in Clipper® back-end systems and device interfaces.

### CCS

See Clipper® Central System.

### CD

See Configuration Data.

### CERTIFIED OPERATOR PERSONNEL

Those who have successfully completed the Clipper® Contractor training program delivered by the Clipper® Contractor and/or ~~e~~Operator trainers.

### CID

See Card Interface Device.

### CLAIM

A formal, written statement filed by an ~~e~~Operator with the Clipper® Contract Manager to dispute the accuracy of the settlement process (e.g., when an ~~e~~Operator believes that the amount due to the agency is greater than the Clipper® settlement process has determined).

### CLIPPER® CENTRAL SYSTEM (CCS)

The back-end computer system that performs functions related to the management of third party

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distributors, card based management, network management, settlement, reporting, customer service, and asset management of the Clipper® System.

### **CLIPPER® CONTRACTOR**

The party ~~selected as a result of the TransLink® (Clipper®) Request for Best and Final Offer (“BAFO”)~~ that has entered into the Contract with MTC to design, build, operate and maintain the Clipper® system (i.e., Cubic Transportation Systems, Inc.).

### **CLIPPER® SERVICE BUREAU (CSB)**

The Clipper® Service Bureau is operated by the Clipper® Contractor, ~~an agent of the Card Issuer.~~ CSB’s responsibilities include, but are not limited to: providing information, fulfilling card requests, handling requests to add value to cards, processing orders for optional features, and managing reports of lost or stolen cards.

### **CONFIGURATION DATA (CD)**

Data that is sent to a device to configure its functionality (e.g., system settings).

### **DAMAGED CARD**

A card that, while in the possession of a cardholder, has been rendered physically inoperable due to causes outside of the Clipper® Contractor’s control.

### **DATA COLLECTION**

The process of moving the data captured at the point-of-use to the Clipper® Central System.

### **DATA RECONCILIATION**

The process of checking Clipper® records for accuracy.

### **DEFECTIVE CARDS**

A physical card that fails to operate properly because of a manufacturing or design problem within one year of the card’s being first used by a patron.

### **DISTRIBUTION DEVICE**

The general term for terminals and devices for both vending of Clipper® cards and the loading of Clipper® cards. Distribution devices include attended and unattended terminals.

### **DISTRIBUTOR**

A general term that refers to any party that either vends Clipper® cards or provides value loads.

### **ELECTRONIC CASH (E-CASH)**

~~An electronic record maintained on a Clipper® card that represents a cash value that may be used as payment for transit at any participating transit operator~~See Cash Value.

### **EMPLOYER PROGRAMS**

A method of distributing cards and value to cardholder through a financial subsidy by employers for travel on one or more ~~o~~Operators’ fixed route services. A cardholder must register his/her card to participate in an employer program.

### **FIRST LINE MAINTENANCE**

This level of maintenance includes:

- Routine equipment checks;

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- Resolution of minor operational problems such as dollar bill jams and card dispensing jams;
- External equipment cleaning;
- Internal component cleaning and lubrication (distribution devices only);
- Running diagnostics tests;
- Removal and replacement of depot maintenance devices and modules; and
- Labor for scheduled replacement of devices and modules.

#### **FUNDS MOVEMENT**

The transfer of funds between participants in the Clipper® program. Funds movement must be accomplished by a settlement bank designated for that purpose. This is a separate process from financial settlement.

#### **FUNDS POOL**

The central account into which Clipper® revenues are deposited. Payments to ~~transit~~ ~~e~~Operators for Clipper® services they provide are made from this account.

#### **INSTITUTIONAL PROGRAMS**

Institutional Programs include government agencies, schools/universities, or employers that provide funding for value on one or more cards by establishing an account with the Clipper® Service Bureau.

#### **LOAD**

The function of adding ~~e-cash~~ Cash Value, a period pass, or a number of stored rides to a Clipper® card.

#### **METROPOLITAN TRANSPORTATION COMMISSION (MTC)**

The transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. Under SB 1474, MTC is charged with coordinating and consolidating transit services in the Bay Area; Clipper® is one aspect of MTC's regional transit coordination program.

#### **MOBILE CARD**

A mobile card (sometimes referred to as a virtual card) is a format of Clipper® card that is available for purchase through the Clipper® mobile app. Cardholders may, at their option, use the Clipper® mobile app to convert their physical Clipper® cards to mobile cards.

#### **OPERATOR**

Transit agency participating in Clipper®.

#### **PERSONALIZED CARD**

A physical card with distinguishing ~~physical~~ features, such as a printed name ~~and~~ or photograph of the cardholder. A personalized card may be registered or unregistered.

#### **PERSONALLY IDENTIFIABLE INFORMATION**

Personally identifiable information ("PII") is any information that is collected or maintained by ~~a transit~~ MTC or an eOperator that identifies or describes a person or can be directly linked to a specific individual, including that individual's account. Examples of PII include but are not

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limited to a person's name, mailing address, business name, alternate contact information (if given), email address, Clipper® card serial number, telephone or fax number, signature, date of birth, bank account information, credit card number, security code and expiration date, Clipper® account number (if applicable), photograph and travel pattern data (i.e. a registered user's travel routes and times traveled).

**Commented [LM16]:** Revised to be consistent with the Clipper Privacy Policy.

### REGISTERED CARD

A card where the Issuer knows the identity of the cardholder, but the card does not necessarily have physically distinguishing characteristics.

### SETTLEMENT

The process of determining the allocation of funds between among participants in the Clipper® program.

### STORED RIDE

An electronic record maintained on a Clipper® card that permits one ride on a specific transit operator. Multiple active stored rides may be present on a single Clipper® card for different transit operators.

### THIRD PARTY DISTRIBUTOR

Any party other than an transit operator and the Clipper® Contractor that acts as a Clipper® distributor.

### TICKET OFFICE TERMINAL (TOT)

A device located on the premises of an participating operator or authorized third party where a person may acquire a Clipper® card, load value to a card, register a card, and customize the language and audio features.

### UD

See usage data.

### UNREGISTERED CARD

Cards where the identity of the cardholder is not known to the Card Issuer.

### USAGE DATA (UD)

Generic term for data generated within the system, which includes data captured by the devices in the Clipper® system when patrons use a Clipper® card.

## 6. ATTACHMENT 1

### 6.1.1 Special Conditions Regarding Personally Identifiable Information:

Operator will have access to personally identifiable information (“PII”) in connection with the performance of its Clipper® Program responsibilities and activities. PII is any information that is collected or maintained by MTC or an Operator that identifies or describes a person or can be directly linked to a specific individual, including that individual’s account. Examples of PII include but are not limited to name, mailing address, business name, alternate contact information (if given), email address, Clipper® card serial number, telephone or fax number, signature, date of birth, bank account information, credit card number, security code and expiration date, Clipper® card serial account number (if applicable), or photograph and travel pattern data (i.e., a registered user’s travel routes and times travelled). The following special conditions relate to the confidentiality and use of ~~Clipper®-related~~ PII by Operator:

**Commented [LM17]:** Revised to be consistent with the definition of PII in Section 5, Glossary of Terms.

#### 1. Right to Audit

Upon at least one week advance written notice given by MTC to Operator, Operator shall permit MTC and its authorized representatives to audit and inspect: (i) Operator’s facilities where PII related to the Clipper® Program is stored or maintained; (ii) any computerized systems used to share, disseminate or otherwise exchange PII related to the Clipper® Program, including third party hosting or service provider systems; and (iii) Operator’s security practices and procedures, data protection, business continuity and recovery facilities, resources, plans and procedures plans, practices, procedures, and business continuity and recovery facilities and resources, that relate to Clipper® data protection and security or to the Clipper® Program. The audit and inspection rights hereunder shall be for the purpose of verifying Operator’s compliance with these Operating Rules, this Attachment 1, and all applicable laws. MTC agrees to take all reasonable steps to minimize its interaction with non-Clipper® Program data, systems, or networks. If requested by Operator, MTC agrees to enter into a Confidentiality Agreement that covers non-Clipper® Program data, systems, or networks. In such event, Operator shall provide a draft Confidentiality Agreement and if the terms of such agreement cannot be mutually agreed upon within ten days from the provision of the audit notice, MTC shall have the right to proceed with the audit notwithstanding the absence of an executed Confidentiality Agreement.

#### 2. General Confidentiality of Protecting PII

All PII made available to or independently obtained by an ~~Operator~~ Operator in connection with the Clipper® Program shall be protected by Operator from unauthorized use and disclosure through the observance of reasonable security procedures and practices the same or more effective procedural requirements as are applicable to MTC in its privacy policy (Executive Director’s Management Memorandum No. 323). This includes, but is not limited to, the secure transport, transmission and storage of ~~data~~ PII used or acquired in the performance of Operator’s responsibilities and activities for the Clipper® Program.

Operator agrees to properly secure ~~and maintain at all times~~ any computer systems (hardware and software applications), third party hosting or cloud services, or electronic media that it will

use in the performance of its Clipper® Program responsibilities and activities, and shall ensure that any third party hosting or service providers with access to PII adhere to the terms of this Attachment 1. This includes ensuring all security patches, upgrades, and anti-virus updates are applied as Operator deems appropriate to secure PII that may be used, transmitted, or stored on such systems in the performance of Operator's Clipper® Program responsibilities and activities.

Operator is prohibited from storing PII on portable media including, but not limited to, laptops, thumb drives, disks and so forth, unless storing PII on portable media is an operational necessity and the PII is encrypted.

Operator agrees to retain only the PII of a Clipper® customer that is necessary to perform customer account management functions including, but not limited to refunds, billing, and settlement. All other PII that may be collected and maintained shall be discarded ~~for no longer more~~ than four years and six months ~~after the customer's account is closed or terminated from the date of the collection.~~ Operator shall purge all account information, including PII, no later than four years and six months after an account is closed or terminated and all outstanding amounts due are paid. At the conclusion of this retention period, Operator agrees to use ~~Department of Defense ("DoD") approved software to wipe any disks containing PII. Hard drives and computers shall be reformatted and reimaged in an equivalently secure fashion,~~ purge methods described in National Institute of Standards and Technology (NIST) Special Publication 800-88, as may be revised or superseded ("NIST Publication") to remove PII from any files. Discarded PII will be unavailable and unrecoverable following the purge on any storage media including, but not limited to, magnetic disk, optical disk, memory chips, cloud storage, or other computing system ("Storage Media"). Operator agrees to destroy hard-copy documents containing PII by means of a cross-cut shredding machine. Operator also agrees to use purge or destroy methods, as described in NIST Publication, to sanitize any Storage Media prior to disposal (including selling, discarding, donating, transferring, and abandoning).

#### 43. Compliance with Statutes and Regulations

Operator agrees to comply with the information handling and confidentiality requirements outlined in the California Information Practices Act (Civil Code sections 1798 *et seq.*) and in California Streets and Highways Code Section 31490. In addition, Operator warrants and certifies that in the performance of its responsibilities and activities for the Clipper® Program, it will comply with all applicable statutes, rules, regulations and orders of the United States, the State of California, and MTC relating to the handling and confidentiality of PII, including the terms and conditions contained in this Attachment 1, Special Conditions Regarding Personally Identifiable Information, and agrees to indemnify, hold harmless, and defend MTC against any loss, cost, damage or liability by reason of Operator's violation of this provision.

#### 4. Consultants/Contractors

MTC approval in writing is required prior to any disclosure by Operator of PII to a consultant/contractor or prior to any work to be done by consultant/contractor that entails receipt of PII. Once approved, Operator agrees to require such consultant/contractor to sign an agreement in substantially identical terms as this attachment, binding the consultant/contractor to comply with its provisions.

## 5. Operator Guarantees

Operator shall not, except as authorized or required by its duties by law, reveal or divulge to any person or entity any PII which becomes known to it in connection with the Clipper® Program.

Operator shall keep all PII entrusted to it completely secret and shall not use or attempt to use any such information in any manner inconsistent with or not contemplated by these Operating Rules.

Operator shall ensure that all PII that is stored, processed, or transmitted is encrypted, using at least then-current best industry practices (or encryption methods mandated by law, whichever provides higher levels of protection).

Operator shall comply, and shall cause its employees, representatives, agents and contractors/consultants to comply, with such directions as MTC may make to ensure the safeguarding or confidentiality of ~~all its resources~~ PII.

If requested by MTC, Operator shall sign an information security and confidentiality agreement provided by MTC and attest that its employees, representatives, agents, and contractors involved in the performance of its responsibilities and activities in connection with the Clipper® Program shall be bound by terms of a confidentiality agreement with Operator substantially the same in its terms.

## 6. Notice of Security Breach

Operator shall immediately notify MTC when it discovers that there may have been a breach in security which has or may have resulted in ~~compromise~~ unauthorized access to PII. For purposes of this section, immediately is defined as within two hours of discovery. The MTC contacts ~~is~~ are for such notification ~~is~~ are as follows:

Privacy Officer

[privacyofficer@mte-ca-bayareametro.gov](mailto:privacyofficer@mte-ca-bayareametro.gov)

~~(510) 817-5700~~ (415) 778-6700

and

Chief Security Information Officer

[pkant@bayareametro.gov](mailto:pkant@bayareametro.gov)

(415) 778-5295



## **Attachment B**

Date: February 22, 2012  
W.I.: 310-2700, 320-1221  
Referred by: MTC Operations  
Revised: 06/27/12-C  
10/28/15-C  
02/24/21-C

### ABSTRACT

#### MTC Resolution No. 3983, Revised

This resolution adopts the Clipper<sup>®</sup> Operating Rules for the Clipper<sup>®</sup> fare payment system, effective February 22, 2012.

This resolution was revised on June 27, 2012 to update the following Sections of the Clipper<sup>®</sup> Operating Rules: 2.4.1, 4.2.4.3.2, 4.2.4.3.3, 4.2.7.3.1, 4.2.8, 4.6.1, and 4.6.2.

This resolution was revised on October 28, 2015 to delegate authority for changes to the Clipper<sup>®</sup> Operating Rules in Attachment A to the Clipper<sup>®</sup> Executive Board.

This resolution was revised on February 24, 2021 to update Attachment A to include the revised Clipper<sup>®</sup> Operating Rules that were approved by the Clipper<sup>®</sup> Executive Board on January 25, 2021.

Date: February 22, 2012  
W.I.: 310-2700, 320-1221  
Referred by: MTC Operations  
Revised: 10/28/15-C

Re: Clipper<sup>®</sup> Fare Payment System Operating Rules

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3983

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, the Clipper<sup>®</sup> fare payment system, currently operating on seven Bay Area transit systems (AC Transit, BART, Caltrain, Golden Gate Transit bus and ferry, SamTrans, San Francisco Municipal Transportation Agency, and VTA) requires a common set of operating rules;

WHEREAS, pursuant to the requirements of California Government Code §§ 66516 and 66516.5 and Public Utilities Code §§ 99282.5, MTC has adopted the MTC Transit Coordination Implementation Plan (Resolution No. 3866), according to which MTC is responsible for adopting and maintaining operating rules for the Clipper<sup>®</sup> fare payment system; and

WHEREAS, MTC and the seven Clipper<sup>®</sup> transit operators have executed a Clipper<sup>®</sup> Memorandum of Understanding (MOU), pursuant to which MTC has agreed to notify and consult with the operators concerning changes to the Operating Rules affecting transit operator roles and responsibilities; and

WHEREAS, MTC has developed Clipper<sup>®</sup> Operating Rules, consistent with the MOU, that identify MTC and transit operator roles and responsibilities pertaining to the operation and maintenance of the Clipper<sup>®</sup> fare payment system; and

WHEREAS, MTC and the Clipper<sup>®</sup> transit operators are seeking approval to execute an Amended and Restated Clipper<sup>®</sup> MOU, pursuant to which MTC would agree to delegate its

authority to approve further amendments to the Clipper<sup>®</sup> Operating Rules to a new Clipper<sup>®</sup> Executive Board formed pursuant to the Amended and Restated Clipper<sup>®</sup> MOU; now therefore, be it

RESOLVED, that MTC hereby adopts the Clipper<sup>®</sup> Operating Rules , as set forth in Attachment A to this Resolution, and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC hereby delegates to the Executive Director or his designated representative the authority to authorize non-substantive changes to the Operating Rules or changes affecting the transit operator roles and responsibilities, and, effective upon full execution of the Amended and Restated Clipper<sup>®</sup> MOU approved by MTC on October 28, 2015, MTC hereby delegates to the Clipper<sup>®</sup> Executive Board the authority to authorize changes to the Operating Rules, in each case in accordance with any applicable requirements of the Clipper<sup>®</sup> MOU or the Amended and Restated Clipper<sup>®</sup> MOU, as applicable, and as needed for the efficient operation of the Clipper<sup>®</sup> fare payment system.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution, revising and superseding the resolution approved on February 22, 2012, was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on October 28, 2015.

Date: February 22, 2012  
W.I.: 310-2700, 320-1221  
Referred by: MTC Operations  
Revised: 06/27/12-C  
10/28/15-C  
02/24/21-C

Attachment A  
Resolution No. 3983  
Page 1 of 44

**Clipper<sup>®</sup> Operating Rules,  
Effective June 27, 2012  
For the  
Clipper<sup>®</sup> Fare Payment System**



## **Operating Rules**

**MTC Resolution No. 3983, Revised  
January 28, 2021**

**DOCUMENT HISTORY**

1. Draft version 1.0 distributed to transit agencies by MTC on June 29, 2010.
2. Draft version 1.1 approved by MTC Operations Committee on October 8, 2010; approval by MTC Commission deferred pending changes to Section 3.12.1.
3. MTC Resolution No. 3983 includes changes to Section 2.8.1, 3.2.2, 3.2.3, 3.2.6, 3.2.8, 3.5.1, 3.5.2, 3.9.2, 3.12.1, 4.2.1, 4.2.4.3.2, 4.2.4.3.3, 4.2.7.3.1, 4.2.8.1, 4.2.9, 4.2.9.1, 4.2.10.2, 4.11.2, and the Glossary and addition of Section 3.14, 4.6.3, and Attachment 1.
4. MTC adopts Resolution No. 3983 on February 22, 2012.
5. MTC Resolution No. 3983, Revised, adopted June 27, 2012, includes substantive changes to Sections 4.2.4.3.2, 4.2.4.3.3, 4.2.8, 4.6.1 and 4.6.2.
6. MTC adopts Resolution No. 3983, Revised, on October 28, 2015, delegating authority to make changes in the Clipper Operating Rules to the Clipper Executive Board.
7. Operating Rules update approved by Clipper Executive Board on January 25, 2021.

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# **1. INTRODUCTION**

## **1.1 CLIPPER® OVERVIEW**

Clipper® is an Automated Fare Collection (“AFC”) program cooperatively developed and implemented by the transit operators (“Operators”) in the nine-county San Francisco Bay Area and the Metropolitan Transportation Commission (“MTC”). The program was previously known as TransLink® until June 2010. The Clipper® card is a fare instrument that can operate in all of the different transit modes in the Bay Area (“the Region”) and can be used to pay fares for both inter-operator and intra-operator services.

MTC is the Clipper® Program Contracting Agency responsible for managing and administering the Clipper® Program on behalf of the participating Operators under the terms of the Amended and Restated Clipper® Memorandum of Understanding (“MOU”) entered into in February 2016, as amended. MTC works in close cooperation with the Operators that accept Clipper® for fare payment through a Clipper® Executive Board that establishes policy and priorities for the Clipper® Program and approves certain contracts. As the Clipper® Contracting Agency under the MOU, MTC (also, “Contracting Agency”) has a contract with Cubic Transportation Systems, Inc. (“Clipper® Contractor”) to design, build, operate, and maintain the Clipper® system (“Clipper® Contract”).

The operations and maintenance term of the Clipper® Contract was extended from November 2, 2019 to up to November 2, 2024 in Clipper Contract Change Order #218 to allow more time for the procurement, design, development and implementation of a next-generation Clipper® system. Cubic Transportation Systems, Inc. was also selected as the next-generation Clipper® system integrator following a multi-stage procurement conducted by MTC in collaboration with the Operators. A contract for the design, development and testing, installation and transition, operations and maintenance, and end-of-term transition of the next-generation Clipper® system was signed on September 26, 2018. These Operating Rules will be revised to address the next-generation Clipper® system following approval of its final design.

## **1.2 PURPOSE OF THIS DOCUMENT**

These operating rules establish operating parameters and procedures for the operation and maintenance of the Clipper® system. This document identifies Operators’ responsibilities related to implementation, operation, and maintenance of the system, MTC’s responsibilities related to implementation, operation and maintenance of the system, and system policies. The rules and policies contained in this document are not intended to describe procedures for every scenario that will arise related to the implementation, operation and maintenance of the Clipper® system. Where any rules and/or policies conflict either with the Amended and Restated Clipper® Memorandum of Understanding (“MOU”) or the Clipper® Contract, the MOU or Contract, respectively, shall prevail.

## **2. MTC RESPONSIBILITIES**

### **2.1 CARD ISSUANCE**

#### **2.1.1 Definition of Application Issuer**

An application issuer is any single entity or a joint entity of multiple parties that owns and distributes any specific application that may be resident solely or jointly with other applications, on a smart card or on a mobile device that integrates smart card functionality. MTC retains the right to issue cards with the Clipper® Application.

#### **2.1.2 Clipper® Application Issuer**

MTC shall be the Application Issuer of the Clipper® Application, and MTC shall retain ownership of the Clipper® Application and brand, including related brands such as Clipper® START<sup>(SM)</sup>, regardless of which party issues the Clipper® card. MTC reserves the right to determine what services and entities are authorized to use the Clipper® Application and e-purse for payments for transit services and for non-transit applications such as parking.

#### **2.1.3 Definition of Card Issuer**

A Clipper® Card Issuer is any single entity or a joint entity of multiple parties that MTC has formally approved to issue smart cards containing the Clipper® Application or a functioning subset of this application that enables them to be accepted as a form of payment.

#### **2.1.4 Card Issuer for Regionwide Implementation of Clipper®**

MTC shall have the exclusive right to issue or authorize issuance of reloadable (“extended use”) or limited use cards with the full Clipper® Application. MTC also has the exclusive right to issue cards with limited features and life-cycle requirements, e.g., where a subset of the application must be issued because the entire Clipper® Application is not required or will not fit on a physical card, i.e., limited use cards.

The MTC policy on card issuance in the Clipper® program is to encourage all qualified Card Issuers to issue cards with the Clipper® Application. No Card Issuer may issue a card with a Clipper® Application without the express written agreement of MTC. Such approval may be granted by MTC to entire classes of issuers under a single agreement.

### **2.2 CARD BASE MANAGEMENT**

#### **2.2.1 Clipper® Card Inventory**

MTC shall be responsible for monitoring the Clipper® physical card inventory and maintaining a sufficient card inventory to meet regional demand.

#### **2.2.2 Design of Personalized Cards**

The design of personalized cards will be subject to approval by MTC regardless of whether the Clipper® Service Bureau (“CSB”) operated by the Clipper® Contractor distributes a personalized card.

### **2.3 DISTRIBUTION**

#### **2.3.1 Right to Determine Access to Distribution Devices**

MTC retains the sole right to decide which cards shall have access to the distribution devices owned by MTC and/or the operators and which services are to be extended to them.

### **2.3.2 Minimum Value Required When Acquiring Clipper® Card**

MTC may establish temporary or permanent policies whereby a cardholder shall be required to load a minimum amount of value when acquiring a Clipper® card.

## **2.4 CARDHOLDER FEES**

### **2.4.1 Setting Cardholder Fees**

As the Clipper® Card Issuer and Application Issuer, as defined in Sections 2.1.2 and 2.1.3 above, MTC shall have the right to set, modify and/or waive the cardholder fees identified in Section 4.6.

### **2.4.2 Waiving of Cardholder Fees**

MTC shall monitor the waiving of fees by the Clipper® Contractor.

## **2.5 CARDHOLDER CONFIDENTIALITY**

### **2.5.1 Confidentiality of Information**

MTC shall ensure that the Clipper® Contractor maintains the confidentiality and privacy on the use of individual cards unless waived by a cardholder or under order of a court with jurisdiction over MTC. MTC shall define Special Conditions Regarding Personally Identifiable Information, as included in Attachment 1, with which the Operators shall comply.

## **2.6 SYSTEM FAILURE PLAN**

### **2.6.1 Responsibility for Reviewing and Approving the Disaster Recovery Plan**

MTC shall review the *Disaster Recovery Plan* and provide comments to the Contractor. MTC is responsible for either approving or rejecting the *Plan* and subsequent updates.

## **2.7 CLIPPER® FINANCIAL SETTLEMENT AND RELATED SERVICES**

### **2.7.1 Treasury/Cash Management**

The functions within treasury/cash management are the responsibility of the Application Issuer. The following processes will help account for funds held by the Application Issuer and protect the Application Issuer and operators from fraud, loss exposure, and expense.

For cards with the Clipper® Application, the following will be tracked and reported to the operators:

- The amount of funds collected from the initial distribution of Clipper® cards, i.e. card acquisition fees as described in Section 4.6.1 of this document, by Operators or third party distributors;
- The amount of funds held as unrealized revenue; and
- The amount of funds generated from the investment of the Funds Pool.

#### **2.7.1.1 Funds Pool Accounting**

The Application Issuer shall be responsible for all Clipper® Funds Pool Accounting functions for those pool funds it holds.

### **2.7.2 Claims**

MTC shall oversee all claim investigation and assessment although an Operator may participate at its option.

## **2.8 MARKETING**

### **2.8.1 Clipper® Marketing Materials/Advertisements**

MTC shall be responsible for designing, developing, and publishing/printing Clipper®-related marketing materials/advertisements. Where applicable, MTC and the Operators shall be responsible for purchasing advertising space, etc. MTC shall provide Clipper® information in multiple languages, primarily English, Spanish and Chinese.

### **2.8.2 Updates to Cardholder Education Materials**

MTC shall update cardholder education materials including cardholder education materials in alternate formats and foreign languages to reflect changes in the availability of Clipper®, modifications to the fees described in Section 4.6, and changes to the Clipper® Cardholder Agreement (<https://www.clippercard.com/ClipperWeb/agreement.html>).

### **2.8.3 Card Graphics**

All Clipper® cards including limited use cards shall conform to a common design standard. MTC shall finalize the graphics standard(s) and publish them in the *Clipper® Brand Standards Guide* available at <https://www.clippercard.com/ClipperWeb/brand-guidelines.html>.

### **2.8.4 Advertising and Promotion General Policy**

MTC in coordination with the Operators shall coordinate the development of advertising to support the operation of the Clipper® program.

### **2.8.5 Monitoring of Card Promotions**

MTC shall monitor the number of cards distributed by Operators in accordance with Section 4.11.2.

### **3. OPERATOR RESPONSIBILITIES**

#### **3.1 ACCEPTANCE AND CONDITIONS OF USE**

##### **3.1.1 Acceptance of Clipper® Branded Cards**

All Operators are obligated to accept all Clipper® branded cards, regardless of the issuer. Operators shall accept Clipper® cards as payment for all the fixed-route transit services they offer.

##### **3.1.2 Fraud Detection and Control**

Operators are responsible for ensuring that Clipper® cards and systems are used in a manner consistent with defined policies and procedures. Operators shall have the right to determine if customers are using cards fraudulently and confiscate physical cards that are determined to be used fraudulently. Operators must mail confiscated physical cards to the CSB, which will block the card from further use. A fraud investigation may be initiated by an Operator, MTC or the Clipper® Contractor. Operators are required to cooperate with any investigation of fraud undertaken by MTC and/or the Clipper® Contractor.

#### **3.2 CARD BASE MANAGEMENT**

##### **3.2.1 Order Acceptance and Shipment**

Operators shall provide to MTC the names and contact information for representatives eligible to order cards in bulk quantities. Operators shall notify MTC of changes in authorized personnel. Operators shall submit requests for cards to the Clipper® Contractor using the approved form. CSB shall process orders signed by authorized Operator representatives.

##### **3.2.2 Operator Responsibility for Lost or Stolen Clipper® Cards**

Operators shall store Clipper® cards in a secure manner and report any loss or theft of cards to MTC. An operator must notify the Clipper® Contractor and MTC in the event the Operator discovers cards are missing.

##### **3.2.3 Proof of Eligibility for Youth and Senior Discount Fares**

When a patron requests a card configured for the Youth or Senior Citizen fare category, transit operator personnel shall require the patron to present a government-issued identification showing the patron's date of birth. Specific forms of identification that shall be accepted are the following:

- Birth certificate;
- Driver's license or state identification card issued by any state;
- Federal government-issued "Green Card" (Alien Registration card, Permanent Resident card);
- Matricula Consular card issued by the Mexican government (also referred to as a Consular Identification Card);
- Passport from any nation;
- San Francisco or other City Identification Card; and
- Other identification that Operator personnel determine to be adequate for determining the patron's date of birth.

Operators may accept expired forms of photo identification (i.e. passport and driver's license) if the applicant is present and a visual match can be made.

### **3.2.4 Management of Personalized Cards Distributed to Institutional Program Participants**

The Operator or third-party institutional program manager shall monitor the eligibility status of persons with personalized cards and either retrieve cards from ineligible persons or notify the Clipper® Contractor that a patron's card and/or institutional pass should be blocked.

### **3.2.5 Disabled (RTC Discount) Card Eligibility Tracking**

Operators shall manage the RTC Discount Card Central Processor. At the operator's direction, the RTC Discount Card Central Processor shall monitor the eligibility status of persons with cards configured for the Disabled (RTC Discount) fare category.

### **3.2.6 Availability of Additional Disabled (RTC Discount) Cards for Patrons Qualified to Travel with an Attendant**

Upon request by a patron, Operators, through the Regional Transit Connection Discount Card Program, shall provide a second valid card to patrons who both qualify for cards configured for the Disabled (RTC Discount) fare category and who qualify to travel with an attendant.

Operators participating in the RTC Discount Card Program shall establish consistent procedures for accepting requests for second cards from eligible patrons and blocking cards in the event that an Operator determines a patron has fraudulently used a card.

### **3.2.7 Tracking of Cards with Operator Employee Products**

Operators shall monitor the eligibility status of persons with cards with operator employee products and either retrieve cards with employee products from ineligible persons or notify CSB that a patron's card and/or employee pass should be blocked.

### **3.2.8 Card Registration at Ticket Offices**

Operators shall register patrons' physical cards at ticket offices equipped with Ticket Office Terminals ("TOTs"). Operators shall immediately register the patrons' cards upon receipt of the patrons' information.

## **3.3 DISTRIBUTION**

### **3.3.1 Card Distribution by Operators**

Operators shall be responsible for distributing Youth, Senior and Adult Clipper® cards to their patrons. Operators shall distribute cards at ticket offices that have been equipped with TOTs; Operators may also distribute cards at other locations approved by MTC.

### **3.3.2 Collection of Cash from Distributors and Vending Machines**

The Clipper® Contractor will debit Operators for physical Clipper® cards, Cash Value and other Operators' products sold on their properties.

### **3.3.3 Initial Card Value**

Where Operators intend to distribute cards preloaded with value, Operators shall be responsible for funding the addition of any value to the cards.



### **3.3.4 Distribution of Cards to Operator Employees**

Operators shall be responsible for making cards available to their employees, the dependents of their employees, retirees, board members, consultants, and others, as determined by individual Operator policies. If necessary, the Operators will assist CSB in monitoring the distribution of Operator Employee passes by providing CSB with both the name of each individual to whom a card with an Operator Employee pass is distributed and the card serial number of the respective card.

## **3.4 FARES AND PASSES**

### **3.4.1 General Fare Policy**

Transit fare policy shall remain the exclusive right of the Operators and their respective policy boards. Operators set their own fares, acting singly for services within that Operator's property and in conjunction with contiguous Operators for inter-Operator fares.

### **3.4.2 Passes**

Operators shall establish vending windows for their calendar passes.

### **3.4.3 Stored Rides**

Operators shall establish rules regarding the expiration of their stored ride products.

### **3.4.4 Operator Employee Passes**

Operators loading an Operator Employee pass to a card may require that the card be personalized with a photograph, the logo of the Operator with which the cardholder is associated, and/or the cardholder's name. Where an Operator requires personalization of a card loaded with an Operator Employee pass, Operators shall be responsible for any incremental charges associated with the design, development, manufacture, and/or printing of the card as indicated in Section 3.12.3 of this document.

## **3.5 CLIPPER® CARD REFUNDS**

### **3.5.1 Operator Products**

The value of Operator products may be refunded at the discretion of the Operator(s) on which the product is valid. If an Operator approves the refund of a product, the Clipper® Contractor will block the product so that it is no longer valid.

Operators shall provide authorization to the Clipper® Contractor to grant or deny a refund of Cash Value and/or an Operator product at his/her discretion up to limits specified by the Operator. Beyond these limits, the Clipper® Contractor will grant or deny refunds after consultation with designated personnel from the affected Operator.

### **3.5.2 Identification of Designated Operator Personnel Authorized to Approve Refunds**

Each Operator shall identify at least two representatives authorized to provide approval for the granting of refunds by the CSB Customer Service Manager where the refund affects the amount due to a respective Operator.

### **3.6 CARDHOLDER FEES**

#### **3.6.1 Cards Configured for the Disabled (RTC Discount) Fare Category**

Operators participating in the RTC Discount Card Program shall be responsible for setting cardholder fees associated with the acquisition, replacement and renewal of cards configured for the Disabled (RTC Discount) fare category. The Clipper® Operating Rules do not govern the RTC Discount Card Program fees.

### **3.7 DISTRIBUTION AND FARE PAYMENT DEVICE NETWORK MANAGEMENT**

#### **3.7.1 Distribution Device Network Management**

Operators that have procured equipment outside of the Clipper® Contract shall be responsible for monitoring and managing their own devices and networks for those devices.

#### **3.7.2 Reporting to the Clipper® Central System**

All Clipper® transactions shall be reported to the Clipper® Central System (“CCS”). Where Operators manage devices, Operators shall ensure that those devices report all transactions to the CCS.

#### **3.7.3 Software Application and Configuration Data Downloads**

Operators shall ensure that devices are powered on to enable receipt of software and Configuration Data (“CD”) downloads. Operators shall cooperate with the Clipper® Contractor and perform first- line maintenance if requested by the Clipper® Contractor as part of the troubleshooting process.

#### **3.7.4 Authorization for Software Application Downloads**

Each operator shall designate an individual who will be responsible for authorizing software and CD downloads. After completing internal testing of a pending software application release, CSB shall issue detailed release notes and schedule time for MTC and the Operators to witness testing of the release in the CSB test-bed. The Clipper® Contractor shall propose a deployment date and request Operators to authorize the software download. Operators shall not unreasonably withhold such authorization, particularly when the release is intended to implement a required fare change.

#### **3.7.5 Fare Table Updates**

The responsible Operator will report to MTC the fare tables and transfer policies to be changed or added (e.g., a fare increase). MTC shall forward the Operator data to the Clipper® Contractor for implementation.

#### **3.7.6 Changes to Clipper® Configuration Data to Enable Fare Changes**

Operators shall notify MTC at least 60 days prior to the effective date of the changes to the fare tables and transfer policies. More time is required for significant or structural changes.

The date of the download may be prior to the effective date of the change. An Operator with devices installed on vehicles may opt to select a download date one or two weeks prior to the effective date of the change in order to maximize the percentage of devices that have received the download when the effective date is reached.

### **3.7.7 Field Testing**

At their option, Operators may conduct field tests of software/CD releases to confirm that the software/CD functions as documented in the release notes and as demonstrated in the test-bed. Operators shall report any negative findings from such field testing to MTC and the Clipper® Contractor.

### **3.7.8 Notification of Issues Following Software/CD Deployment**

Operators shall immediately notify the Clipper® Contractor of any problems arising from a software/CD download.

## **3.8 CLIPPER® ASSET MANAGEMENT SERVICES**

### **3.8.1 Software Management Services**

An Operator may assume responsibility for software installation for the systems installed at its facilities or on its vehicles subject to MTC's approval of such transfer of responsibility. Otherwise, the Contractor shall be responsible for software installation at all levels of the system.

### **3.8.2 Transit Operator Asset Management Responsibilities**

Operators are responsible for ensuring that access to Clipper® devices is controlled, protected, and limited to authorized personnel within their organizations.

## **3.9 TECHNICAL SUPPORT AND MAINTENANCE LEVELS**

### **3.9.1 Responsibility for Failure Detection**

Operators, as well as the Contractor and MTC, shall be responsible for reporting device failures and events that could indicate a failure affecting information processing systems at the CCS.

### **3.9.2 Operation and Maintenance of Clipper® Equipment**

All Operators are obligated to operate and maintain Clipper® equipment in accordance with these rules, and maintain equipment to ensure the highest level of availability for use by consumers. Operational and maintenance responsibilities include, but are not limited to:

- a. Managing the inventory of spare components stored on each Operator's property;
- b. Isolating failed Card Interface Devices ("CIDs") and components (e.g., Add Value Machine ("AVM") modules) and replace with spares;
- c. Returning failed CIDs and components to the CSB for replacement;
- d. Revenue servicing TOTs, AVMs and Ticket Vending Machines ("TVMs");
- e. Maintaining inventory of Clipper® cards and limited use Clipper® tickets in TVMs;
- f. Performing fingertip maintenance; and
- g. Operating Clipper® equipment (e.g., driver consoles, TOTs, Handheld Card Readers ("HCRs"), etc.) as required.

### 3.9.3 Responsibilities Shared by the Contractor and the Operators

Maintenance of equipment installed at Operators' sites will be a shared responsibility between Operator staff and the Contractor. Operator staff will be responsible for first-line maintenance, which includes preventive maintenance and depot maintenance item diagnosis, removal and installation. The Contractor shall be responsible for the overall depot maintenance program and on-call maintenance when escalated beyond the Operator's handling of the situation.

#### 3.9.3.1 Maintenance Responsibilities by Device

The following table provides an overview of the maintenance responsibilities of the Operators that are further described in this section.

MAINTENANCE SERVICES	
EQUIPMENT	Operator Responsibility
On-Board CID (CID 1)	1 <sup>st</sup> Line Maintenance
Stand-Alone CID (CID 2)	1 <sup>st</sup> Line Maintenance
CID Faregates	1 <sup>st</sup> Line Maintenance
Wireless Data Transmission System ("WDTS")	1 <sup>st</sup> Line Maintenance
Handheld Card Reader	1 <sup>st</sup> Line Maintenance
Add Value Machine	1 <sup>st</sup> Line Maintenance
Ticket Office Terminal	1 <sup>st</sup> Line Maintenance
Clipper® Data Server ("CDS")	1 <sup>st</sup> Line Maintenance
Automatic Zone Determination System ("AZDS")	1 <sup>st</sup> Line Maintenance
Clipper® Ticket Vending Machines ("TVM")	1 <sup>st</sup> Line Maintenance

#### 3.9.3.2 First Line Maintenance

Certified Operator personnel will perform first line maintenance.

## 3.10 DATA COMMUNICATIONS AND REPORTING

### 3.10.1 Data Communications Links

Operators share responsibility with the Clipper® Contractor for maintaining the data communications links between Clipper® devices on their properties. In addition, if Operators purchase Clipper® equipment independently (i.e., not through MTC), they are responsible for extracting data from that equipment and transmitting it to the CCS in accordance with message and data format and security standards as defined by the Clipper® Contractor.

## 3.11 CLIPPER® FINANCIAL SETTLEMENT AND RELATED SERVICES

### 3.11.1 Establishment of Settlement Accounts

Each Operator shall establish bank accounts and account agreements with the Clipper® Contractor to enable their participation in the settlement process.

### 3.11.2 Deposit of Cash

Operators are responsible for depositing cash from Clipper® card and value distribution transactions into their accounts to cover funds due to the Clipper® Funds Pool. Net settlement will debit Operators for card and value distribution transactions of value during the cycle in which the transactions take place regardless of whether Operators have deposited the cash collected.

### **3.11.3 Collection of Cash from Distributors and Vending Machines**

Distributors, including Operators, will be debited for Clipper® Cash Value, physical cards, and other Operators' products sold on their properties and will be responsible for collecting cash from vending machines on their properties. Operators will be debited according to Clipper® records. For devices revenue serviced by the Operators, cash shortfalls or overages shall be the responsibility of the Operators.

## **3.12 MARKETING**

### **3.12.1 General Responsibility**

Operators shall promote the use of Clipper® cards to their respective customers. Operators shall provide Clipper® information in multiple languages, primarily English, Spanish and Chinese.

### **3.12.2 Responsibility for Maintaining Inventory of Cardholder Education Materials**

Operators shall maintain a sufficient inventory of cardholder education materials at locations that they operate. When needed, Operators shall request additional cardholder education materials from CSB or MTC.

### **3.12.3 Operator-Specific Card Graphics**

Any Operator that wishes to develop an Operator-specific card graphic will fund incremental charges associated with the design, development, manufacture, and/or printing of that card.

## **3.13 CUSTOMER SERVICES**

### **3.13.1 Coordination between the Clipper® Contractor and Transit Operator Customer Service Centers**

Operators shall work cooperatively with the Clipper® Contractor to resolve customer service issues.

## **3.14 PERSONALLY IDENTIFIABLE INFORMATION**

### **3.14.1 Security of Clipper® Customers' Personally Identifiable Information**

Operators shall comply, and shall cause all contractors/consultants who have access to Personally-Identifiable Information ("PII"), as defined in Section 5, Glossary of Terms, to comply, with the special provisions related to the access and protection of PII set forth in Attachment 1 to these Operating Rules, Special Conditions Regarding Personally Identifiable Information, as amended from time to time by MTC due to changes in applicable law or regulation.

## **4. SYSTEM POLICIES**

### **4.1 ACCEPTANCE AND CONDITIONS OF USE**

#### **4.1.1 Conditions of Use**

A cardholder, while using the services and facilities of the Operators, shall be subject to and comply with the bylaws, rules, and regulations of the respective Operators and with the Clipper® Cardholder License Agreement (<https://www.clippercard.com/ClipperWeb/agreement.html>). Upon distribution, a card may be used in accordance with these conditions by a cardholder who is:

- The bearer of the card; and
- The person identified as being entitled to use of the card in the card data with respect to any registered card.

#### **4.1.2 Transferability of the Card**

The card (except for registered cards and unregistered personalized cards, such as cards configured for the Disabled [RTC Discount] fare category) is transferable, and it is valid for use by the bearer. Registered cards, as defined in Section 4.2.4, and personalized cards, as defined in Section 4.2.7, are not transferable and can only be used by the person identified in the card data as authorized to use the card.

#### **4.1.3 Operator Fees, Charges, Discounts, Etc.**

Payment for transit services by deduction of the encoded value in the card is subject to the fee, charge, discount and/or concession and other relevant conditions of the respective Operators effective at the time when service is offered and used.

#### **4.1.4 Rejection of Clipper® Card for Fare Payment**

Operators may demand fare payment in a form other than the Clipper® card under the following conditions:

- a. Cash Value balance on the card upon entry is insufficient to pay the fare;
- b. Cash Value balance on the card upon entry has a negative value;
- c. The pass and/or stored rides on the Clipper® card have expired;
- d. The value stored in the BART High Value Discount E-purse is lower than the fare for the least expensive one way trip on BART;
- e. Clipper® card is expired;
- f. Upon request by Operator personnel, the patron cannot verify eligibility for a discount fare enabled by his/her card;
- g. The patron is attempting to use a card fraudulently;
- h. Clipper® card has been added to the hotlist or blocked from the system; or
- i. Clipper® card is damaged or defective.

#### **4.1.5 Card Reader Failure**

In the event of a card reader failure, Operators may at their option either demand an alternative form of payment or allow Clipper® cardholders a free ride. Neither MTC nor the Clipper® Contractor shall reimburse Operators for free rides granted due to malfunctioning readers and in accordance with individual Operator policies.

## **4.2 CARD BASE MANAGEMENT**

### **4.2.1 Expiration of Clipper® Cards**

Clipper® cards configured for the Adult, Youth and Senior Citizen fare categories will expire 20 years after issuance, and patrons shall be able to transfer value from an expired card to a replacement card. Certain Disabled (RTC Discount) Cards shall expire in accordance with the policies established by the RTC Discount Card Program.

### **4.2.2 Adding Cards to the Hotlist**

Clipper® cards can be blocked from use in the system under the following circumstances:

- The card is reported as lost, stolen, or damaged;
- Fraudulent use of the card is suspected or has been established; and
- Funding for the Autoload feature is denied.

Clipper® products can be blocked from use in the system under the following circumstances:

- Funding for the Autoload feature is denied;
- An employee's tenure terminates with an employer that funds value and/or authorizes eligibility for a particular product on a particular employee's card; or
- An individual is no longer a participant in an institutional program.

### **4.2.3 Unregistered Cards**

Unregistered cards are those where the Card Issuer does not know the identity of the cardholder. If distributed by the RTC Discount Card Program Central Processor, unregistered cards will be personalized with a cardholder's name and photograph, but the Central Processor may only provide the card serial number to the Card Issuer. CSB will not receive the cardholder's information from the Central Processor.

- All unregistered cards distributed by operators or third party distributors will be configured for the Adult fare category.
- All unregistered cards distributed by the RTC Discount Card Program Central Processor will be configured for the Disabled (RTC Discount) fare category.
- All unregistered cards distributed by the RTC Discount Card Program Central Processor will be personalized (see Section 4.2.7).
- Unregistered cards and any confirmed value remaining on unregistered cards cannot be replaced if lost, stolen, or non-functioning, unless the card is determined to be defective by CSB or the card is configured for the Disabled (RTC Discount) fare category.<sup>1</sup>

### **4.2.4 Registered Cards**

Registered cards are those where the Card Issuer knows the identity of the cardholder. Some registered physical cards may have distinguishing physical features such as the printed word "Senior" and/or a colored stripe in the case of registered cards used by senior citizens or the cardholder's printed name and/or photograph in the case of personalized cards.

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<sup>1</sup> If a cardholder claims his/her card is defective and submits the card to CSB in exchange for a replacement card, the cardholder will need to provide his/her name and mailing address to CSB.

A cardholder must register his/her card to:

- Receive the card via mail from CSB;
- Utilize optional features such as Balance Restoration, Autoload, and automatic enabling of audio and/or alternate language functions when using AVMs;
- Receive value through employers, employer benefit programs (except where the cardholder redeems a voucher or a benefit program debit card) and/or institutional programs;
- Receive a refund of any confirmed remaining e-cash value on his/her card;
- Receive a card that is configured for either the Youth fare category or the Senior Citizen fare category; and
- Enable the retrieval of a lost or stolen card that is returned to CSB or an Operator.

The process of registering a card and the processes of electing to utilize Clipper®'s optional features; arranging to receive loads through an institutional program; or seeking to qualify for discount fares and/or products may be distinct. This will be the case for patrons with cards configured for the Disabled (RTC Discount) fare category.

#### **4.2.4.1 Information Required for Card Registration**

To register a card, a patron must provide his/her name, a mailing address, a telephone number, and a security question and answer. Patrons may submit this information to CSB in writing, via telephone, or through the Clipper® websites; at an Operator ticket office or Clipper® in-person customer service center equipped with a TOT; or a location that accepts the Clipper® Youth and Senior Card Application. Where a patron registers a card through a Clipper® website, the patron must provide an e-mail address. An institutional program may also furnish the registration data to CSB.

#### **4.2.4.2 Additional Information that May Be Captured When Registering a Card**

Additional cardholder account information may include, but is not limited to, the cardholder's fax number, e-mail address, bank account number, credit card account number, and/or birth date.

The specific required additional cardholder information depends on whether a patron registers for optional features; receives value through an employer, employer benefit program, or institutional program; or seeks to qualify for discount fares and/or products.

#### **4.2.4.3 Availability of Registered Cards**

##### **4.2.4.3.1 Availability of Registered Cards Configured for the Adult Fare Category**

A cardholder may acquire a registered card configured for the Adult Fare Category directly through the Clipper® websites or Clipper® mobile app, by calling Clipper® Customer Service, or by visiting an Operator ticket office or Clipper® in-person customer service center equipped with a TOT. A patron with an unregistered Adult card can register it at any time through the previously listed channels by providing the information described in Section 4.2.4.1.

##### **4.2.4.3.2 Availability of Registered Cards Configured for the Senior Citizen Fare Category**

To pay discount fares based on age, a senior citizen may acquire a Clipper® card configured for the Senior Citizen fare category. A senior citizen may apply for and receive a card upon submission of a qualifying application at: an Operator ticket office; one of the Clipper® in-



person customer service centers overseen by MTC; an MTC or operator-sponsored outreach event; other locations approved by the operators that may or may not be equipped with TOTs, but which have agreed to the provisions in Attachment 1; or by mail or email using a MTC-approved card application form and accompanied by copies of documentation that indicates proof of eligibility in accordance with Section 3.2.3. Except for applications submitted by mail or email, all senior citizens applying for senior Clipper® cards must apply in person and present valid identification verifying they meet the minimum age requirement.

Operator ticket offices may select from two options that provide a senior Clipper® card to the patron immediately upon submission of a qualifying application: (1) The TOT option requires Operator verification of the eligibility of the date of birth, entering the applicant information into the TOT directly, and providing a registered card to the patron. (2) The pre- initialized card issuance option requires the verification of the patron's application and the submission of the completed application to CSB for processing.

#### **4.2.4.3.3 Availability of Registered Cards Configured for the Youth Fare Category**

A youth, or his/her representative, may apply for a Clipper® card encoded with his/her birth date at Operator ticket offices; at in-person customer service centers overseen by MTC and equipped with TOTs; by mail or email; or at a location operated by a third party operating under a written agreement with MTC or an Operator where the written agreement includes the provisions of Attachment 1. Operators and in-person customer service centers will provide Clipper® youth cards on-site upon receipt of qualifying applications and verification of age eligibility. Operators that require personalized youth cards may require additional time to produce the card. These cards will be sent via mail within an acceptable time frame. A youth does not need to appear in-person when acquiring a card configured for the Youth fare category.

CSB may only fulfill requests for new youth cards if the request is made by:

- a. Approved Operator personnel;
- b. An entity authorized by the Operators to receive, review, and approve requests for youth cards (e.g., a school);
- c. In-person customer service center personnel; or
- d. Mail or email using a MTC-approved card application form and accompanied by copies of documentation that indicates proof of eligibility in accordance with Section 3.2.3.

#### **4.2.4.4 Tracking of Registered Youth and Senior Citizen Clipper® Cards**

In order to issue a card configured for either the Youth or Senior Citizen fare categories, the authorized Clipper® distributor will need to enter the following information for upload into the card database:

- a. Name of the cardholder for whom the card is being encoded;
- b. Date of birth being encoded on the card, where appropriate;
- c. The address of the cardholder for whom the card is being encoded; and
- d. The type and complete serial number of the document presented as proof of eligibility.

#### **4.2.5 Converting an Unregistered Card to a Registered Card**

A cardholder may convert an unregistered card to a registered card through the recording of the cardholder's personal information as described in Section 4.2.4.1.

#### **4.2.6 Proof of Eligibility for Discount Fares or Institutional Programs**

Operators may establish additional requirements for managing programs that offer access to institutional passes or discounted fares and passes, subject to the approval of MTC. These requirements may include the submission of documentation related to income or status as a student, veteran or other qualifying status, as well as the limitation of specific products that are not available for patrons to purchase directly through Clipper® distribution channels to personalized cards.

Per the requirements of the RTC Discount Card Program, persons with disabilities seeking Disabled (RTC Discount) Cards must demonstrate their eligibility for discounts based on disability by submitting a complete RTC Discount Card Application to an Operator, which forwards the applications to the RTC Discount Card Program Central Processor.

Patrons who obtain a Clipper® card that offers access to institutional passes or discounted fares and passes must be prepared to show proof of eligibility if requested by Operator personnel.

#### **4.2.7 Personalized Cards**

All physical cards configured for the Disabled (RTC Discount) fare category will be personalized. A cardholder may be required to personalize his/her card:

- To participate in certain employer benefit, institutional or discounted fare programs; and
- To utilize an Operator employee pass.

##### **4.2.7.1 Information Required for Card Personalization**

The information that appears on a personalized card depends on an Operator's or program's requirements, subject to the approval of MTC. A patron requesting a card configured for the Disabled (RTC Discount) fare category must provide all information required by the policies of the RTC Discount Card Program. For other personalized cards, a patron may be required to provide his/her name, contact information, security question and answer, proof of eligibility for a discount, a photograph, and/or an employee identification number. A cardholder seeking to qualify for a card that enables payment of discount fare other than discounts available to a patron with a Disabled (RTC Discount) Card must prove the accuracy of his/her personal information according to the policies of the specific discount for which the cardholder is seeking to qualify.

##### **4.2.7.2 Availability of Personalized Cards**

The availability of personalized cards is limited to qualifying persons.

Personalized cards may be available through distributors that are qualified by the Operators. In some cases, an employer, Operator, or institution may process requests for personalized cards, though the actual distribution of a personalized card may be through CSB.

##### **4.2.7.2.1 Availability of Cards Configured for the Disabled (RTC Discount) Fare Category**

In accordance with the policies of the RTC Discount Card Program, patrons will submit Clipper® Operating Rules

applications for cards configured for the Disabled (RTC Discount) fare category through Operator ticket offices or through the mail for card renewals. The RTC Discount Card Program Central Processor will be responsible for processing applications and verifying the eligibility of applicants for the RTC Discount Card Program. Either the RTC Discount Card Program Central Processor or CSB will distribute the cards directly to patrons.

Patrons who qualify for the RTC Discount Card Program and who qualify to travel with an attendant may request a second card configured for the Disabled (RTC Discount) fare category for use by the attendant.

#### **4.2.8 Balance Restoration**

A patron who either registers his/her card in accordance with Section 4.2.4.1 or is the bearer of a card configured for the Disabled (RTC Discount) fare category may use the Balance Restoration feature to obtain a replacement of any confirmed remaining value on his/her card if s/he reports his/her card as lost, damaged, or stolen. A patron obtaining a replacement of value from a lost, stolen, or damaged card must acquire a new card and pay any fees, as indicated in Section 4.6.1 of this document. For a cardholder requesting replacement of a lost, stolen, or damaged card configured for the Disabled (RTC Discount) fare category, the RTC Discount Card Program Central Processor or CSB will restore the balance from the lost, stolen, or damaged card to a replacement card. Neither the RTC Discount Card Program Central Processor nor CSB will provide a refund of value from a lost, stolen, or damaged card.

##### ***4.2.8.1 Requesting a Transfer of Value to a Replacement Card***

To request the transfer of value from a lost, damaged, or stolen registered card configured for the Adult, Youth, or Senior Citizen fare categories to a replacement, the cardholder must contact CSB or visit a Clipper® in-person customer service center overseen by MTC to report that the card is lost, damaged, or stolen. CSB or the Clipper® in-person customer service center will require that the cardholder verify the registered card account details prior to issuing a replacement with the balance restored.

A cardholder requesting replacement of a card configured for the Disabled (RTC Discount) fare category must request a replacement card in accordance with the rules established by the RTC Discount Card Program. A cardholder requesting replacements of a card configured for the Disabled (RTC Discount) fare category will receive a replacement card with any remaining value from the lost, stolen, or damaged card.

#### **4.2.9 Card Replacement**

The cardholder holds the card at his/her own risk. If a physical card malfunctions due to no fault of the cardholder within one year of the cardholder first using the card, the cardholder may obtain a replacement card and transfer any confirmed remaining value (e.g., e-cash, transit pass, stored rides, and/or value in the BART High Value Discount E-purse) to the replacement card at no cost to the cardholder.

If CSB or Clipper® in-person customer service center determines that a card has been in use for longer than a year, CSB will handle the card replacement as it would the replacement of a damaged card.

##### **4.2.9.1 *Requesting Replacement of a Card Suspected of Being Defective***

To request a replacement for a card suspected of being defective, a cardholder must submit a completed replacement request form and provide his/her non-functioning Clipper® card to CSB or an third-party authorized by MTC to perform this function, e.g. the Clipper® in-person customer service centers, for testing. When requesting replacement of a non-functioning card via mail, a cardholder must provide CSB with a valid mailing address, even if the non-functioning card is unregistered.

#### **4.2.10 Replacement of Non-Functioning Cards**

##### **4.2.10.1 *Defective Cards***

If CSB or an authorized third-party determines that a card is defective, CSB or the authorized third-party will issue, at no charge, a replacement card pre-loaded with any confirmed remaining value on the original card.

If CSB receives a card and determines that it is defective after the cardholder has already paid fees for the card replacement and balance restoration, CSB will refund the fees back to the credit/debit card that was used to pay the fees.

##### **4.2.10.2 *Other Non-Functioning Cards***

If CSB or an authorized third-party determines that a card does not function for a reason other than a defect in the card's hardware or software, the cardholder will be responsible for the replacement of the card.

#### **4.2.11 Blocked Cards and Products**

##### **4.2.11.1 *Blocking Value Due to Change in Eligibility for Specific Product***

If MTC, an Operator or an entity authorized by MTC or an Operator determines that a cardholder no longer meets eligibility requirements for an Operator employee pass, institutional pass or discount product, they may provide the cardholder's card serial number and request that CSB block the pass or product.

For cardholders who receive Operator products on the basis of fare category eligibility (e.g., an Operator's youth pass) but who have been determined to be ineligible according to the specific requirements set by the Operator, the Operator may request that CSB block the product.

## **4.3 DISTRIBUTION**

### **4.3.1 Loading Cash Value**

A cardholder may add Cash Value to his/her Clipper® card at any time up to the maximum allowable balance of \$300.00. Cash Value does not expire.

### **4.3.2 Minimum Value Required When Acquiring Clipper® Card**

As indicated in Section 2.3.2, MTC may establish temporary or permanent policies whereby a cardholder shall be required to load a minimum amount of value when acquiring a Clipper® card.

### **4.3.3 Autoload**

#### **4.3.3.1 Value Thresholds for Autoload**

When a card is set up for threshold Autoload, the selected value will automatically reload when a cardholder tags a card to pay a fare and: (1) the Cash Value or BART High Value Discount balance falls below \$10.00; (2) the cardholder's transit pass has expired; (3) or the number of stored rides remaining on the card falls below three.

##### **4.3.3.1.1 Minimum Cash Value for Autoload**

The minimum amount of Cash Value that can be loaded via Autoload is \$20.00.

##### **4.3.3.1.2 Maximum Cash Value for Autoload**

The maximum amount of Cash Value that can be loaded via Autoload is \$255.00.

## **4.4 FARES AND PASSES**

### **4.4.1 Application of Fare Discount When Fare Is Paid Using Cash Value**

When using Clipper® Cash Value, discounts will be applied at point-of-use, not at point of purchase.

### **4.4.2 Expiration of Disabled (RTC Discount) Cards**

Eligibility for certain Disabled (RTC Discount) Cards must be renewed periodically. Disabled (RTC Discount) Cards that are subject to periodic renewal shall be encoded with an expiration date in accordance with the policies of the RTC Discount Card Program so that the bearer may only use the card until 11:59 p.m. on that date, unless the date is extended per the instructions of the RTC Discount Card Program Central Processor. An RTC Discount cardholder may transfer the Cash Value from an expired card to a valid replacement card.

### **4.4.3 Operator Employee Passes**

When a cardholder presents a card with an Operator Employee pass anywhere other than at the operator where the Operator Employee pass is valid, the card shall be treated as an Adult, Youth, Senior Citizen or Disabled (RTC Discount) card, as applicable to the cardholder.

## **4.5 CLIPPER® CARD REFUNDS**

### **4.5.1 General Refund Policy**

A patron with a functioning unregistered card is not entitled to a refund of his/her confirmed remaining Cash Value balance under any circumstances. A patron with a registered card may request a refund of Cash Value under the condition that s/he also relinquishes his/her card to CSB.

#### **4.5.2 Exceptions to the General Refund Policy**

The following is an exception to the general refund policy described above in Section 4.5.1. The CSB Customer Service Manager will consider such exceptions on a case-by-case basis and consult with designated personnel from the affected Operator and/or distributor.

A patron may receive a refund of Cash Value via remote add value if the system overcharges the patron. For example, if a patron must tag his/her card when exiting a vehicle/station to receive a Cash Value credit, and the system overcharges a patron because the CID is not available when the cardholder exits the vehicle/station.

In the cases outlined above, a patron may receive a refund of Cash Value via remote add value. The patron does not need to relinquish his/her card to receive a refund via remote add value.

#### **4.5.3 Responsibility for Processing Refunds**

Only CSB will have authorization to process a Clipper® card refund. In any case where a refund will affect the funds due to an Operator, the CSB Customer Service Manager will request authorization to provide a refund from designated personnel from the affected Operator. The CSB Customer Service Manager will not need to request authorization to provide a refund of Cash Value, subject to the limitations in Sections 4.5.1 and 4.5.2 of this document.

#### **4.5.4 Processing of a Refund**

CSB will only provide a refund to the person to whom the card is registered.

##### ***4.5.4.1 Request for Refund of Products Offered to Participants in Operator-Managed Group/Employer Benefit Programs (Eco Pass, EasyPass, etc.)***

A patron may not request a refund of a product offered to participants in Operator-managed group/employer benefit programs such as VTA's Eco Pass or the AC Transit EasyPass. CSB may block these products on a patron's card at the request of the cardholder or the Operator for which the product is valid, but the patron is entitled to no refund after CSB blocks the product.

#### **4.5.5 Refund of Value Loaded as Pre-Tax Employee Benefit**

CSB shall not provide refunds of the value remaining on a card if the bearer of the card previously added value to the card via a pre-tax employee benefit program.

#### **4.5.6 Method of Providing Refunds**

Subject to the restrictions described in Section 4.5.5, CSB will provide refunds by the method of payment used to load the value being refunded, where possible. If a patron loads value with cash and then requests a refund, the refund will be provided by check. If a patron requests a refund of value loaded using multiple methods of payment, the refund will be provided by check.

### **4.6 CARDHOLDER FEES**

#### **4.6.1 Schedule of Cardholder Fees**

The following nonrefundable fees may be charged to Clipper® cardholders. MTC may waive these fees at its discretion with the exception of fees set by Operators in accordance with Section 3.6.1 of this document.

The Clipper® program does not govern the fees for physical RTC Discount cards. The administrative fees associated with new or replacement RTC Discount cards will be set by the Operators participating in the RTC Discount Card Program.

Description	Fee
Card Acquisition for Standard Adult Cards (both physical and mobile)	\$3
Card Acquisition for Special/Limited Edition/Commemorative Adult Cards	TBD
Card Acquisition for Senior Citizen Card	\$0
Card Acquisition for Youth Card	\$0
Card Replacement and Balance Restoration for Adult, Senior and Youth Cards*	\$3
Conversion of Physical Adult, Youth, Senior and RTC Cards to Mobile Cards	\$0
Failed Autoload Authorization	\$5**
Administrative Fee for Card Refund Processing	\$5

\* The Clipper® program will not assess this fee for a cardholder requesting replacement of a Senior or Youth Clipper® card without a product or Cash Value balance.

\*\* CSB will assess this fee on the second occasion that an Autoload funding source associated with a patron's card is declined and on every occasion thereafter.

#### 4.6.2 Card Replacement and Balance Restoration Fee

Each time a patron reports a card as lost, stolen, or damaged and requests the transfer of value from the lost, stolen, or damaged card to a new card, CSB will charge a single fee covering both Card Replacement and Balance Restoration as indicated in Section 4.6.1 of this document. Operators will not assess this fee for a cardholder requesting balance restoration for a card configured for the Disabled (RTC Discount) fare category.

#### 4.6.3 Transit Benefit Program Administrative Fees

Third-party transit benefit programs that enable patrons to request Clipper® value through a website interface may charge patrons up to \$2 per month when a patron arranges to purchase Clipper® value on an ongoing basis through the benefit program's website. Neither MTC nor the Operators are responsible for collecting this fee; revenue generated by this fee is not payable either to MTC or the Operators.

#### 4.6.4 Payment of Cardholder Fees

Cardholders cannot use Cash Value loaded on a Clipper® card in order to pay a fee. Patrons acquiring cards at self-serve machines, retailers, Operator ticket offices, or Clipper® in-person customer service centers, or through the Clipper® mobile app, may use any form of payment accepted by the device or distributor.

#### 4.6.5 Waiving of the Card Acquisition Fee for Patrons Who Register for Autoload

The Adult card acquisition fee will be waived for patrons who acquire a card and simultaneously sign up for Autoload online or by submission of a paper form.

#### 4.6.6 Waiving of the Cardholder Fees during Promotional Periods and/or for Marketing Purposes

MTC may agree to waive cardholder fees during promotional periods. The process for establishing promotions is described in Section 4.11.2.

#### **4.6.7 Waiving of Fees for Low-Income Individuals and Organizations Serving Low-Income Individuals**

MTC may agree to waive fees for organizations that serve low-income individuals, as well as those who qualify for programs based on income eligibility, such as Clipper® START<sup>(SM)</sup>.

#### **4.6.8 Waiving of Fees at the Discretion of the Clipper® Contractor**

The Clipper® Contractor may waive fees described above in Section 4.6.1 on a case-by-case basis. As indicated in Section 2.4.2 of this document, MTC shall monitor the waiving of fees by the Clipper® Contractor.

### **4.7 CARDHOLDER CONFIDENTIALITY**

#### **4.7.1 Cardholder Data and Personally Identifiable Information**

All aggregate information including personally identifiable information (PII – as defined in Section 5, Glossary of Terms) and data relating to cardholders collected by the Fare Payment System shall be used by MTC and the Operators for the purposes of the operation and management of the Fare Payment System (“FPS”) and shall serve as a source of information and data for transit and/or related services, in general, but PII shall be dealt with in a confidential manner consistent with the Clipper® Privacy Policy as posted on the Clipper® websites, unless:

- a. MTC obtains the express written consent of the cardholder; and/or
- b. As otherwise required by law or ordered by a court of competent jurisdiction.

### **4.8 DISTRIBUTION AND FARE PAYMENT DEVICE NETWORK MANAGEMENT**

There are three classes of configuration data (CD) - daily (hotlists and action lists), fare-related (e.g., fare tables) and administrative (e.g., operator names, route names, location names, product names, and calendar).

#### **4.8.1 Daily CD**

CSB shall download daily CD automatically. No pre-authorization by Operators is required.

#### **4.8.2 Fare-Related CD**

After completing internal testing of a pending fare-related CD release, CSB shall issue detailed release notes and schedule time for MTC and/or the Operators to witness testing of the release in the CSB test-bed. MTC or CSB shall propose a deployment date and request Operators to authorize the fare-related CD download. Operators shall not unreasonably withhold such authorization, particularly when the release is intended to implement a required fare change.

#### **4.8.3 Administrative CD**

After completing internal testing of a pending Administrative CD release, CSB shall issue detailed release notes and notify operators of the intended deployment date. No pre-authorization by Operators is required.

### **4.9 DATA COLLECTION AND REPORTING**

#### **4.9.1 Data Communications Links**

Operators will have full access to Clipper® usage data that is collected by Clipper® devices installed at their facilities or on their vehicles.



## **4.10 CLIPPER® FINANCIAL SETTLEMENT AND RELATED SERVICES**

### **4.10.1 Add Value Transactions**

Add value transactions can occur at distribution devices (AVMs, TOTs, TransLink® Retail Units, Ticket Vending Machines, and CIDs). The distribution devices provide for direct sales of Clipper® products and the CIDs provide for fulfillment of Autoload and remote add value transactions.

If a missing add value transaction does not appear within a 21-day window, the associated gap is resolved through identification of the amount of missing value, and the participants that collected funds and are due funds for the missing transaction. This information is identified using previous add value transaction history data that is stored on the card and is transmitted along with every subsequent transaction following an add value. The associated funds are automatically moved between the appropriate parties as a part of daily settlement and the gaps are closed, as follows:

- a. The party responsible for collecting cash for the sale of Clipper® value will be debited during settlement; and
- b. The party due reimbursement for the sale of Clipper® value will be credited during settlement.

Information regarding settlement of recovered add value transactions will be available on the next business day. CSB will notify transit operators of any anomalies in add value transaction gaps, should they occur.

If duplicate add value data for a gap is not available, and the original transaction cannot be recovered, Cash Value gaps shall be resolved through standard gaps processing. The amount of the gap shall be determined through the examination of pre-gap and post-gap transactions, and moved from the Participant Claim Fund (“PCF”) account to the Float account when the gap is closed.

An Operator may file a grievance for disputes related to settlement of missing add value transactions in accordance with the procedures set forth in Section 4.10.8.

### **4.10.2 Missing Transactions**

The Clipper® Contractor processes all transaction records for settlement at the end of each calendar day. While most transactions are settled on the day they occur there are instances that result in missing transactions:

- Transactions stored on mobile devices that do not connect to the Clipper® wireless network on the day transactions occur;
- Equipment failure or destruction of devices from external causes; or
- Any other situation resulting in transaction records not being received by the CCS, either temporarily or permanently.

#### **4.10.3 Fare Payment Transactions and the Participant Claim Fund**

The CCS creates transaction gaps for missing fare payment transactions. Fare payment transaction gaps then remain “at large” on the gap list for 21-days to allow sufficient time for most late transactions to appear. If missing transactions appear within the 21-day window, they will be a part of daily settlement on that date, and the associated transaction gaps will be closed automatically.

The only funds directly associated with fare payment transaction gaps will be Cash Value funds initially accounted for in the Float Account. During the 21-day period that these gaps are on the gaps list, these funds would remain in the Float Account. If missing transactions appear within the 21-day window, they would be settled out of the Float Account as if they had appeared on the date the transaction occurred.

If a fare payment transaction gap is not closed by the appearance of missing transactions within the 21-day window, the transaction gap will be automatically “expired” by removal from the gaps list. Any Cash Value associated with the gap will then be moved automatically from the Float Account to a special Clipper® account known as the Participant Claim Fund (“PCF”), as described in Section 4.10.4 below.

If missing transactions appear after the 21-day window has passed, they will not be included with daily settlement. The associated transaction gaps will have expired and the corresponding funds will be in the PCF. These funds will no longer be available for daily settlement, and the funds will be disbursed in accordance with Section 4.10.4.

Note that the fare payment transaction “gap” process is only applicable to Cash Value fare payment transactions. There is no financial processing of monthly pass, stored ride or High Value Discount purse fare payment transactions, since these do not directly affect settlement.

#### **4.10.4 Disbursement of the Participant Claim Fund**

The PCF will hold all Cash Value funds associated with fare payment transaction gaps that have been expired from the system. Allocation of PCF funds will be based on Operator-based claims and system-based claims. Operators may file claims on the PCF at any time. While valid Operator-based claims will be settled first, system-based claims are expected to be the primary method for fund disbursement.

- With the exception of disbursements for operator-based claims, no disbursement from the PCF shall be made until the PCF meets or exceeds \$20,000, and no system-based disbursements shall be made that would reduce the PCF below a minimum balance of \$50,000.
- Disbursements from the PCF for system-based claims or for any remaining PCF value shall be made at least twice a year, when justified.

PCF disbursement is based on the following sequential process.

- a. Settle all valid Operator-based claims against the PCF**  
Operator-based claims provide a means to recover value if either a complete loss of Clipper® data has occurred or an Operator experiences a significant single-day data discrepancy between transaction and audit register data. It is not anticipated that

Operator- based claims will be filed frequently. See Section 4.10.5 for a detailed description of Operator-based claims.

**b. Settle all system-based claims - balance discrepancies between audit register and transaction data**

System-based claims will account for net discrepancies between the aggregate e-cash fare payment value recorded by device audit registers and the aggregate e-cash fare payment value settled through transaction data. CSB will calculate the net system-based claim to be credited or debited to each Operator, as appropriate, according to the following formula:

$$(\$ \text{ Value of Audit Register}) - (\$ \text{ Value of Transaction Data}) = \text{Credit/Debit to Operator}$$

**c. Disbursement of remaining PCF value**

After funds have been distributed from the PCF in accordance with Steps 1 and 2 above, any remaining value will be split among the Operators based on the percentage of total Cash Value business borne by each Operator for that period, in accordance with the revenue allocation policies set forth in the *Amended and Restated Clipper® Memorandum of Understanding*:

$$\text{Operator Disbursement} = \frac{\text{Value of Single Operator Cash Value Business}}{\text{Value of Total Cash Value Business}} \times \text{Remaining PCF Balance}$$

Calculation of the above distributions will occur sequentially and take into account the available funds in the PCF. Net PCF distribution will occur via one manual adjustment to each Operator's settlement position. The table in Section (a) below summarizes the PCF disbursement process.

**a. PCF Settlement Process**

	Parties	Funding	Determination Basis
1. Settlement of Operator-Based Claims	Appropriate transit operators	a) Full funding, if available. Otherwise: b) Pro-rata based on all valid claims filed.	All validated claims filed since the previous distribution.
2. Settlement of System-Based Claims	Appropriate transit operators	a) Full funding, if available. Otherwise: b) Pro-rata based on total end-of-quarter discrepancies.	Discrepancies between audit register and transaction data
3. Remaining PCF Value	All transit operators	Any remaining PCF fund balance in excess of \$10,000.	Distribution based on the split of Cash Value business among transit operators for the previous quarter.

Operators may file a grievance in accordance with the procedures set forth in Section 4.10.8 for any adjustments they believe have been made or omitted in error.

#### 4.10.5 Claims

As indicated in Section 2.7.2 of this document, MTC shall oversee all claim investigation and assessment, although an Operator may participate at its option. An Operator may also be requested to assist under certain circumstances.

No claims will be entertained if Operators fail to comply with the above procedures in furnishing supporting documentation.

#### 4.10.6 Operator-Based Claims Against the Participant Claim Fund

Operators may only submit claims for reimbursement of transactions for:

- a. A total loss of both transaction and audit data records due to failure or damage of front-end devices;
- b. Other system failures resulting in such data loss (e.g., non-recoverable TDS failure); or
- c. A single business day discrepancy between transaction and audit records greater than 0.10% of the single business day overall totals received from all the devices of a transit operator (see below).

$$\text{Discrepancy level} = \frac{\text{One-Day Total Transaction Value from all Audit Registers} - \text{One-Day Total Transaction Value from Transaction Records}}{\text{Total Transaction Value from All Audit Registers}} \times 100$$

(in %)

##### 4.10.6.1 Claims Processing

Claims will be processed as follows:

- a. Operator files a claim with MTC.
- b. MTC reviews the claim and then forwards it to CSB.
- c. CSB investigates claim. If necessary, CSB may request additional documentation or assistance from the operator.
- d. If the claim is substantiated, CSB settles funds.
- e. If the claim is not substantiated, CSB advises operator.

Claims against the PCF will only be paid for missing fare payment transaction data. Clipper<sup>®</sup> data will be the only form of substantiating fare payment data considered in validation of claim amounts.

#### 4.10.7 Adjustments

Transactions impacting an Operator's financial position, and occurring outside the context of daily transaction processing and settlement, will be actioned by manual adjustments. Adjustments will be used to settle out-of-balance conditions and claims, correct for missing add value transactions, and rectify other miscellaneous financial discrepancies. Affected Operators will be notified in advance of any adjustments.

#### 4.10.8 Disputes

Operators may file grievances for missing add value and/or fare payment transactions if they are not satisfied with the settlement results. Grievances for missing transactions shall not be considered until the standard settlement processes outlined in Sections 4.10.1 and 4.10.5 have been completed. MTC and operators shall resolve all disputes in accordance with the *Amended and Restated Clipper® Memorandum of Understanding*.

#### 4.10.9 Unfunded Liabilities Allocation

If the Clipper® Contractor is unable to recover an Unfunded Liability from the responsible cardholder after a reasonable period of time—which shall be no less than 111 days—using reasonable efforts to collect or dispute the Unfunded Liability, the Unfunded Liability will be allocated to and among the Operators. The calculation of the total amount of Unfunded Liabilities to be allocated among the Operators, and the calculation of the amount of Unfunded Liabilities to allocate to each Operator, shall be in accordance with this Section:

- The Clipper® Contractor is to calculate, for a specified time frame, the total dollar amount of Unfunded Liabilities that are (i) failures to collect from a funding source for a post-billed Autoload transaction, or (ii) chargebacks of a purchase made with either a credit card or a debit card.
- If a purchase that falls within either category (i) or (ii) above was of an Operator's product, the financial responsibility for that Unfunded Liability shall be solely allocated to that Operator.
- If a purchase that falls within either category (i) or (ii) above was of Cash Value, the financial liability for that Unfunded Liability shall be allocated among all Operators based on the aggregate dollar amount of cash fares paid to operators during the same specified time frame. The amount of financial liability for any chargeback of a Cash Value purchase shall be limited, however, to the amount of Cash Value spent prior to a block of a Clipper® card.
- The Clipper® Contractor will determine, for a specified time frame, all fare payment transactions that result in a negative Clipper® card balance. If a Clipper® card continues to have a negative Cash Value balance as of the end of the specified time frame, and there has been no activity on that card for at least the 110 days prior to the end of the specified time frame, the financial liability for that negative Cash Value balance shall be solely allocated to the Operator upon which occurred the fare payment transaction that produced the negative Clipper® card balance.
- Once an Unfunded Liabilities allocation has been calculated, the Clipper® Contractor will send a communication to each Operator showing the Clipper® Contractor's calculation of an Operator's allocated Unfunded Liabilities amount, with supporting documentation.
- No fewer than five business days after sending the above communication--to allow an Operator a reasonable amount of time to review the proposed allocation of Unfunded Liabilities-- the Clipper® Contractor will perform a manual financial adjustment to the daily settlement to recover the allocated Unfunded Liabilities from each Operator.
- Unfunded Liabilities shall, whenever possible, be recovered from the Operators concurrently with a PCF disbursement.
- An Operator shall be credited if any subsequent collection occurs of an Unfunded Liability which had been previously allocated solely to that Operator.

## **4.11 MARKETING**

### **4.11.1 Card Design Features**

All Clipper® cards, including limited use cards, shall include certain basic elements as described below and adhere to the design requirements defined in the *Clipper® Brand Standards Guide* ([https:// clippercard.com/ClipperWeb/brand-guidelines.html](https://clippercard.com/ClipperWeb/brand-guidelines.html)).

All physical Clipper® cards, with the exception of limited use cards, shall contain the following basic elements:

- a. A unique serial number;
- b. The Clipper® logo;
- c. A reference to the Clipper® Cardholder Agreement;
- d. The address of the Clipper® website(s); and
- e. The Clipper® Customer Service Center telephone number(s).

Other elements that may be included are as follows:

- f. Cardholder photo, cardholder name, and Employer/School/Institutional Program name, logo and identification numbers for some personalized cards;
- g. The RTC Discount Card program information for some personalized cards;
- h. Advertisements, if either MTC or an Operator (applies to limited use cards only) has entered into business arrangements for advertising on the card;
- i. “Special Services” account numbers, if MTC enters into special business relationships with commercial entities that require the ability to place additional information on the card; and
- j. “Special graphics,” if MTC chooses to issue collector cards.

#### **4.11.1.1 Limited Use Cards**

Clipper® limited use cards shall contain the following basic elements:

- a. The logo of the Operator(s) that accept(s) the limited use card; and
- b. The Clipper® logo.

### **4.11.2 Card Giveaway Promotions**

To promote the availability of Clipper® and encourage use of the Clipper® card, MTC shall set aside up to 80,623 Clipper® cards for use as part of marketing promotions. The promotions may include waiving of the cardholder fees described in Section 4.6.1. The 80,623 cards shall be divided among the Operators as shown below with the expectation that each Operator will use its allotment of Clipper® cards to encourage use of Clipper® in its service area. The number of cards available for use as part of marketing promotions does not include cards distributed to patrons at no charge in accordance with Section 4.6.5.

Agency	Number of Clipper® Cards Available for Marketing Promotions <sup>2</sup>	
	Previous Allocation	Updated 2011 Allocation
AC Transit	25,250	0
BART	40,361	39,361
Caltrain	2,900	0
Golden Gate Transit	100	0
SamTrans	6,990	0
San Francisco MTA	49,500	0
VTA	19,429	18,859
Other Operators	9,632	9,632
Additional Cards for Future Needs	12,771	12,771
<b>Total</b>	<b>176,933</b>	<b>80,623</b>

Operators shall notify MTC about all planned promotions. MTC shall monitor the timing of any promotion approved under this section to ensure maintenance of a sufficient inventory of Clipper® cards.

<sup>2</sup>The TransLink® Phase II Operating Rules allowed for a total of 225,000 cards to be available for use as part of marketing promotions. Prior to June 1, 2011, Operators distributed cards as part of marketing promotions that reduced the total number of cards available to 80,623.

## 5. GLOSSARY OF TERMS

### **ACH**

See Automated Clearinghouse.

### **ADD VALUE MACHINE**

A distribution device that enables cardholders to both load value to a Clipper® card and check the balance of a Clipper® card.

### **ADJUSTMENT**

The process of modifying the settlement amount for any given settlement period for a specific transit operator due to an out-of-balance condition or claim.

### **APPLICATION ISSUER**

Any single entity or a joint entity of multiple parties that owns and distributes any specific application that may be resident solely or jointly with other applications, on a smart card or on a mobile device that integrates smart card functionality. MTC retains the right to issue cards with the Clipper® Application.

### **AUTOLOAD**

By registering for the Autoload Program, a cardholder enables an automatic reload of value to his/her card. Clipper® cards can automatically be loaded with the fare type of a cardholder's choosing whenever the Cash Value balance becomes low or a transit pass or stored ride book is due for renewal. The cardholder designates a bank account or credit card as the funding source.

### **AUTOMATED CLEARINGHOUSE**

The process by which funds are moved between participants in the Clipper® Program (see Funds Movement).

### **AVM**

See Add Value Machine.

### **BALANCE RESTORATION**

This optional feature enables a cardholder with a registered card to obtain a replacement of any confirmed remaining value on his/her card if his/her card is lost, stolen, or damaged.

### **BLOCKED CARD**

A card that is rendered inactive by the Clipper® Service Bureau. To block a card, the Clipper® Service Bureau will add the card to the Hotlist.

### **CARD**

The card is the Clipper® smart card licensed to cardholders to pay transit fares on participating transit systems and for other authorized purposes. The card is the property of MTC or the authorized Card Issuer. Each card is uniquely identified by a serial number. Clipper® cards are available in two formats: physical (also sometimes referred to as plastic) and mobile (also sometimes referred to as virtual).



**CARD DISTRIBUTION**

The process of moving Clipper® cards from Issuers to card distributors and from card distributors to cardholders.

**CARD DISTRIBUTOR**

A transit operator or third party that issues Clipper® cards.

**CARDHOLDER**

A patron who has a registered or unregistered Clipper® card.

**CARD ISSUER**

A Clipper® Card Issuer is any single entity or a joint entity of multiple parties that MTC has formally approved to issue smart cards containing the Clipper® Application or a functioning sub-set of this application that enables them to be accepted as a form of payment.

**CARD INTERFACE DEVICE (CID)**

The device that allows Clipper® cards to be read and encoded via the contactless interface that is used for fare payments.

**CASH VALUE**

An electronic record maintained on a Clipper® card (whether physical or mobile) that represents stored value that may be used as payment for transit at any Operator. This value is sometimes identified as e-cash in Clipper® back-end systems and device interfaces.

**CCS**

See Clipper® Central System.

**CD**

See Configuration Data.

**CERTIFIED OPERATOR PERSONNEL**

Those who have successfully completed the Clipper® Contractor training program delivered by the Clipper® Contractor and/or Operator trainers.

**CID**

See Card Interface Device.

**CLAIM**

A formal, written statement filed by an Operator with the Clipper® Contract Manager to dispute the accuracy of the settlement process (e.g., when an Operator believes that the amount due to the agency is greater than the Clipper® settlement process has determined).

**CLIPPER® CENTRAL SYSTEM (CCS)**

The back-end computer system that performs functions related to the management of third party distributors, card based management, network management, settlement, reporting, customer service, and asset management of the Clipper® System.

**CLIPPER® CONTRACTOR**

The party that has entered into the Contract with MTC to design, build, operate and maintain the

Clipper<sup>®</sup> system (i.e., Cubic Transportation Systems, Inc.).

**CLIPPER<sup>®</sup> SERVICE BUREAU (CSB)**

The Clipper<sup>®</sup> Service Bureau is operated by the Clipper<sup>®</sup> Contractor. CSB's responsibilities include, but are not limited to: providing information, fulfilling card requests, handling requests to add value to cards, processing orders for optional features, and managing reports of lost or stolen cards.

**CONFIGURATION DATA (CD)**

Data that is sent to a device to configure its functionality (e.g., system settings).

**DAMAGED CARD**

A card that, while in the possession of a cardholder, has been rendered physically inoperable due to causes outside of the Clipper<sup>®</sup> Contractor's control.

**DATA COLLECTION**

The process of moving the data captured at the point-of-use to the Clipper<sup>®</sup> Central System.

**DATA RECONCILIATION**

The process of checking Clipper<sup>®</sup> records for accuracy.

**DEFECTIVE CARD**

A physical card that fails to operate properly because of a manufacturing or design problem within one year of the card's being first used by a patron.

**DISTRIBUTION DEVICE**

The general term for terminals and devices for both vending of Clipper<sup>®</sup> cards and the loading of Clipper<sup>®</sup> cards. Distribution devices include attended and unattended terminals.

**DISTRIBUTOR**

A general term that refers to any party that either vends Clipper<sup>®</sup> cards or provides value loads.

**ELECTRONIC CASH (E-CASH)**

See Cash Value.

**EMPLOYER PROGRAMS**

A method of distributing cards and value to cardholder through a financial subsidy by employers for travel on one or more Operators' fixed route services. A cardholder must register his/her card to participate in an employer program.

**FIRST LINE MAINTENANCE**

This level of maintenance includes:

- Routine equipment checks;
- Resolution of minor operational problems such as dollar bill jams and card dispensing jams;
- External equipment cleaning;
- Internal component cleaning and lubrication (distribution devices only);
- Running diagnostics tests;
- Removal and replacement of depot maintenance devices and modules; and

- Labor for scheduled replacement of devices and modules.

### **FUNDS MOVEMENT**

The transfer of funds between participants in the Clipper® program. Funds movement must be accomplished by a settlement bank designated for that purpose. This is a separate process from financial settlement.

### **FUNDS POOL**

The central account into which Clipper® revenues are deposited. Payments to Operators for Clipper® services they provide are made from this account.

### **INSTITUTIONAL PROGRAMS**

Institutional Programs include government agencies, schools/universities, or employers that provide funding for value on one or more cards by establishing an account with the Clipper® Service Bureau.

### **LOAD**

The function of adding Cash Value, a period pass, or a number of stored rides to a Clipper® card.

### **METROPOLITAN TRANSPORTATION COMMISSION (MTC)**

The transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. Under SB 1474, MTC is charged with coordinating and consolidating transit services in the Bay Area; Clipper® is one aspect of MTC's regional transit coordination program.

### **MOBILE CARD**

A mobile card (sometimes referred to as a virtual card) is a format of Clipper® card that is available for purchase through the Clipper® mobile app. Cardholders may, at their option, use the Clipper® mobile app to convert their physical Clipper® cards to mobile cards.

### **OPERATOR**

Transit agency participating in Clipper®.

### **PERSONALIZED CARD**

A physical card with distinguishing features, such as a printed name or photograph of the cardholder. A personalized card may be registered or unregistered.

### **PERSONALLY IDENTIFIABLE INFORMATION**

Personally identifiable information ("PII") is any information that is collected or maintained by MTC or an Operator that identifies or describes a person or can be directly linked to a specific individual, including that individual's account. Examples of PII include but are not limited to a person's name, mailing address, business name, alternate contact information (if given), email address, Clipper® card serial number, telephone number, bank account information, credit card number, security code and expiration date, Clipper® account number (if applicable), photograph and travel pattern data (i.e. a registered user's travel routes and times traveled).

### **REGISTERED CARD**

A card where the Issuer knows the identity of the cardholder, but the card does not necessarily have physically distinguishing characteristics.

**SETTLEMENT**

The process of determining the allocation of funds among participants in the Clipper® program.

**STORED RIDE**

An electronic record maintained on a Clipper® card that permits one ride on a specific transit operator. Multiple active stored rides may be present on a single Clipper® card for different Operators.

**THIRD PARTY DISTRIBUTOR**

Any party other than an Operator and the Clipper® Contractor that acts as a Clipper® distributor.

**TICKET OFFICE TERMINAL (TOT)**

A device located on the premises of an Operator or authorized third party where a person may acquire a Clipper® card, load value to a card, register a card, and customize the language and audio features.-

**UD**

See usage data.

**UNREGISTERED CARD**

Cards where the identity of the cardholder is not known to the Card Issuer.

**USAGE DATA (UD)**

Generic term for data generated within the system, which includes data captured by the devices in the Clipper® system when patrons use a Clipper® card.

## 6. ATTACHMENT 1

### 6.1.1 Special Conditions Regarding Personally Identifiable Information:

Operator will have access to personally identifiable information (“PII”) in connection with the performance of its Clipper® Program responsibilities and activities. PII is any information that is collected or maintained by MTC or an Operator that identifies or describes a person or can be directly linked to a specific individual, including that individual’s account. Examples of PII include but are not limited to name, mailing address, business name, alternate contact information (if given), email address, Clipper® card serial number, telephone number, bank account information, credit card number, security code and expiration date, Clipper® account number (if applicable), photograph and travel pattern data (i.e., a registered user’s travel routes and times travelled). The following special conditions relate to the confidentiality and use of PII by Operator:

#### 1. Right to Audit

Upon at least one week advance written notice given by MTC to Operator, Operator shall permit MTC and its authorized representatives to audit and inspect: (i) Operator’s facilities where PII related to the Clipper® Program is stored or maintained; (ii) any computerized systems used to share, disseminate or otherwise exchange PII related to the Clipper® Program, including third party hosting or service provider systems; and (iii) Operator’s plans, practices, procedures, and business continuity and recovery facilities and resources, that relate to Clipper® data protection and security or to the Clipper® Program. The audit and inspection rights hereunder shall be for the purpose of verifying Operator’s compliance with these Operating Rules, this Attachment 1, and all applicable laws. MTC agrees to take all reasonable steps to minimize its interaction with non-Clipper® Program data, systems, or networks. If requested by Operator, MTC agrees to enter into a Confidentiality Agreement that covers non-Clipper® Program data, systems, or networks. In such event, Operator shall provide a draft Confidentiality Agreement and if the terms of such agreement cannot be mutually agreed upon within ten days from the provision of the audit notice, MTC shall have the right to proceed with the audit notwithstanding the absence of an executed Confidentiality Agreement.

#### 2. Protecting PII

All PII made available to or independently obtained by an Operator in connection with the Clipper® Program shall be protected by Operator from unauthorized use and disclosure through the observance of reasonable security procedures and practices. This includes, but is not limited to, the secure transport, transmission and storage of PII used or acquired in the performance of Operator’s responsibilities and activities for the Clipper® Program.

Operator agrees to properly secure at all times any computer systems (hardware and software applications), third party hosting or cloud services, or electronic media that it will use in the performance of its Clipper® Program responsibilities and activities, and shall ensure that any third party hosting or service providers with access to PII adhere to the terms of this Attachment 1. This includes ensuring all security patches, upgrades, and anti-virus updates are applied as

Operator deems appropriate to secure PII that may be used, transmitted, or stored on such systems in the performance of Operator's Clipper® Program responsibilities and activities.

Operator is prohibited from storing PII on portable media including, but not limited to, laptops thumb drives, disks and so forth, unless storing PII on portable media is an operational necessity and the PII is encrypted.

Operator agrees to retain only the PII of a Clipper® customer that is necessary to perform customer account management functions including, but not limited to refunds, billing, and settlement. All other PII that may be collected and maintained shall be discarded no more than four years and six months from the date of the collection. Operator shall purge all account information, including PII, no later than four years and six months after an account is closed or terminated and all outstanding amounts due are paid. At the conclusion of this retention period, Operator agrees to use purge methods described in National Institute of Standards and Technology (NIST) Special Publication 800-88, as may be revised or superseded ("NIST Publication") to remove PII from any files. Discarded PII will be unavailable and unrecoverable following the purge on any storage media including, but not limited to, magnetic disk, optical disk, memory chips, cloud storage, or other computing system ("Storage Media"). Operator agrees to destroy hard-copy documents containing PII by means of a cross-cut shredding machine. Operator also agrees to use purge or destroy methods, as described in NIST Publication, to sanitize any Storage Media prior to disposal (including selling, discarding, donating, transferring, and abandoning).

### 3. Compliance with Statutes and Regulations

Operator agrees to comply with the information handling and confidentiality requirements outlined in the California Information Practices Act (Civil Code sections 1798 *et seq.*) and in California Streets and Highways Code Section 31490. In addition, Operator warrants and certifies that in the performance of its responsibilities and activities for the Clipper® Program, it will comply with all applicable statutes, rules, regulations and orders of the United States, the State of California, and MTC relating to the handling and confidentiality of PII, including the terms and conditions contained in this Attachment 1, Special Conditions Regarding Personally Identifiable Information, and agrees to indemnify, hold harmless, and defend MTC against any loss, cost, damage or liability by reason of Operator's violation of this provision.

### 4. Consultants/Contractors

MTC approval in writing is required prior to any disclosure by Operator of PII to a consultant/contractor or prior to any work to be done by consultant/contractor that entails receipt of PII. Once approved, Operator agrees to require such consultant/contractor to sign an agreement in substantially identical terms as this attachment, binding the consultant/contractor to comply with its provisions.

### 5. Operator Guarantees

Operator shall not, except as authorized or required by its duties by law, reveal or divulge to any person or entity any PII which becomes known to it in connection with the Clipper® Program.

Operator shall keep all PII entrusted to it completely secret and shall not use or attempt to use any such information in any manner inconsistent with or not contemplated by these Operating Rules.

Operator shall ensure that all PII that is stored, processed, or transmitted is encrypted, using at least then-current best industry practices (or encryption methods mandated by law, whichever provides higher levels of protection).

Operator shall comply, and shall cause its employees, representatives, agents and contractors/consultants to comply, with such directions as MTC may make to ensure the safeguarding or confidentiality of PII.

If requested by MTC, Operator shall sign an information security and confidentiality agreement provided by MTC and attest that its employees, representatives, agents, and contractors involved in the performance of its responsibilities and activities in connection with the Clipper® Program shall be bound by terms of a confidentiality agreement with Operator substantially the same in its terms.

#### 6. Notice of Security Breach

Operator shall immediately notify MTC when it discovers that there may have been a breach in security which has or may have resulted in unauthorized access to PII. For purposes of this section, immediately is defined as within two hours of discovery. The MTC contacts for such notification are as follows:

Privacy Officer

[privacyofficer@bayareametro.gov](mailto:privacyofficer@bayareametro.gov)

(415) 778-6700

and

Chief Security Information Officer

[pkant@bayareametro.gov](mailto:pkant@bayareametro.gov)

(415) 778-5295



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 21-0162      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 1/5/2021      **In control:** Administration Committee  
**On agenda:** 2/10/2021      **Final action:**  
**Title:** MTC Resolution No. 4421- Revised - FY 2020-21 Overall Work Program (OWP) Amendment No. 2.

Staff requests that the Committee refer Metropolitan Transportation Commission (MTC) Resolution No. 4421, Revised, the MTC FY 2020-21 Overall Work Program (OWP), Amendment No. 2 to the Commission in order to include FY 2019-20 unspent carryover federal planning and state funds in the current year OWP.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [10d - 21-0162 - Reso-4421 FY 2020-21 OWP Amendment 2.pdf](#)  
[3a - 21-0162 - Reso-4421 FY 2020-21 OWP Amendment 2.pdf](#)  
[3a - 21-0162 - FY 2020-21 OWP Amendment No 2.pdf](#)

Date	Ver.	Action By	Action	Result
2/10/2021	1	Administration Committee		

### Subject:

MTC Resolution No. 4421- Revised - FY 2020-21 Overall Work Program (OWP) Amendment No. 2.

Staff requests that the Committee refer Metropolitan Transportation Commission (MTC) Resolution No. 4421, Revised, the MTC FY 2020-21 Overall Work Program (OWP), Amendment No. 2 to the Commission in order to include FY 2019-20 unspent carryover federal planning and state funds in the current year OWP.

### Presenter:

Brian Mayhew

### Recommended Action:

Commission Approval



## Metropolitan Transportation Commission Administration Committee

February 10, 2021

Agenda Item 3a - 21-0162

### MTC Resolution No. 4421- Revised - FY 2020-21 Overall Work Program (OWP) Amendment No. 2

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**Subject:** Staff requests that the Committee refer Metropolitan Transportation Commission (MTC) Resolution No. 4421, Revised, the MTC FY 2020-21 Overall Work Program (OWP), Amendment No. 2 to the Commission in order to include FY 2019-20 unspent carryover federal planning and state funds in the current year OWP.

**Background:** The Fixing America's Surface Transportation Act (FAST Act) calls for the development of the OWP by the federally designated Metropolitan Planning Organization (MPO). MTC, as the federally designated MPO for the nine-county San Francisco Bay Area region, annually develops and maintains the OWP. The OWP is the principal document governing the budget, allocation, and use of federal and state transportation planning funds in the nine-county San Francisco Bay Area region.

The OWP is subject to periodic adjustments resulting from changes in activities, scope of work, project tasks and deliverables as well as revisions in revenues and expenditures during the fiscal year. The proposed Amendment No. 2 to the FY 2020-21 OWP accounts for the allocation of unspent carryover federal planning and state funds from FY 2019-20 and FY 2018-19.

The breakdown of the FY 2019-20 carryover amount totals \$4,904,698, with \$3.4 million and \$1.5 million of federal and state funds respectively. The detail consists of:

#### Federal

FHWA Metropolitan Planning (PL) -	\$675,632
FTA 5303 Statewide and Metropolitan Planning -	\$2,286,188
FTA 5304 Strategic Partnerships -	\$466,559

#### State

SB1 Sustainable Comm. Formula (FY 2018-19) -	\$330,516
Sustainable Comm. Formula (FY 2019-20) -	\$528,796
Sustainable Comm. Competitive (FY 2018-19) -	\$117,007
Public Trans. Account (PTA) Adaptation Planning -	\$500,000

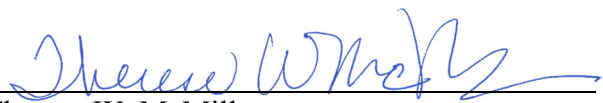
Subsequent to Commission approval of the FY 2020-21 OWP Amendment No. 2, Caltrans will review and approve the OWP amendment. Any revisions to the FY 2020-21 OWP Amendment No. 2 proposed by Caltrans will be incorporated in the final OWP amendment.

An electronic version of the FY 2020-21 OWP and amendments is available to view/download at the following link:

<https://mtc.ca.gov/overall-work-program-owp>.

**Recommendation:** Staff recommends that the Committee refer MTC Resolution No. 4421, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 4421, Revised, FY 2020-21 Overall Work Program (OWP) Amendment No. 2



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Therese W. McMillan

Date: May 27, 2020  
W.I.: 1152  
Referred by: Administration Committee  
Revised: 10/28/20-C  
02/24/21-C

### ABSTRACT

#### MTC Resolution No. 4421, Revised

This resolution approves MTC's Overall Work Program (OWP) for transportation planning activities in the nine-county San Francisco Bay Area for FY 2020-21, certifies that the planning process of the Metropolitan Transportation Commission (MTC) is in conformance with the applicable joint metropolitan transportation planning and programming regulations of the U.S. Department of Transportation (DOT), and authorizes MTC's Executive Director to apply for and execute agreements with the DOT for grants to aid in the financing of the OWP.

Further discussion of the OWP is contained in the MTC Administration Committee Summary Sheet dated May 13, 2020 and the Administration Committee Summary sheets dated October 14, 2020, and February 10, 2021.

Attachment C to the resolution was revised to include a new grant award funded by Senate Bill 1 (SB1) State Highway Account (SHA) Sustainable Communities in the amount of \$539,534; to shift a previously-awarded FTA 5304 Bay Area Regional Rail Partnerships: Project Delivery and Governance Project planning grant in the amount of \$400,000 to a new work element (WE 1517) at the request of Caltrans; and to add \$620,000 (WE 1618) to continue implementation activities on the California Air Resource Board (CARB) grant funded-Car Sharing and Mobility Hubs in Affordable Housing Pilot Project.

Amendment No. 2 to the FY 2020-21 OWP adds the following unspent carryover from FY 2019-20: Federal Highway Administration (FHWA) Metropolitan Planning (PL) - \$675,632; Federal Transit Administration (FTA) 5303 Statewide and Metropolitan Planning - \$2,286,188; FTA 5304 Strategic Partnerships - \$466,559; Road Maintenance and Rehabilitation Account Senate Bill (SB) 1 Sustainable Communities Formula (FY 2018-19) - \$330,516; Road Maintenance and Rehabilitation Account SB1 Sustainable Communities Formula (FY 2019-20) - \$528,796; Road Maintenance and Rehabilitation Account SB1 Sustainable Communities Competitive (FY 2018-19) - \$117,007; and Public Transportation Account (PTA) Adaptation Planning - \$500,000.

Re: Overall Work Program for Fiscal Year 2020-21, Certification of Compliance with Requirements of Federal Metropolitan Transportation Planning and Programming Regulations, and Authorization to Apply for and Execute Agreements for Federal Grants.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4421

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

WHEREAS, MTC has articulated goals and objectives for the region's transportation system through its current Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) entitled Plan Bay Area 2040, which was adopted in July 2017; and

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

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area for FY 2020-21 has been prepared by MTC, the Association of Bay Area Governments, the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA); and

WHEREAS, the OWP for Fiscal Year 2020-21 includes Caltrans' Unified Work Program for the fiscal year to achieve the goals and objectives in MTC's Regional Transportation Plan (RTP); and

WHEREAS, MTC's Administration Committee has reviewed and recommended adoption of the OWP for FY 2020-21; and

WHEREAS, 23 Code of Federal Regulations (CFR) 450.334 requires that the designated MPO certify each year that the planning process is being conducted in conformance with the applicable requirements; and

WHEREAS, MTC desires to apply for and execute one or more agreements with the United States Department of Transportation (DOT) for a grant(s) to aid in the financing of MTC's Overall Work Program for fiscal year 2020-21; now, therefore, be it

RESOLVED, that MTC does hereby adopt the FY 2020-21 OWP and proposed budget therein, attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC certifies that MTC's planning process is addressing the major issues in the metropolitan area and will be conducted in accordance with 23 CFR 450.334 and the Fixing America's Surface Transportation Act (FAST Act) and applicable requirements that are set forth in Attachment B to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC's Administration Committee shall monitor, direct, and update the OWP as necessary during Fiscal Year 2020-21 and shall incorporate any amendments into appropriate supplements to the OWP; and be it further


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


RESOLVED, that the Executive Director or designee is authorized to execute and file with such application assurances or other documentation requested by DOT of

MTC's compliance with applicable federal statutory and regulatory requirements; and be it further

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

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 May 27, 2020.

Date: May 27, 2020  
W.I.: 1152  
Referred by: Admin

Attachment A  
Resolution No. 4421  
Page 1 of 1

Attachment A is the FY 2020-21 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC library.

Attachment B  
Resolution No. 4421  
Page 1 of 1

In accordance with 23 CFR 450.334 and 450.218, and the Fixing America's Surface Transportation Act (the "FAST Act"), Metropolitan Transportation Commission ("MTC"), the Metropolitan Planning Organization for the San Francisco Bay Area, hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area, and is being conducted in accordance with all applicable requirements, including:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and Part 450 of Subchapter E of Chapter 1 of Title 23 of the Code of Federal Regulations;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub.L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Date: May 27, 2020  
W.I.: 1152  
Referred by: Admin  
Revised: 10/28/20-C  
02/24/21-C

Attachment C  
Resolution No. 4421  
Page 1 of 1

Attachment C includes all amendments and supplements to the FY 2020-21 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC offices.

Amendment No. 1 to the FY 2020-21 OWP adds a new grant award from the Senate Bill 1 (SB1) State Highway Account (SHA) for \$539,534 which will fund the Vehicle Miles Traveled Reduction Planning for Priority Development Areas project; shifts \$400,000 in FTA 5304 grant funding for the Bay Area Regional Rail Partnerships: Project Delivery and Governance Project from Work Element 1517 to 1521; and adds \$620,000 (WE 1618) in California Air Resources Board (CARB) grant-funding in order to continue implementation activities on the Car Sharing and Mobility Hubs in Affordable Housing Pilot Project.

Amendment No. 2 to the FY 2020-21 OWP adds the following unspent carryover from FY 2019-20: Federal Highway Administration (FHWA) Metropolitan Planning (PL) - \$675,632; Federal Transit Administration (FTA) 5303 Statewide and Metropolitan Planning - \$2,286,188; FTA 5304 Strategic Partnerships - \$466,559; Road Maintenance and Rehabilitation Account Senate Bill (SB) 1 Sustainable Communities Formula (FY 2018-19) - \$330,516; Road Maintenance and Rehabilitation Account SB1 Sustainable Communities Formula (FY 2019-20) - \$528,796; Road Maintenance and Rehabilitation Account SB1 Sustainable Communities Competitive (FY 2018-19) - \$117,007; and Public Transportation Account (PTA) Adaptation Planning - \$500,000.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	21-0163	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Approval	
<b>File created:</b>	1/5/2021	<b>In control:</b>		Administration Committee	
<b>On agenda:</b>	2/10/2021	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 4422, Revised - MTC Operating Budget FY 2020-21 MTC Operating Budgets				

Staff requests that the Committee refer MTC Resolution No. 4422, Revised, Amendment 3, increasing the MTC FY 2020-21 Agency Operating Budget by \$35.9 million in new and carryover funding to the Commission for approval.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [10e - 21-0163 - Reso-4422 Budget Amendment 3.pdf](#)  
[3b - 21-0163 - Reso-4422 Budget Amendment 3.pdf](#)

Date	Ver.	Action By	Action	Result
2/10/2021	1	Administration Committee		

### Subject:

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

Staff requests that the Committee refer MTC Resolution No. 4422, Revised, Amendment 3, increasing the MTC FY 2020-21 Agency Operating Budget by \$35.9 million in new and carryover funding to the Commission for approval.

### Presenter:

Brian Mayhew

### Recommended Action:

Commission Approval

## Metropolitan Transportation Commission Administration Committee

February 10, 2021

Agenda Item 3b - 21-0163

### MTC Resolution No. 4422, Revised – MTC Operating Budget FY 2020-21 MTC Operating Budgets

**Subject:**

Staff requests that the Committee refer MTC Resolution No. 4422, Revised, Amendment 3, amending the MTC FY 2020-21 Agency Operating Budget by \$35.8 million in new and carryover funding to the Commission for approval. The budget change will increase the budgeted deficit by \$566,160. The deficit 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 a total increase of \$35.8 million to the FY 2020-21 MTC Operating Budget. The increase will accommodate additional interfund revenue transfers and carryover funding from federal and other sources. Total new and carryover revenue sources is \$35.2 million. Project and contract expenses related to this revenue is \$36 million, creating a shortfall of \$566,000. The difference, which is the result of an earlier overestimate of carryover revenue, will be added to the budgetary deficit and covered from the increased reserve transfer.

**Background:**

The third budget amendment to the MTC FY 2020-21 budget is necessary to accommodate changes in new interfund revenue transfers and carryover funding from federal sources. The federal sources are, in turn, incorporated into the Overall Work Program for approval by federal and state authorities. These funds must be included as part of the MTC budget before the funds can be spent on MTC programs.

Interfund Revenue Transfers

Staff are proposing \$13.3 million in new interfund revenue transfers into MTC. The new transfers are:

- STA \$5.6 million – Transfer in for increased funding to the Means Based Fare Program (WI 1311 page 7). The funds are being redirected from the Clipper Operating Budget.
- Exchange Fund \$7.7 million – Transfer in to add funding to the Regional Priority Conservation Area (WI 1127 page 6).

The Clipper operating costs will be funded by CARES Act funds so there will be no negative impact on Clipper services.

Carryover Funding

Project funding carryover is a necessary component of the yearlong MTC budget process. Timing of the federal budget and other funding sources are not necessarily bound by the MTC July-June fiscal year and often demand modification of current budgets once carryover amounts are known.

Staff are proposing a total of \$22.5 million in carryover funding: approximately \$800,000 in carryover federal transportation funding and \$21.7 million in project funding from various sources. Federal funds will carryover along with the federal work item budgets. A breakdown of the \$22.5 million in other carryover project costs associated with the carryover revenue is included in the contractual services detail (pages 13-14).

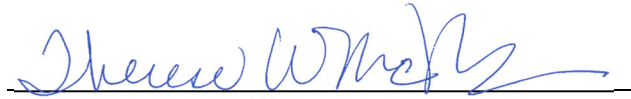
Other Changes

Staff are also proposing to include a funding agreement to the MTC budget. MTC will enter into a \$571,000, five-year contract with the Capitol Corridor Joint Powers Authority (CCJPA) to provide project management and other services to the South Bay Connect project. This project includes re-routing Capitol Corridor intercity passenger rail trains between Oakland and Newark and construction of a new intermodal (bus and rail) station.

Finally, staff are proposing a reduction of \$23.3 million in the Next Generation Clipper (Clipper 2) capital budget. The correction is necessary because a portion of the Clipper 1 budget balance will not be available for transfer to Clipper 2 funding. The change should not have any immediate impact on development of the Clipper 2 program.

**Recommendation:** Staff recommends that the Committee refer MTC Resolution No. 4422, Revised amending FY 2020-21 MTC Operating and Capital Budgets to the full MTC Commission for approval.

**Attachments:** MTC Resolution No. 4422, MTC Operating and Capital Budgets for FY 2020-21. 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  
02/24/21-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 and the Administration Committee Summary sheets dated October 14, 2020 and February 10, 2021. 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 amended maintains a balanced budget.

Attachment A to this 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 equipment. The budget as revised remains balanced.

Attachments A, B and C to this resolution were revised on February 24, 2021. The revision includes the unspent carryover federal, state, and local funds from FY 2019-20 and FY 2018-19, revisions to the Clipper 2 capital budget to firm up some budget estimates, increase revenue from the Exchange Fund, adding the new Funding Agreement with Capital Corridor Joint Powers Authority (CCJPA), revision in the transfer in revenue from ABAG and some shifting for funds between the programs.

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  
02/24/21-C

Attachments A, B, C  
Resolution No. 4422

## **METROPOLITAN TRANSPORTATION COMMISSION**

### **AGENCY BUDGET**

**FY 2020-21**

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**METROPOLITAN TRANSPORTATION COMMISSION**

**BUDGET FY 2020-21**

**SUMMARY**

**OPERATING REVENUE-EXPENSE SUMMARY**

**Attachment A**

	FY 2020-21 Amendment No. 2	FY 2020-21 Amendment No. 3	% Inc./Dec	Change \$ Inc./Dec
General Planning Revenue	\$ 30,002,076	\$ 29,874,640	0%	\$ (127,435)
Other MTC Revenue	\$ 1,280,500	\$ 1,380,500	8%	\$ 100,000
Transfers from other Funds	\$ 35,975,973	\$ 48,734,544	35%	\$ 12,758,571
Local Revenue Grants	\$ 10,123,636	\$ 10,123,636	0%	\$ -
<b>Total Operating Revenue</b>	<b>\$ 77,382,185</b>	<b>\$ 90,113,320</b>	16%	\$ 12,731,136
<b>Total Operating Expense</b>	<b>\$ 78,550,776</b>	<b>\$ 91,848,072</b>	17%	\$ 13,297,296
<b>Operating Surplus (Shortfall)</b>	<b>\$ (1,168,591)</b>	<b>\$ (1,734,751)</b>	48%	\$ (566,160)
Total Operating Revenue - Prior Year	\$ -	\$ 22,540,251	-100%	\$ 22,540,251
Total Operating Expense - Prior Year	\$ -	\$ 22,540,251	-100%	\$ 22,540,251
Operating Surplus (Shortfall)- Prior year	\$ -	\$ -	N/A	\$ -
<b>Total Operating Surplus (Shortfall)</b>	<b>\$ (1,168,591)</b>	<b>\$ (1,734,751)</b>	-100%	\$ (566,160)

**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	\$ -
<b>TOTAL FISCAL YEAR SURPLUS (SHORTFALL)</b>	<b>(\$1,168,591)</b>	<b>(\$1,734,751)</b>	48%	\$ (566,160)

**PART3: CHANGES IN RESERVES**

Transfer To Designated Reserve	\$0	\$0
Net MTC Reserves - in(out)	(\$1,168,591)	(\$1,734,751)
<b>Current Year Ending Balance</b>	<b>\$0</b>	<b>\$0</b>

	FY 2020-21 Amendment No. 2	FY 2020-21 Amendment No. 3	Change % Inc./Dec	Change \$ Inc./Dec
<b>General Planning Revenue</b>				
FTA Section 5303	\$ 3,730,640	\$ 3,730,640	0%	\$ -
FTA 5303 FY 20 C/O	\$ 1,616,707	\$ 1,851,302	15%	\$ 234,595
FTA 5304 - BART Metro C/O	\$ 466,559	\$ 466,559	0%	\$ -
FTA 5304 - Rail Partnership	\$ 400,000	\$ 400,000	0%	\$ -
FHWA PL	\$ 8,540,197	\$ 8,540,197	0%	\$ -
FHWA PL FY20 C/O	\$ 491,730	\$ 602,162	22%	\$ 110,432
SB1 - FY 2018-19 Formula C/O	\$ 244,779	\$ 186,322	-24%	\$ (58,457)
SB1 - Adaptation Planning C/O	\$ 270,781	\$ -	-100%	\$ (270,781)
SB1 - FY 2020-21 Formula	\$ 2,106,140	\$ 2,106,140	0%	\$ -
SB1 - FY 2019-20 Formula C/O	\$ 672,020	\$ 528,796	-21%	\$ (143,224)
SB1 - Road Maint. State Rt. 37 C/O	\$ 500,000	\$ 500,000	0%	\$ -
TDA (Planning/Administrative)	\$ 10,962,523	\$ 10,962,523	0%	\$ -
<b>Subtotal: General Planning Revenue</b>	<b>\$ 30,002,076</b>	<b>\$ 29,874,640</b>	0%	\$ (127,435)
<b>Other MTC Revenue</b>				
STIP-PPM	\$ 723,000	\$ 723,000	0%	\$ -
HOV lane fines	\$ 500,000	\$ 500,000	0%	\$ -
Non-Profit Housing Association	\$ -	\$ 100,000	N/A	\$ 100,000
Interest	\$ 57,500	\$ 57,500	0%	\$ -
<b>Subtotal: MTC Other Revenue</b>	<b>\$ 1,280,500</b>	<b>\$ 1,380,500</b>	8%	\$ 100,000
<b>Operating Transfers</b>				
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	0%	\$ -
STA Transfer	\$ 7,477,166	\$ 13,061,361	75%	\$ 5,584,195
CARES	\$ 1,908,416	\$ 1,400,000	-27%	\$ (508,416)
2% Transit Transfers	\$ 674,000	\$ 674,000	0%	\$ -
5% Transfers	\$ 281,706	\$ 281,706	0%	\$ -
Transfer in - Net of ABAG Membership Dues	\$ 543,000	\$ 530,000	-2%	\$ (13,000)
Transfer in - Exchange Fund	\$ 261,015	\$ 7,931,015	2939%	\$ 7,670,000
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	\$ 3,464,653	1%	\$ 25,792
Capital Programs - Overhead	\$ 2,424,141	\$ 2,424,141	0%	\$ -
BATA Transfer for employee benefits	\$ 5,442,895	\$ 5,442,895	0%	\$ -
<b>Subtotal: Transfers from other funds</b>	<b>\$ 35,975,973</b>	<b>\$ 48,734,544</b>	35%	\$ 12,758,571
<b>MTC Total Planning Revenue</b>	<b>\$ 67,258,549</b>	<b>\$ 79,989,684</b>	19%	\$ 12,731,136
<b>Local Revenue Grants</b>				
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 W11122)	\$ 639,898	\$ 639,898	0%	\$ -
LCTOP	\$ 5,220,738	\$ 5,220,738	0%	\$ -
Cities	\$ 1,150,000	\$ 1,150,000	0%	\$ -
BART	\$ 263,000	\$ 263,000	0%	\$ -
<b>Subtotal: Local Revenue Grants</b>	<b>\$ 10,123,636</b>	<b>\$ 10,123,636</b>	0%	\$ -
<b>Total Current Year Revenue</b>	<b>\$ 77,382,185</b>	<b>\$ 90,113,320</b>	16%	\$ 12,731,136

**MTC Prior Year Project Revenue**

**Prior Year Project Revenue - Federal/State**

FTA 5303 (FS#1602)  
 FHWA (FS#1109)  
 SB1 - FY 2018-19 Formula (FS#2211)  
 SB1 - Adaptation Planning (FS#2213)  
**Sub Total:**

\$	434,886
\$	73,470
\$	144,194
\$	117,008
\$	<b>769,558</b>

**Prior Year Project Revenue - Local**

General Fund  
 California Air Resource Board  
 California State Transportation Agency (CalSTA)  
 Transportation Fund for Clean Air (TFCA)  
 BATA RM2  
 SAFE  
 Exchange  
 STA  
 LCTOP  
 Pavement Management (PTAP)  
 PMS Software  
 Assoc. of Local Govt. Agencies  
 Other  
**Sub Total:**

\$	4,155,264
\$	679,553
\$	4,235,072
\$	1,932,349
\$	883,349
\$	623,164
\$	6,209,649
\$	193,753
\$	2,008,526
\$	142,345
\$	103,307
\$	23,162
\$	581,198
\$	<b>21,770,692</b>

**Total Prior Year Project Revenue**

\$	<b>22,540,251</b>
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	FY 2020-21 Amendment No. 2	FY 2020-21 Amendment No. 3	Change % Inc./Dec	Change \$ Inc./Dec
<b>Operating Expense</b>				
I. Salaries and Benefits	\$ 38,896,024	\$ 38,896,024	0%	\$ -
MTC Staff - Regular	\$ 38,244,265	\$ 38,244,265	0%	\$ -
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	\$ 45,755,761	\$ 45,755,761	0%	\$ -
IX. Contractual Services	\$ 32,795,015	\$ 46,092,311	41%	\$ 13,297,296
<b>Total Operating Expense</b>	<b>\$78,550,776</b>	<b>\$ 91,848,072</b>	17%	\$ 13,297,296

RESERVE TRANSFER
------------------

	FY 2020-21 Amendment No. 2	FY 2020-21 Amendment No. 3	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. 2	FY 2020-21 Amendment No. 3	Change \$ Inc./Dec C/O FY2019-20
<b>Revenue</b>			
STP	\$ 12,396,448	\$ 27,685,119	\$ 15,288,671
CMAQ	\$ 1,000,000	\$ 1,070,540	\$ 70,540
RM2 Capital	\$ 11,170,000	\$ 13,247,543	\$ 2,077,543
SAFE Capital	\$ 650,000	\$ 910,298	\$ 260,298
Exchange	\$ 1,585,000	\$ 1,922,356	\$ 337,356
Local- Cities	\$ 7,350,000	\$ 7,350,000	\$ -
<b>Total Revenue</b>	<b>\$ 34,151,448</b>	<b>\$ 52,185,856</b>	<b>\$ 18,034,408</b>
<b>Expense</b>			
<b>Staff</b>	<b>\$1,162,652</b>	<b>\$ 1,162,652</b>	<b>\$ -</b>
<b>Consultants</b>			
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	\$ -
FY 2019-20 C/O	\$ -	\$ 18,034,408	\$ 18,034,408
<b>Total Expense</b>	<b>\$34,151,448</b>	<b>\$ 52,185,856</b>	<b>\$ 18,034,408</b>

**CONTRACTUAL SERVICES DETAIL**  
**New Contractual and Professional Services**

**Contractual Services Detail - State and Local Funds**

Work Element	Description/Purpose	FY 2020-21 Amendment No. 2	FY 2020-21 Amendment No. 3	Change \$ Inc./Dec
<b>1111</b>	<b>Support Commission Standing Committees</b>			
	Planning Programs - Other	\$ 200,000	\$ 200,000	\$ -
	TOTAL	\$ 200,000	\$ 200,000	\$ -
<b>1112</b>	<b>Implement Public Information Program and Tribal Government Coordination</b>			
	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	\$ -
<b>1121</b>	<b>Regional Transportation Plan/Sustainable Communities</b>			
	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	\$ 1,010,000	\$ (251,791)
<b>1122</b>	<b>Analyze Regional Data Using GIS and Planning Models</b>			
	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	\$ -
	Cosolidated household travel survey	\$ -	\$ 50,500	\$ 50,500
	Regional Transit on Board Travel Survey	\$ 377,031	\$ 977,031	\$ 600,000
	Bay Area Spatial Info. System	\$ 150,000	\$ 150,000	\$ -
	TOTAL	\$ 1,287,031	\$ 1,937,531	\$ 650,500
<b>1125</b>	<b>Active Transportation Planning</b>			
	Active Transportation Plan	\$ 100,000	\$ 100,000	\$ -
	Active Transportation Plan	\$ 150,000	\$ 150,000	\$ -
	Bike Count	\$ 75,000	\$ 75,000	\$ -
	TOTAL	\$ 325,000	\$ 325,000	\$ -
<b>1127</b>	<b>Regional Trails</b>			
	Bay Trail Cartographic Services	\$ 15,000	\$ 15,000	\$ -
	Regional Priority Conservation Area (PCA) Program	\$ -	\$ 7,670,000	\$ 7,670,000
	TOTAL	\$ 15,000	\$ 7,685,000	\$ 7,670,000
<b>1128</b>	<b>Resilience and Hazards Planning</b>			
	Rutheford	\$ -	\$ 28,671	\$ 28,671
<b>1132</b>	<b>Advocacy Coalitions</b>			
	Legislative advocates - Sacramento	\$ 144,000	\$ 144,000	\$ -
	Legislative advocates - Washington D.C.	\$ 400,000	\$ 400,000	\$ -
	TOTAL	\$ 544,000	\$ 544,000	\$ -
<b>1152</b>	<b>Agency Financial Management</b>			
	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	\$ -
<b>1153</b>	<b>Administrative Services</b>			
	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	\$ -
<b>1161</b>	<b>Information Technology Services</b>			
	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. 2	FY 2020-21 Amendment No. 3	Change \$ Inc./Dec)
1212	<b>Performance Measuring and Monitoring</b> Vital Signs Website Development TOTAL	\$ 225,000 \$ 225,000	\$ 225,000 \$ 225,000	\$ - \$ -
1222	<b>Regional Rideshare Program</b> 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	<b>Operational Support for Regional Programs</b> TMC Asset Upgrade and Replacement Connected Bay Area Strategic Plan TOTAL	\$ 210,235 \$ 150,000 \$ 360,235	\$ 210,235 \$ 150,000 \$ 360,235	\$ - \$ - \$ -
1224	<b>Regional Traveler Information</b> 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	<b>Transportation Asset Management</b> 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	<b>Arterial Operations</b> 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	<b>Incident Management</b> 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	<b>Planning for Lifeline Transportation Program</b> 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	<b>Means Based Fare Program</b> 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 \$ 13,155,517 \$ 16,296,517	\$ - \$ - \$ 5,075,779 \$ 5,075,779
1313	<b>Climate Resilience for people with disabilities</b> Sustainable Communities for People with Disabilities TOTAL	\$ 305,864 \$ 305,864	\$ - \$ -	\$ (305,864) \$ (305,864)
1413	<b>Climate Initiative</b> 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	<b>State Routes 37 Res. Corridor Program</b> State Routes 37 Res. Corridor Program for Marin & Sonoma	\$ 600,000 \$ 600,000	\$ 600,000 \$ 600,000	\$ - \$ -
1514	<b>Regional Assistance Programs</b> 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	<b>State Programming, Monitoring and STIP Dev.</b> State Programming, Monitoring and STIP Development TOTAL	\$ 187,200 \$ 187,200	\$ 187,200 \$ 187,200	\$ - \$ -
1517	<b>Transit Sustainability</b> Transit Sustainability Planning Fare Integration SRTP Planning Transit Sustainability Planning Regional Transit Vision TOTAL	\$ 224,000 \$ 300,000 \$ 275,418 \$ 317,709 \$ 200,000 \$ 1,317,127	\$ 224,000 \$ 300,000 \$ 275,418 \$ 647,709 \$ 200,000 \$ 1,647,127	\$ - \$ - \$ - \$ 330,000 \$ - \$ 330,000
1520	<b>BART Metro 2030 and Beyond</b> BART Metro 2030 and Beyond	\$ 529,559 \$ 529,559	\$ 529,559 \$ 529,559	\$ - \$ -
1521	<b>Bay Area Regional Rail Partnerships</b> Rail Partnerships - Project Delivery and Governance	\$ 400,000 \$ 400,000	\$ 400,000 \$ 400,000	\$ - \$ -



Work Element	Description/Purpose	FY 2020-21 Amendment No. 2	FY 2020-21 Amendment No. 3	Change \$ Inc./(Dec)
1611	<b>Transportation and Land Use Coordination</b>			
	Rail Volition	\$ 15,000	\$ 15,000	\$ -
	TOD Policy Update	\$ 250,000	\$ 250,000	\$ -
	PDA Assessment	\$ 76,000	\$ 76,000	\$ -
	TOTAL	\$ 341,000	\$ 341,000	\$ -
1612	<b>Climate Adaption Consulting (BARC)</b>			
	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	\$ -
1615	<b>RHNA/Housing Policy Consulting Assistance</b>			
	Housing Business Plan	\$ -	\$ 100,000	\$ 100,000
	TOTAL	\$ -	\$ 100,000	\$ 100,000
1616	<b>RAMP</b>			
	Connect Housing and Transportation	\$ 50,000	\$ 50,000	\$ -
	TOTAL	\$ 50,000	\$ 50,000	\$ -
106	<b>Legal Services</b>			
	Legal Services	\$ 690,000	\$ 690,000	\$ -
	TOTAL	\$ 690,000	\$ 690,000	\$ -
	<b>Total consultant contracts</b>	<b>\$ 32,795,015</b>	<b>\$ 46,092,311</b>	<b>\$ 13,297,296</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	
<b>STP Grants</b>										
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	
6084-259 1853	Bay Bridge Forward 2020/Freeway Perf: I-580 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	
<b>CMAQ Grants</b>		\$ 182,396,000	\$ 97,836,595	\$ 84,559,405	\$ 19,862,000	\$ 7,771,328	\$ 45,203,236	\$ 51,446,841		
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		
<b>FTA GRANTS</b>										
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		
<b>State and Local Grants</b>										
SHA 6084-184 1112	FHWA - SHRP2	\$ 700,000	\$ 674,768	\$ 25,232	\$ -	\$ -	\$ -	\$ 25,232	6/30/2022	
BF-997455 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	
New	CCIPA				\$ 571,000	\$ 74,456	\$ -	\$ 496,544	A3 New	
		\$ 11,965,342	\$ 3,932,648	\$ 8,032,694	\$ 3,985,534	\$ 1,729,470	\$ 4,614,300	\$ 5,674,459		
<b>Total Federal Grants Budget</b>		\$ 267,918,523	\$ 157,204,610	\$ 110,713,913	\$ 34,931,221	\$ 10,001,734	\$ 70,444,489	\$ 65,198,911		

CONTRACTUAL SERVICES DETAIL Grants

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

## Clipper 1 Operating:

	FY 2020-21 Approved Budget	FY 2020-21 Amendment No. 3		Change \$ Inc./Dec
<b>Revenue:</b>				
RM2	\$ 3,800,000	\$ 3,800,000	0%	\$ -
STA	\$ 5,800,000	\$ 215,805	-96%	\$ (5,584,195)
CARES	\$ 5,900,000	\$ 11,484,195	95%	\$ 5,584,195
Inactive Accounts	\$ 391,414	\$ 391,414	0%	\$ -
Float Account Interest	\$ 300,000	\$ 300,000	0%	\$ -
Transit Operators	\$ 19,385,000	\$ 19,385,000	0%	\$ -
<b>Total clipper operating Revenue</b>	<b>\$ 35,576,414</b>	<b>\$ 35,576,414</b>	<b>0%</b>	<b>\$ -</b>
<b>Expenses:</b>				
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%	\$ -
<b>Total clipper operating Expense</b>	<b>\$ 35,576,414</b>	<b>\$ 35,576,414</b>	<b>0%</b>	<b>\$ -</b>

## Clipper 2 Operating:

	FY 2020-21 Approved Budget	FY 2020-21 Amendment No. 3		Change \$ Inc./Dec
<b>Revenue:</b>				
SGR	\$ 863,149	\$ 863,149	0%	\$ -
Transit Operators	\$ 1,124,500	\$ 1,124,500	0%	\$ -
<b>Total clipper 2 Operating Revenue</b>	<b>\$ 1,987,649</b>	<b>\$ 1,987,649</b>	<b>0%</b>	<b>\$ -</b>
<b>Expenses:</b>				
Staff cost	\$ 363,149	\$ 363,149	0%	\$ -
Clipper 2 Operations	\$ 1,624,500	\$ 1,624,500	0%	\$ -
<b>Total clipper 2 Operating Revenue</b>	<b>\$ 1,987,649</b>	<b>\$ 1,987,649</b>	<b>0%</b>	<b>\$ -</b>

## Clipper 1 Capital:

	Thru FY 2020-21 LTD Budget	FY 2020-21 Amendment No. 3		LTD Budget Thru FY 2020-21
<b>Revenue:</b>				
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
<b>Total Clipper 1 Capital Revenue</b>	<b>\$ 236,909,357</b>	<b>\$ -</b>		<b>\$ 236,909,357</b>
<b>Expense:</b>				
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
<b>Total Clipper 1 Capital Expense</b>	<b>\$ 236,909,357</b>	<b>\$ -</b>		<b>\$ 236,909,357</b>

**Clipper 2 Capital:****Revenue:**

	Thru FY 2020-21 LTD Budget	FY 2020-21 Amendment No. 3	LTD Budget Thru FY2020-21
STP	\$ 10,316,887	\$ (839,271)	\$ 9,477,616
FTA	\$ 172,903,689	\$ (35,686,102)	\$ 137,217,587
Bridge Tolls	\$ 23,000,000	\$ (121,587)	\$ 22,878,413
CMAQ	\$ 2,034,320	\$ (413,252)	\$ 1,621,068
Prop 1B/LCTOP	\$ 4,000,000	\$ (4,000,000)	\$ -
Transit Operators	\$ 4,077,563	\$ (4,077,563)	\$ -
BATA	\$ 260,000	\$ (260,000)	\$ -
Inactive Cards	\$ 135,000	\$ -	\$ 135,000
State of Good Repair	\$ 9,931,304	\$ 21,890,992	\$ 31,822,296
STA	\$ 2,410,841	\$ 250,426	\$ 2,661,267
<b>Total Clipper 2 Capital Revenue</b>	<b>\$ 229,069,604</b>	<b>\$ (23,256,357)</b>	<b>\$ 205,813,247</b>

**Expense:**

Staff Costs	\$ 11,868,467	\$ -	\$ 11,868,467
Equipment	\$ 7,591,903	\$ -	\$ 7,591,903
Consultants	\$ 209,609,234	\$ (23,256,357)	\$ 186,352,877
<b>Total Clipper 2 Capital Expense</b>	<b>\$ 229,069,604</b>	<b>\$ (23,256,357)</b>	<b>\$ 205,813,247</b>

**CONTRACTUAL SERVICES DETAIL**

**Prior Year Contractual and Professional Services**

Work Element	Description/Purpose	Prior Year Budget FY 2019-20																																
1111	Placeworks Timothy Papandreou CivicKnit	<table><tr><td>\$</td><td>7,188</td></tr><tr><td>\$</td><td>6,000</td></tr><tr><td>\$</td><td>48,035</td></tr><tr><td>\$</td><td>61,223</td></tr></table>	\$	7,188	\$	6,000	\$	48,035	\$	61,223																								
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\$	48,035																																	
\$	61,223																																	
1112	City Id Ltd Visual Strategies Symmetrical Designs Alta Planning & Designs International Effectiveness Craft & Commercial LLP League of Women Voters Visions Plus Steer Davis MIG	<table><tr><td>\$</td><td>325,612</td></tr><tr><td>\$</td><td>63,819</td></tr><tr><td>\$</td><td>18,000</td></tr><tr><td>\$</td><td>15,000</td></tr><tr><td>\$</td><td>29,500</td></tr><tr><td>\$</td><td>70,582</td></tr><tr><td>\$</td><td>31,458</td></tr><tr><td>\$</td><td>5,364</td></tr><tr><td>\$</td><td>122,022</td></tr><tr><td>\$</td><td>27,108</td></tr><tr><td>\$</td><td>708,465</td></tr></table>	\$	325,612	\$	63,819	\$	18,000	\$	15,000	\$	29,500	\$	70,582	\$	31,458	\$	5,364	\$	122,022	\$	27,108	\$	708,465										
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1121	Visual Strategies International Effectiveness Civic Edge, LLC Craft & Commercial LLP Aecom Technical Services Inc Sacred Heart School Community Resources For Inde West Oakland Environmental Lighthouse for the Blind Rose Foundation Sound of Hope Acterra-Action Green Hive CALCOG EMC Research	<table><tr><td>\$</td><td>28,454</td></tr><tr><td>\$</td><td>10,000</td></tr><tr><td>\$</td><td>58,428</td></tr><tr><td>\$</td><td>60,502</td></tr><tr><td>\$</td><td>83</td></tr><tr><td>\$</td><td>11,250</td></tr><tr><td>\$</td><td>8,000</td></tr><tr><td>\$</td><td>3,750</td></tr><tr><td>\$</td><td>14,750</td></tr><tr><td>\$</td><td>2,250</td></tr><tr><td>\$</td><td>1,000</td></tr><tr><td>\$</td><td>2,250</td></tr><tr><td>\$</td><td>5,000</td></tr><tr><td>\$</td><td>40,804</td></tr><tr><td>\$</td><td>90,000</td></tr><tr><td>\$</td><td>336,521</td></tr></table>	\$	28,454	\$	10,000	\$	58,428	\$	60,502	\$	83	\$	11,250	\$	8,000	\$	3,750	\$	14,750	\$	2,250	\$	1,000	\$	2,250	\$	5,000	\$	40,804	\$	90,000	\$	336,521
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1122	Resource Systems Group, Inc. Resource Systems Group, Inc. Redhill Group Corey, Canapary Urbanism, Inc. ETC Institute Oakland Analytics WSP Urbanism, Inc. Carahsoft	<table><tr><td>\$</td><td>328,621</td></tr><tr><td>\$</td><td>43,003</td></tr><tr><td>\$</td><td>31,402</td></tr><tr><td>\$</td><td>197,840</td></tr><tr><td>\$</td><td>3,200</td></tr><tr><td>\$</td><td>102,930</td></tr><tr><td>\$</td><td>34,675</td></tr><tr><td>\$</td><td>93,193</td></tr><tr><td>\$</td><td>30,000</td></tr><tr><td>\$</td><td>17,917</td></tr><tr><td>\$</td><td>882,780</td></tr></table>	\$	328,621	\$	43,003	\$	31,402	\$	197,840	\$	3,200	\$	102,930	\$	34,675	\$	93,193	\$	30,000	\$	17,917	\$	882,780										
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1125	Vertiba LLC	<table><tr><td>\$</td><td>49,875</td></tr></table>	\$	49,875																														
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1128	Visual Strategies	<table><tr><td>\$</td><td>5,373</td></tr></table>	\$	5,373																														
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1212	Exygy Inc	<table><tr><td>\$</td><td>112,441</td></tr></table>	\$	112,441																														
\$	112,441																																	
1222	WSP (Parsons Brinkerhoff) Enterprise Rent-A-Car	<table><tr><td>\$</td><td>582,349</td></tr><tr><td>\$</td><td>1,350,000</td></tr><tr><td>\$</td><td>1,932,349</td></tr></table>	\$	582,349	\$	1,350,000	\$	1,932,349																										
\$	582,349																																	
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1223	Delcan Kimley Horn	<table><tr><td>\$</td><td>83,763</td></tr><tr><td>\$</td><td>331,649</td></tr><tr><td>\$</td><td>415,412</td></tr></table>	\$	83,763	\$	331,649	\$	415,412																										
\$	83,763																																	
\$	331,649																																	
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1224	Iteris, Inc.	<table><tr><td>\$</td><td>109,071</td></tr></table>	\$	109,071																														
\$	109,071																																	
1229	URS	<table><tr><td>\$</td><td>55,151</td></tr></table>	\$	55,151																														
\$	55,151																																	
1233	CA State University Chico Quality Engineering Solutions Fugro Roadware, Inc. Nichols Consulting Pavement Engineering, Inc. Harris & Associates AMS Consulting LLC DevMecca.com Nichols Consulting	<table><tr><td>\$</td><td>50,000</td></tr><tr><td>\$</td><td>19,744</td></tr><tr><td>\$</td><td>20,130</td></tr><tr><td>\$</td><td>47,993</td></tr><tr><td>\$</td><td>18,476</td></tr><tr><td>\$</td><td>25,727</td></tr><tr><td>\$</td><td>28,675</td></tr><tr><td>\$</td><td>40,459</td></tr><tr><td>\$</td><td>12,849</td></tr><tr><td>\$</td><td>264,052</td></tr></table>	\$	50,000	\$	19,744	\$	20,130	\$	47,993	\$	18,476	\$	25,727	\$	28,675	\$	40,459	\$	12,849	\$	264,052												
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\$	40,459																																	
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\$	264,052																																	
1234	TJKM Kimley Horn & Assoc. DKS Walnut Creek, City of South San Francisco, City of Hayward, City of San Rafael, City of Pleasanton, City of Concord, City of	<table><tr><td>\$</td><td>21,820</td></tr><tr><td>\$</td><td>32,308</td></tr><tr><td>\$</td><td>7,116</td></tr><tr><td>\$</td><td>620,795</td></tr><tr><td>\$</td><td>95,764</td></tr><tr><td>\$</td><td>53,554</td></tr><tr><td>\$</td><td>207,844</td></tr><tr><td>\$</td><td>47,644</td></tr><tr><td>\$</td><td>588,854</td></tr><tr><td>\$</td><td>1,675,699</td></tr></table>	\$	21,820	\$	32,308	\$	7,116	\$	620,795	\$	95,764	\$	53,554	\$	207,844	\$	47,644	\$	588,854	\$	1,675,699												
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\$	47,644																																	
\$	588,854																																	
\$	1,675,699																																	

1235	Symmetrical Designs Circlepoint Fremont, City of Sidewalk	\$ 2,600 \$ 35,743 \$ 57,286 \$ 100,000 <b>\$ 195,628</b>
1311	Resource Development MOORE IACOFANO GOLTMAN SACRED HEART SCHOOL SOUND OF HOPE RADIO NETWORK ACTERRA ACTION CUBIC TRANSPORTATION CUBIC TRANSPORTATION Nelson Nygaard	\$ 21,856 \$ 71,488 \$ 1,500 \$ 1,500 \$ 1,500 \$ 745,294 \$ 1,072,263 \$ 114,981 <b>\$ 2,030,383</b>
1313	World Institute on Disability	<b>\$ 117,008</b>
1413	Nelson Nygaard Bay Area Air Quality Management	\$ 21,891 \$ 22,435 <b>\$ 44,327</b>
1514	Pierlott & Associates	<b>\$ 135,000</b>
1517	Nelson Nygaard WSP (Parsons Brinckerhoff) ARUP North America Ltd HDR Engineering, Inc. Golden Gate Bridge Hwy Western Contra Costa Transit Authority Sonoma County Transit LAVTA Union City NVTA	\$ 6,840 \$ 95,480 \$ 36 \$ 4,235,072 \$ 20,613 \$ 30,000 \$ 30,000 \$ 30,000 \$ 30,000 \$ 30,000 <b>\$ 4,508,041</b>
1611	Placeworks Nelson Nygaard Fehr & Peers Placeworks Placeworks TJKM Transportation Consult CA Housing Partnership SAN FRANCISCO CITY AND COUNTY Community Design Architecture	\$ 14,313 \$ 26,108 \$ 9,647 \$ 14,313 \$ 4,906 \$ 13,654 \$ 11,850 \$ 5,000,000 \$ 145,653 <b>\$ 5,240,444</b>
1612	San Francisco Estuary	<b>\$ 20,000</b>
1618	Transform CA	<b>\$ 871,222</b>
	<b>Total Fund 105</b>	<b>\$ 19,770,464</b>
Fund 101		
1152	KPMG LLP CROWE LLP Bartel Associate LLC	\$ 400,000 \$ 952,965 \$ 4,084 <b>\$ 1,357,049</b>
1153	Koff & Associates Carl Warren San Jose State University United Development Keenan & Associates	\$ 76,474 \$ 87,050 \$ 66,682 \$ 18,000 \$ 21,667 <b>\$ 269,872</b>
1161	Informatrix Visual Strategies CORE BTS MANAGEMENT PARTNERS, INC.	\$ 138,603 \$ 114,073 \$ 74,536 <b>\$ 327,212</b>
1998	CALCOG TOM TOM NORTH AMERICA INC. VISUAL STRATEGIES Civic Resource Group CPS HR Consulting Mail Steam Corporation CDW Government Inc	\$ 14,598 \$ 107,256 \$ 22,789 \$ 8,972 \$ 35,000 \$ 482 \$ 2,255 <b>\$ 191,352</b>
1999	Sea Reach Ltd. Visual Strategies Civic Resource	\$ 37,980 \$ 66,783 \$ 80,234 <b>\$ 184,997</b>
	<b>Total Fund 101</b>	<b>\$ 2,330,483</b>
Fund 106		
	HANSON BRIDGETT GLYNN & FINLEY LLP MEYERS NAVE BEST BEST & KRIEGER LLP RENEE PUBLIC LAW GROUP LLP RENNE PUBLIC LAW THOMAS LAW GROUP GLYNN & FINLEY LLP	\$ 39,838 \$ 12,589 \$ 47,879 \$ 32,596 \$ 39,811 \$ 65,490 \$ 32,663 \$ 168,440 <b>\$ 439,305</b>
	<b>Total Fund 106</b>	<b>\$ 439,305</b>
	<b>TOTAL CARRYOVER FROM FY2019-20</b>	<b>\$ 22,540,251</b>



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0151      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 12/31/2020      **In control:** Programming and Allocations Committee  
**On agenda:** 2/10/2021      **Final action:**  
**Title:** MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice. Recommendation of RM3 Letters of No Prejudice to Contra Costa Transportation Authority for the I-680/SR-4 Interchange project and the Mokelumne Trail Bicycle/Pedestrian Overcrossing over SR-4 project.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [10f - 21-0151 - Reso-4412 RM3 LONP.pdf](#)  
[2b - 21-0151 - Reso-4412 RM3 LONP.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice. Recommendation of RM3 Letters of No Prejudice to Contra Costa Transportation Authority for the I-680/SR-4 Interchange project and the Mokelumne Trail Bicycle/Pedestrian Overcrossing over SR-4 project.

**Presenter:**

Kenneth Kao

**Recommended Action:**

Commission Approval



## Metropolitan Transportation Commission Programming and Allocations Committee

February 10, 2021

Agenda Item 2b - 21-0151

### MTC Resolution No. 4412, Revised

**Subject:** Regional Measure 3 (RM3) Letters of No Prejudice to the Contra Costa Transportation Authority for the I-680/SR-4 Interchange Improvement Project and the Mokelumne Trail Bicycle/Pedestrian Overcrossing over SR-4 Project.

**Background:** **Regional Measure 3 Letters of No Prejudice (LONP)**  
Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. The first dollar of the toll increase was implemented on January 1, 2019. RM3 is under litigation and collected RM3 revenue is being held in an escrow account. No allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3. In December 2019, MTC approved a Letter of No Prejudice (LONP) process as part of the overall RM3 Policies and Procedures to allow project sponsors to move projects forward with alternate funds, at-risk, while maintaining RM3 eligibility if and when RM3 funds are available.

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

#### **I-680/SR-4 Interchange Improvement Project in Contra Costa County**

The Contra Costa Transportation Authority (CCTA) submitted an RM3 LONP request for \$8 million for the final design phase of the I-680/SR-4 Interchange Improvement Phase 1 and 2A project in Martinez/Pacheco, part of RM3 project 19. The Project will improve safety and reduce congestion, including, but not limited to, replacement of a loop ramp/connector with a third-level direct connector between northbound I-680 and westbound SR4, replacement of existing direct connector with a modified and relocated direct connector between eastbound SR4 and southbound I-680, and widening of SR4 to add auxiliary lanes and high occupancy vehicles lanes. The project's final design funding plan includes \$18 million in Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) funds awarded in 2020. The environmental document for phases 1 and 2A of the project was approved in 2008; CCTA will re-validate the environmental document and complete final design with the RM3 and TCEP funds. CCTA expects to complete final design by late 2024.

#### **Mokelumne Bike Trail/Pedestrian Overcrossing over State Route 4 in Contra Costa County**

The Contra Costa Transportation Authority (CCTA) submitted an RM3 LONP request for \$11 million for the construction phase of the Mokelumne Bike Trail/Pedestrian Overcrossing over State Route 4 in the city of Brentwood, part of RM3 Project 34. The project will bridge an existing gap in the Mokelumne Trail, will connect bike paths in the cities of Brentwood and Antioch and is adjacent to

the future East Contra Costa County Intermodal Transit Center. The Overcrossing will provide access for pedestrians and bicyclists to transit services. CCTA expects to begin construction in Spring 2021.

#### **LONP Funding Source**

The RM3 Policies and Procedures require that the project sponsor provides a non-RM3 source of funding to cover the portion that would be covered by RM3 funds, and that a plan be provided in case the RM3 funds never become available. In lieu of RM3 funds at this time, CCTA will use its local option sales tax (Measure J) to complete environmental revalidation and final design of the I-680/SR-4 Interchange Improvement Phase 1 and 2A project, and CCTA will use East Contra Costa Fee and Financing Authority (ECCRFFA) funds to construct the Mokelumne Bike Trail/Pedestrian Overcrossing over SR-4 project. CCTA understands the risk that RM3 funds may never become available.

Staff has reviewed the Initial Project Reports and LONP requests and recommend issuing LONPs. Issuing LONPs will preserve the eligibility of activities related to the above-mentioned projects in Contra Costa County occurring after the issuance of the LONP, for future RM3 allocation and reimbursement if RM3 legislation is resolved favorably.

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

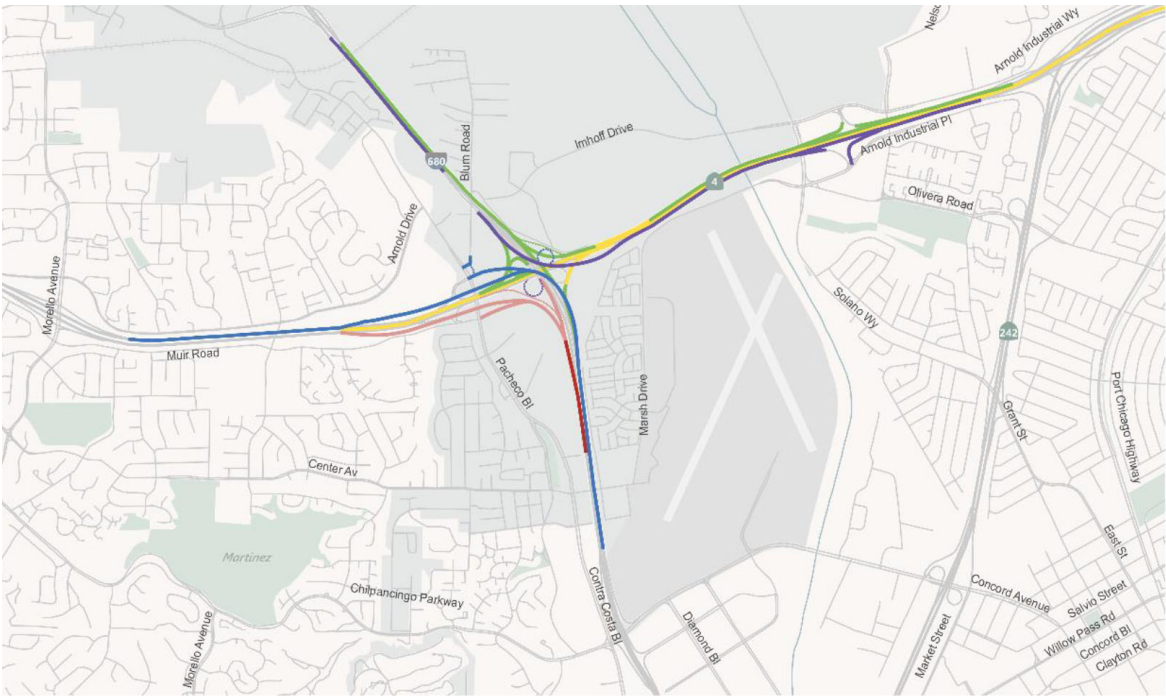
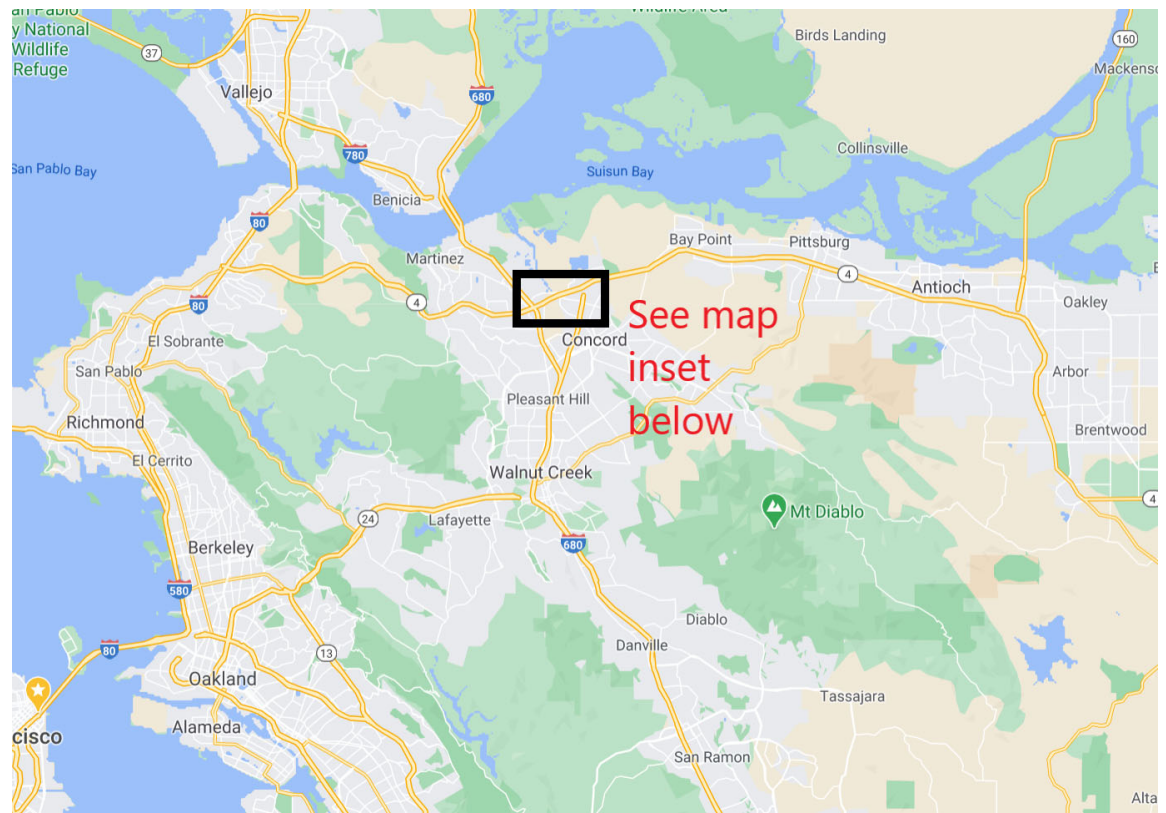
**Issues:** If the RM3 litigation is not resolved favorably, funds may never become available to reimburse CCTA. CCTA has acknowledged this risk in its agency resolution and MOU.

**Recommendation:** Staff requests that the Commission approve MTC Resolution No. 4412, Revised.

**Attachments:** Attachment A: Project Area Maps  
MTC Resolution No. 4412, Revised

  
Therese W. McMillan

Attachment A-1  
Project Area Map: I-680/SR-4 Interchange Improvement Project

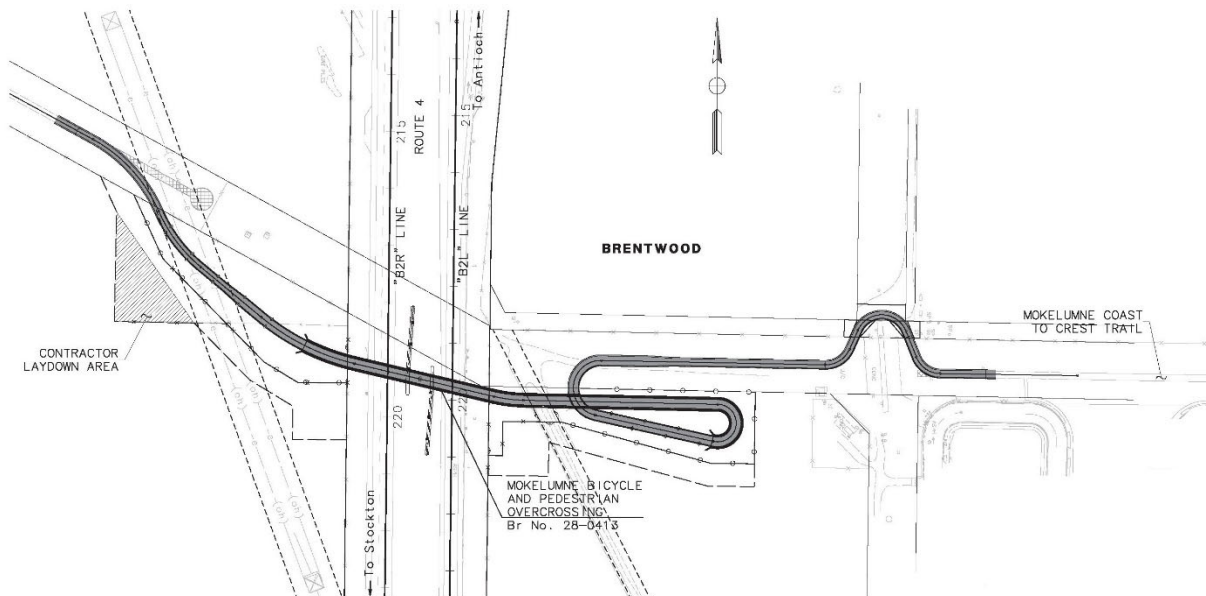


Key	Phase 1	Phase 2A	Phase 2B	Phase 3	Phase 4	Phase 5
New Construction						
Removal of Existing Roadway						
				(already under construction)		

Project Phases

**Attachment A-2**

**Project Area Map: Mokelumne Bike Trail/Pedestrian Overcrossing over State Route 4 Project**



Date: March 25, 2020  
Referred by: PAC  
Revised: 05/27/20-C 07/22/20-C  
10/28/20-C 12/16/20-C  
02/24/21-C

### ABSTRACT

MTC Resolution No. 4412, Revised

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

This resolution includes the following attachments:

- Attachment A – Mission Bay Ferry Landing (WETA) LONP Summary
- Attachment B – Goods Movement GoPort 7<sup>th</sup> Street Grade Separation (Alameda County Transportation Commission (ACTC)) LONP Summary
- Attachment C – I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening (ACTC) LONP Summary
- Attachment D – I-80/680/SR-12 Interchange (Solano Transportation Authority) LONP Summary
- Attachment E – US-101/I-580 Direct Connector (Transportation Authority of Marin) LONP Summary
- Attachment F – SMART System Extension to Windsor and Healdsburg (SMART) LONP Summary
- Attachment G – US-101 Marin-Sonoma Narrows Marin Segment Project (Transportation Authority of Marin) LONP Summary
- Attachment H – I-680/SR-4 Interchange Improvement Phase 1 and 2A Project (Contra Costa Transportation Authority) LONP Summary
- Attachment I – Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4 Project (Contra Costa Transportation Authority) LONP Summary

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

This resolution was revised by Commission Action on July 22, 2020 to add Attachments D and E, LONP Summaries for two RM3 projects sponsored by the Solano Transportation Authority (STA) and the Transportation Authority of Marin (TAM).

This resolution was revised by Commission Action on October 28, 2020 to add Attachment F, LONP Summary for an RM3 project sponsored by the Sonoma-Marín Area Rail Transit District (SMART).

This resolution was revised by Commission Action on December 16, 2020 to add Attachment G, LONP Summary for an RM3 project sponsored by the Transportation Authority of Marin (TAM).

This resolution was revised by Commission Action on February 24, 2021 to add Attachments H and I, LONP Summaries for two RM3 projects sponsored by the Contra Costa Transportation Authority (CCTA).

Additional discussion of this allocation is contained in the Programming and Allocations Committee Summary sheets dated March 11, 2020, May 13, 2020, July 10, 2020, October 14, 2020, December 9, 2020, and February 10, 2021.



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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 4412

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

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

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

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

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

WHEREAS, RM3 establishes the RM3 Expenditure Plan and identifies specific capital projects and programs and operating programs eligible to receive RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the RM3 Expenditure Plan by bonding or transfers to MTC; and

WHEREAS, MTC adopted RM3 Policies and Procedures for the implementation of the RM3 Expenditure Plan, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404); and

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

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

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

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

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

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

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

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



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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Scott Haggerty, Chair

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



## Regional Measure 3

### Letter of No Prejudice Project Summary

#### Project Information

<b>RM3 Project Number</b>	19.1	
<b>Project Title</b>	Interstate 680/State Route 4 Interchange Improvements (Phase 1 and 2A)	
<b>Lead Sponsor(s)</b>	<b>Other Sponsor(s)</b>	<b>Implementing Agency</b>
Contra Costa Transportation Authority		CCTA
<b>Legislated Project Description</b>	<b>RM3 Legislated Funding (in \$1,000s)</b>	
(19) Contra Costa Interstate 680/State Route 4 Interchange Improvements. Fund improvements to the Interstate 680/State Route 4 interchange to improve safety and reduce congestion, including, but not limited to, a new direct connector between northbound Interstate 680 and westbound State Route 4, a new direct connector between eastbound State Route 4 and southbound Interstate 680, and widening of State Route 4 to add auxiliary lanes and high-occupancy vehicle lanes. The project sponsor is the Contra Costa Transportation Authority. Two hundred ten million dollars (\$210,000,000).	\$210,000	
<b>Sponsor Programming and LONP Request Action</b>		
The Contra Costa Transportation Authority approved CCTA Resolution No. 20-34-P on 1/20/2021, approving a \$8,000,000 RM3 LONP request.		
<b>Detailed Project Description</b>		
The Project will fund improvements to I-680/SR4 Interchange to improve safety and reduce congestion, including, but not limited to, a new direct connector between northbound I-680 and westbound SR4, a new direct connector between eastbound SR4 and southbound I-680, and widening of SR4 to add auxiliary lanes and high occupancy vehicles lanes.		
<b>LONP Phase</b>	<b>LONP Amount (in \$1,000s)</b>	<b>LONP Approval Date</b>
Final Design	\$8,000	24-Feb-21
<b>Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available</b>		
The LONP preserves future RM3 eligibility for costs related to the final design of the I-680/SR-4 Interchange project incurred after the LONP approval date.		
<b>Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:</b>		
1	None	



## Regional Measure 3

### Letter of No Prejudice Project Summary

#### Project Funding Plan and Schedule

<b>RM3 Project Number</b>	19.1
<b>Project Title</b>	Interstate 680/State Route 4 Interchange Improvements (Phase 1 and 2A)
<b>RM3 Replacement Funding Source</b>	Measure J, CCTA's Local Option Sales Taxes

Project Funding Plan				Project Schedule	
Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV				Apr-21	Aug-22
	ENV Subtotal		\$ -		
PSE	CCTA Measure Funds (RM3 Replacement)	Yes	\$ 8,000	Apr-21	Dec-24
	SB1 Trade Corridor Enhancement Program	Yes	\$ 18,000		
	PSE Subtotal		\$ 26,000		
ROW	Regional Measure 3	No	\$ 14,000	Jul-22	Dec-24
	ROW Subtotal		\$ 14,000		
CON	Regional Measure 3	No	\$ 188,000	Feb-25	Jun-28
	SB1 Local Partnership Program	No	\$ 8,000		
	CON Subtotal		\$ 196,000		
<b>Capital Funding Total</b>			\$ 236,000		



## Regional Measure 3

### Letter of No Prejudice Project Summary

#### Project Information

<b>RM3 Project Number</b>	34.1	
<b>Project Title</b>	Mokelumne Trail Bicycle/Pedestrian Overcrossing At SR-4 (under the East Contra Costa Intermodal Transit Center Project)	
<b>Lead Sponsor(s)</b>	<b>Other Sponsor(s)</b>	<b>Implementing Agency</b>
Contra Costa Transportation Authority (CCTA)		CCTA
<b>Legislated Project Description</b>		<b>RM3 Legislated Funding (in \$1,000s)</b>
(34) East Contra Costa County Transit Intermodal Center. Fund the construction of a Transit Intermodal Center in Brentwood enhancing access to eBART and Mokelumne Bike Trail/Pedestrian Overcrossing at State Route 4. The project sponsor is the Contra Costa Transportation Authority. Fifteen million dollars (\$15,000,000).		\$15,000
<b>Sponsor Programming and LONP Request Action</b>		
The Contra Costa Transportation Authority approved Resolution No. 21-07-P on 2/17/2021, programming \$11,000,000 of the RM3 East Contra Costa Intermodal Transit Center to the Mokelumne Trail Bicycle/Pedestrian Overcrossing project and approving a \$11,000,000 RM3 request.		
<b>Detailed Project Description</b>		
The Mokelumne Bicycle/Pedestrian Overcrossing will close a gap between the existing Mokelumne Trail segments east and west of SR-4, south of the Lone Tree Way interchange. The overcrossing will include a multi-span bridge with columns in the SR-4 median. Bridge approaches will be constructed from earthen embankments. The trail overcrossing will be 18.5 feet wide to accommodate two directions of bicycle and pedestrian travel, including the safety barriers.		
<b>LONP Phase</b>	<b>LONP Amount (in \$1,000s)</b>	<b>LONP Approval Date</b>
CON	\$11,000	24-Feb-21
<b>Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available</b>		
The LONP preserves future RM3 eligibility for costs related to the construction of the Mokelumne Bike Trail/Pedestrian Overcrossing incurred after the LONP approval date.		
<b>Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:</b>		
1	None	



## Regional Measure 3

### Letter of No Prejudice Project Summary

#### Project Funding Plan and Schedule

<b>RM3 Project Number</b>	34.1
<b>Project Title</b>	Mokelumne Trail Bicycle/Pedestrian Overcrossing At SR-4 (under the East Contra Costa Intermodal Transit Center Project)
<b>RM3 Replacement Funding Source</b>	East Contra Costa Regional Fee and Financing Authority (ECCRFFA) loan

#### Project Funding Plan

#### Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV				Oct-17	Oct-18
	ENV Subtotal		\$ -		
PSE	BART	Yes	\$ 200	Oct-17	Jan-21
	Measure J	Yes	\$ 806		
	PSE Subtotal		\$ 1,006		
ROW	ECCRFFA	Yes	\$ 1,270	Jun-18	Jan-21
	Measure J	Yes	\$ 64		
	ROW Subtotal		\$ 1,334		
CON	ECCRFFA (RM3 Replacement)	Yes	\$ 11,000	Mar-21	Aug-22
	CON Subtotal		\$ 11,000		
<b>Capital Funding Total</b>			\$ 13,340		



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 21-0150      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 12/31/2020      **In control:** Programming and Allocations Committee  
**On agenda:** 2/10/2021      **Final action:**  
**Title:** MTC Resolution Nos. 4430, Revised and 4431, Revised. An allocation of \$23 million in FY 2020-21 State Transit Assistance funds to BART and allocation of \$4.4 million FY 2020-21 Transportation Development Act (TDA) funds to Union City and AC Transit.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [10g - 21-0150 - Reso-4430 Alloc to BART UC ACTransit.pdf](#)  
[2c - 21-0150 - Reso-4430 Alloc to BART UC ACTransit.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution Nos. 4430, Revised and 4431, Revised. An allocation of \$23 million in FY 2020-21 State Transit Assistance funds to BART and allocation of \$4.4 million FY 2020-21 Transportation Development Act (TDA) funds to Union City and AC Transit.

### Presenter:

Cheryl Chi

### Recommended Action:

Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

February 10, 2021

Agenda Item 2c - 21-0150

### MTC Resolution Nos. 4430, Revised and 4431, Revised

**Subject:** An allocation of \$23 million in FY 2020-21 State Transit Assistance (STA) funds to BART and allocation of \$4.4 million FY 2020-21 Transportation Development Act (TDA) funds to Union City and AC Transit.

**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 BART, Union City, and AC Transit 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*

<b>Transit Operator/ Claimant</b>	<b>TDA Resolution No. 4430</b>	<b>STA Resolution No. 4431</b>	<b>Total</b>
AC Transit <sup>1</sup>	\$ 2.9	\$ -	\$ 2.9
BART	\$ -	\$ 23.0	\$ 23.0
Union City	\$ 1.5	\$ -	\$ 1.5
<b>Total</b>	<b>\$ 4.4</b>	<b>\$ 23.0</b>	<b>\$ 27.4</b>

1. A TDA rescission of the same amount is also proposed.

### **BART**

BART now projects an operating budget of \$839 million, or about 8.5 percent less than the adopted budget of \$915 million. Total STA funding of \$24.2 million comprises about 2.8 percent of its operating revenue. To reduce its operating budget, BART has implemented cost-saving measures such as a hiring freeze, retirement incentive program, reassignment of staff to vacancies and capital projects, and reduction of non-essential overtime. The additional federal COVID relief funding allocated in January will close its remaining FY 2020-21 budget deficit. Near- and long-term fiscal challenges remain and BART will need to continue to respond to the budget crisis through its seven point plan.

BART has adjusted its service to meet current demand and allow for social distancing. Overall, service is currently operating at 62 percent of normal; generally with 30-minute frequency on all lines and 15-minute service on some lines during the weekday commute. Ridership is currently at about 11 percent of normal (pre-pandemic). BART currently projects ridership to be around 18 percent of normal by Summer 2021 and around 58 percent of normal in Summer 2022.

**Union City**

Union City has an operating budget of \$5.6 million for FY 2020-21, which is similar to its prior year FY 2019-20 budget. A total of \$2.1 million in TDA and STA will be used to support transit operations, equivalent to approximately 38 percent of its budget. Next year, Union City expects to have a significant budget increase due to the start of a new contract for transit operations.

As a result of COVID-19, Union City has redirected service hours to five routes and temporarily suspended three routes that provided duplicative service. Total service hours are about the same and Union City is in the process of making these changes permanent. The schedule also continues to be adjusted to align with BART's schedule. Saturday service has been reduced to match BART's schedule and is now akin to the Sunday schedule. Ridership is approximately forty percent of normal.


**AC Transit**

TDA requires that funds be set aside for paratransit service in certain counties, including Alameda County. As part of AC Transit's annual TDA request in June 2020, \$2.9 million was allocated to support paratransit service. Due to COVID-19, paratransit ridership demand is reduced and AC Transit has sufficient other revenue to provide this service. Therefore, AC Transit has requested that the \$2.9 million be redirected to fixed routes service, as allowed by statute.

**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



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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  
02/24/21-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.

On February 24, 2021, Attachment A was revised to allocate funds to Union City and change the use of funds allocated to AC Transit.

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, January 13, 2021, and February 10, 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

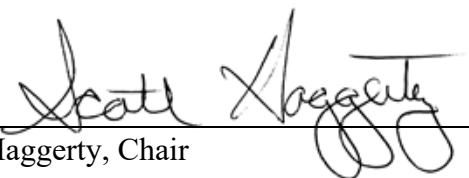
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

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  
 02/24/21-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
<b>5801 - 99233.7, 99275 Community Transit Service - Operations</b>						
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	
AC Transit	Paratransit Operations	(2,941,847)	02	02/24/21	Alameda County	
	<b>Subtotal</b>	<b>4,300,949</b>				
<b>5802 - 99260A Transit - Operations</b>						
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	
AC Transit	Transit Operations	2,941,847	02	02/24/21	Alameda County	1
Union City	Transit Operations	1,470,261	30	02/24/21	Union City	
	<b>Subtotal</b>	<b>250,429,729</b>				

**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
	<b>Subtotal</b>	<b>7,859,189</b>			

**5804 - 99260A Paratransit - Operating**

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

**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
	<b>Subtotal</b>	<b>2,940,690</b>			

**TOTAL 266,572,739**

**Note:**

(1) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.

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  
02/24/21-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.

Attachment A to this resolution was revised on February 24, 2021 to allocate funds to BART.

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, January 13, 2021, February 10, 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  
 02/24/21-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
<b>5821 - 6730B Capital - Population-based Lifeline</b>					
VTA	Cycle 4: ADA Transition Plan	3,596,543	01	06/24/20	Santa Clara County
	<b>Subtotal</b>	<b>3,596,543</b>			
<b>5820 - 6730A Operating Costs - Revenue-based</b>					
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
BART	Transit Operations	21,717,257	22	02/24/21	BART
	<b>Subtotal</b>	<b>99,192,188</b>			
<b>5820 - 6730A Operating Costs - County Block Grant</b>					
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
BART	Elevator Attendant Program	1,300,000	23	02/24/21	San Francisco County
	<b>Subtotal</b>	<b>14,129,029</b>			

**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
<b>Subtotal</b>		<b>6,215,805</b>			

**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
<b>Subtotal</b>		<b>6,474,028</b>			

**5828 - 6731B Planning and Admin - County Block Grant**

Solano TA	Planning and Administration	2,272,950	11	09/23/20	Solano County
<b>Subtotal</b>		<b>2,272,950</b>			

**TOTAL 131,880,543**

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)

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**File #:** 21-0179      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Approval

**File created:** 1/7/2021      **In control:** Programming and Allocations Committee

**On agenda:** 2/10/2021      **Final action:**

**Title:** MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant 2 Program (OBAG 2), to program \$7.91 million for MTC's shareable costs of an increase to the Golden Gate Bridge Suicide Deterrent System project.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [10h - 21-0179 - Reso-4202 Golden Gate Bridge Deterrent.pdf](#)  
[2d - 21-0179 - Reso-4202 Golden Gate Bridge Deterrent.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant 2 Program (OBAG 2), to program \$7.91 million for MTC's shareable costs of an increase to the Golden Gate Bridge Suicide Deterrent System project.

**Presenter:**

Mallory Atkinson

**Recommended Action:**

Commission Approval



## Metropolitan Transportation Commission Programming and Allocations Committee

February 10, 2021

Agenda Item 2d - 21-0179

### MTC Resolution No. 4202, Revised

**Subject:** Revisions to the One Bay Area Grant 2 Program (OBAG 2), to program \$7.91 million for MTC's shareable costs of an increase to the Golden Gate Bridge Suicide Deterrent System project.

**Background:** **Consolidated Appropriations Act, 2021**  
The Consolidated Appropriations Act of 2021 includes a combined \$2.3 trillion COVID relief package and consolidated appropriations for FY 2021 for numerous federal agencies. The FY 2021 appropriations portion of the Act provides a \$640 million infusion of Federal Highway Infrastructure Program (FHIP) funds, of which the Bay Area is anticipated to receive approximately \$6.2 million.

- This is the fourth consecutive year of the provision of these flexible transportation funds, which are provided in addition to annual apportionments of Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement program (STP/CMAQ) funds.
- In January 2021, the Commission approved the program framework to distribute the first three years of Federal Highway Infrastructure Program funds (\$52.9 million), through the Safe and Seamless Mobility Quick-Strike program. Staff anticipates returning to the Commission with project recommendations for the Safe and Seamless competitive grant program in June 2021.

#### **Golden Gate Bridge Suicide Deterrent System (SDS)**

In 2016, MTC entered a three-way funding commitment with Caltrans and Golden Gate Bridge and Highway Transportation District (GGBHTD) to fund the construction phase of the Golden Gate Bridge Suicide Deterrent System (GGB SDS). Per the agreement, state funds from the local Highway Bridge Program account for one-third of the costs, the GGBHTD provides one-third in local agency funds (a combination of grants and GGBHTD funds), and the region contributes one-third in regional STP funds.

The project has recently experienced a cost increase during construction and MTC's contribution of the shareable cost increase is \$7.91 million. Staff proposes to cover MTC's share of the cost increase with a combination of FFY 2021 FHIP funds (roughly \$6.2 million) and STP/CMAQ project savings.

Because the final FFY 2021 FHIP amount is not yet available at the time of the Commission meeting, the final split between the two fund sources will be adjusted by staff as a technical change, with the total amount not to exceed \$7.91 million.

**Issues:** None.

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

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

  
Therese W. McMillan

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

## ABSTRACT

MTC Resolution No. 4202, Revised

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On December 21, 2016, Attachments B-1 and B-2 were revised to redirect \$417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three subcomponents totaling \$10,000,000: \$720,000 for Rideshare Implementation, \$7,280,000 for the Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen to the Commuter Benefits program; direct \$1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and \$500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift \$40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and \$13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program \$5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 3

Transportation Systems Device Maintenance and Rehabilitation (\$5,940,000), Transportation Management Center Asset Upgrade and Replacement (\$4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures (\$4,000,000) and a Detection Technology Pilot (\$5,000,000) within the Regional Active Operational Management program; and remove \$290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

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

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

On September 27, 2017, Attachment B-1 was revised to change the name of the Next Gen Arterial Operations Program (NGAOP) to Innovative Deployment for Enhanced Arterials (IDEA) to reflect program rebranding and additional focus on advanced technologies; program \$4,160,000 to Incident Management Implementation and \$8,840,000 to I-880 Integrated Corridor Mobility project within the Regional Active Operational Management program; split out the Connected Vehicles/Shared Mobility program into the Connected Vehicles/Automated Vehicles program for \$2,500,000 and the Shared Use Mobility program for \$2,500,000; and program \$16,000,000 for three corridors within the Freeway Performance Program, with \$8,000,000 for I-680, \$3,000,000 for I-880, and \$5,000,000 for SR-84.

## ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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

On March 28, 2018, Attachment B-1 was revised to distribute the \$1.5 million Community-Based Transportation Planning Program among the nine county Congestion Management Areas

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 5

(CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of \$30,000 in MTC exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

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

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 6

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

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

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

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

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

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

On October 23, 2019, Attachment B-1 was revised to redirect \$3 million from MTC's Detection Technology Pilot project to establish the InterConnect Bay Area grant program within the Connected Bay Area program; direct \$5 million (\$4 million Solano County and \$1 million other

## ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

On January 27, 2021, Attachments A and Attachment B-1 were revised, and Appendix A-11 was added, to incorporate additional funding into the OBAG 2 framework, including \$52.9 million in STP/CMAQ program balances made available through FY2018-FY2020 appropriations of Federal Highway Infrastructure Program (FHIP) funds, and a \$1.5 million balance redirected from the Cycle 1 STP/CMAQ Climate Initiatives program, as part of the Safe & Seamless Mobility Quick-Strike program.

On February 24, 2021, Attachment B-1 was revised to program at total of \$7.91 million in Federal Highway Infrastructure Program (FHIP) funds provided in the Consolidated Appropriations Act, 2021, and project savings from previous STP/CMAQ cycles to the Golden Gate Bridge Highway and Transportation District (GGBHTD) for shareable costs of an increase to the Golden Gate Bridge Suicide Deterrent System. Because the final FFY 2021 FHIP amount is not yet available at the time of the Commission meeting, the final split between the two fund sources will be adjusted by staff as a technical change, with the total amount not to exceed \$7.91 million.

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,

## ABSTRACT

MTC Resolution No. 4202, Revised

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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, January 13, 2021, and February 10, 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



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Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 18, 2015

## Attachment B-1

## MTC Resolution No. 4202

## OBAG 2 Regional Programs

## FY 2017-18 through FY 2021-22

February 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  
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 02/24/21-C

## OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$505,293,781</b>	<b>\$65,321,219</b>
<b>1. REGIONAL PLANNING ACTIVITIES</b>			
Regional Planning	MTC	\$9,555,000	
<b>1. REGIONAL PLANNING ACTIVITIES</b>	<b>TOTAL:</b>	<b>\$9,555,000</b>	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>			
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	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>	<b>TOTAL:</b>	<b>\$9,250,000</b>	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>			
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	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>	<b>TOTAL:</b>	<b>\$20,000,000</b>	
<b>4. CLIMATE INITIATIVES</b>			
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	
<b>4. CLIMATE INITIATIVES</b>	<b>TOTAL:</b>	<b>\$23,417,000</b>	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>			
Active Operational Management			
AOM Implementation	MTC	\$23,737,000	

## Attachment B-1

## MTC Resolution No. 4202

## OBAG 2 Regional Programs

## FY 2017-18 through FY 2021-22

February 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  
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 02/24/21-C

## OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$505,293,781</b>	<b>\$65,321,219</b>
Bay Area 511 Traveler Information			
511 Next Gen	MTC	\$26,148,000	
511 Implementation	MTC	\$7,450,000	
Rideshare			
Rideshare Implementation	MTC	\$720,000	
Carpool Program	MTC	\$7,280,000	
Vanpool Program	MTC	\$2,000,000	
Commuter Benefits Implementation	MTC	\$674,000	
Commuter Benefits Program	MTC	\$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	MTC/NVTA		\$1,100,000
Bay Bridge Forward			
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	AC Transit	\$800,000	
Eastbay Commuter Parking	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	\$2,000,000	
Dumbarton Forward			
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	\$4,375,000	
Richmond-San Rafael Bridge Forward			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC		\$1,160,000
Freeway Performance Program			
Freeway Performance Program	MTC	\$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	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>		<b>TOTAL: \$173,000,000</b>	<b>\$4,000,000</b>



## Attachment B-1

## MTC Resolution No. 4202

## OBAG 2 Regional Programs

## FY 2017-18 through FY 2021-22

February 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  
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 02/24/21-C

## OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$505,293,781</b>	<b>\$65,321,219</b>
<b>6. TRANSIT PRIORITIES</b>			
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	
<b>6. TRANSIT PRIORITIES</b>	<b>TOTAL:</b>	<b>\$151,361,781</b>	<b>\$37,921,219</b>
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>			
<i>Regional Peninsula, Southern and Eastern Counties PCA Grant Program</i>			
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
<i>North Bay PCA Grant Program</i>			
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	
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>	<b>TOTAL:</b>	<b>\$9,200,000</b>	<b>\$7,200,000</b>
<b>8. BAY AREA HOUSING INITIATIVES</b>			
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	MTC		\$10,000,000
Housing Incentive Pool	TBD	\$25,000,000	
<i>Sub-HIP Pilot Program</i>			
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	
<b>8. BAY AREA HOUSING INITIATIVES</b>	<b>TOTAL:</b>	<b>\$30,000,000</b>	<b>\$10,000,000</b>
<b>9. SAFE &amp; SEAMLESS MOBILITY QUICK-STRIKE</b>			
TBD	TBD	\$52,900,000	
<b>9. SAFE &amp; SEAMLESS MOBILITY QUICK-STRIKE</b>	<b>TOTAL:</b>	<b>\$52,900,000</b>	
<b>10. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>			
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	\$4,000,000	
<b>GGB Suicide Deterrent System *</b>			
<b>* (Note: Exact FHIP amount not yet available. Final split between the two fund sources will be adjusted by staff as a technical change once final FHIP amount released.)</b>	<b>GGBHTD</b>	<b>\$1,710,000</b>	<b>\$6,200,000</b>
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	

**Attachment B-1**  
**MTC Resolution No. 4202**  
**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**February 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  
02/24/21-C

**OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>\$505,293,781</b>	<b>\$65,321,219</b>
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	\$15,400,000	
<b>10. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>	<b>TOTAL:</b>	<b>\$26,610,000</b>	<b>\$6,200,000</b>
<b>OBAG 2 REGIONAL PROGRAMS</b>	<b>TOTAL:</b>	<b>\$505,293,781</b>	<b>\$65,321,219</b>

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4202\_ongoing\_OBAG2\[tmp-4202\_Attachment-B-1\_Feb.xlsx]Feb 2021



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0032      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 11/30/2020      **In control:** Programming and Allocations Committee  
**On agenda:** 2/10/2021      **Final action:**  
**Title:** MTC Resolution No. 4454. Bay Area Preservation Pilot (BAPP) Program Revisions  
  
Revises several program guidelines for MTC's Bay Area Preservation Pilot (BAPP) to address deployment barriers and improve efficacy for prospective housing preservation projects.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [11a - 21-0032 - Reso-4454 - BAPP Program Revisions.pdf](#)  
[3a - 21-0032 - Reso-4454 - BAPP Program Revisions.pdf](#)  
[3a - Public Comment - McIlveen.pdf](#)  
[3a - Public Comment - Jameson.pdf](#)

Date	Ver.	Action By	Action	Result
2/10/2021	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution No. 4454. Bay Area Preservation Pilot (BAPP) Program Revisions

Revises several program guidelines for MTC's Bay Area Preservation Pilot (BAPP) to address deployment barriers and improve efficacy for prospective housing preservation projects.

**Presenter:**

Somaya Abdelgany

**Recommended Action:**

Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

February 10, 2021

Agenda Item 3a - 21-0032

### MTC Resolution No. 4454. Bay Area Preservation Pilot (BAPP) Program Revisions

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- Subject:** Revises several program guidelines for MTC’s Bay Area Preservation Pilot (BAPP) to address deployment barriers and improve efficacy for prospective housing preservation projects.
- Background:** In February 2018, MTC launched the Bay Area Preservation Pilot (BAPP) program to help stabilize communities in light of regional displacement pressures. BAPP is a revolving loan fund designed to assist mission-driven developers and community-based organizations with the acquisition and preservation of unsubsidized multifamily housing located in areas with high-frequency transit service and considered affordable to low- and moderate-income renters. This action proposes to implement several changes to the program guidelines to address deployment barriers that have impeded the BAPP Fund’s ability to achieve its stated goals.
- Issues:** For a more detailed discussion on the program and the anticipated impacts of these proposed revisions, please see the BAPP Program Revisions Memo (Attachment A).
- MTC has committed \$10 million to BAPP, supplemented by an additional \$39 million in community development financing institution (CDFI) capital from the program fund managers, Enterprise Community Loan Fund (ECLF) and Low Income Investment Fund (LIIF), to make a total of \$49 million available for acquisition loans. Since its launch, ECLF and LIIF have marketed the program to potential borrowers and have evaluated a number of prospective projects. Thus far, they have successfully closed loans for two preservation projects in Oakland, but the majority of BAPP funds have yet to be deployed due to the following barriers:
- Limited Soft Debt: Soft debt from public sources has been much more limited than assumed during the program’s development, particularly outside of San Francisco and Oakland. Due to the program’s 5:1 leveraging requirement, this lack of soft debt has resulted in a significant financing gap for most projects by limiting the capital that can be leveraged, and therefore the size of MTC BAPP loan.
  - Limited Tenant Income: Tenant incomes of those living in evaluated properties have been 50% of the area median income (AMI) on average, significantly lower than the average 80% AMI levels originally underwritten. This reduces the debt that can be supported from CDFIs at acquisition and from permanent lenders at refinance after the BAPP loan term.
  - Tax Credit Equity Limitations: Original underwriting assumed that projects would likely pursue tax credit equity through the Low-Income

Housing Tax Credit (LIHTC) program as source of permanent capital at the end of the BAPP loan term, but there is limited incentive for tax credit investors to invest in smaller-scale preservation projects at this time.


- High Development Costs: Since BAPP's launch, the fund managers have found that total development costs, including rehabilitation needs, taxes, and developer fees, are slightly higher than underwritten, only exacerbated by the impacts of COVID-19.

To address these deployment barriers, staff recommends the following revisions to the BAPP program guidelines proposed by ECLF and LIIF, based on input from the Advisory Committee that supports the BAPP program and the separate Transit-Oriented Affordable Housing (TOAH) fund:

1. Decrease the leverage ratio requirement on MTC funds from 5:1 to 3:1
2. Allocate up to \$6 million of MTC's \$10 million commitment for deployment as long-term forgivable debt that may remain in a project as permanent subsidy, as needed on a project-by-project basis. For ECLF and LIIF to offer these funds to borrowers as forgivable debt, MTC must restructure this portion of the fund as a grant contribution to the fund managers.
3. Increase the term of the BAPP fund from 10 years to 20 years to account for the delay in deployment and allow new loans to be offered with the maximum 10-year loan term.

**Recommendation:** Refer Resolution No. 4454 (Attachment D) to the Commission for approval. This resolution amends the Principles of Agreement that govern the BAPP program and authorizes the Executive Director or her designee to execute amendments to MTC's funding agreements with ECLF and LIIF to align with Amended and Restated Principles of Agreement. After approval, staff will work with fund managers ECLF and LIIF to develop the specific terms of the new forgivable debt component and re-market the program to prospective borrowers,

**Attachments:** Attachment A: BAPP Program Revision Memo  
Attachment B: Bay Area Preservation Pilot Loan Features  
Attachment C: Illustrations of BAPP Proposed Program Revisions  
Attachment D: Resolution No. 4454  
Attachment E: Staff Memo on the Expanded Regional Housing Portfolio dated October 15, 2020  
Attachment F: BAPP Program Revisions Presentation Slides

  
Therese W. McMillan



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

**Attachment A**

## *Memorandum*

TO: MTC Programs and Allocations Committee      DATE: February 10, 2020

FR: Executive Director

RE: Resolution No. 4454, Bay Area Preservation Pilot Proposed Program Revisions

### **Background**

The majority of low-income Bay Area families live in unsubsidized rental properties subject to fluctuations in the speculative market, putting them at risk of displacement due to rising rent prices and the possibility of no-fault eviction. Meanwhile, the housing stock affordable to low and middle-income renters continues to fall short of the need, especially in hot real estate markets such as the Bay Area. To help stabilize communities and keep families in their homes, MTC launched the Bay Area Preservation Pilot (BAPP) program in 2018. BAPP is a revolving loan fund designed to assist mission-driven developers and community-based organizations with the acquisition and preservation of unsubsidized multifamily housing properties located in areas with high-frequency transit service and considered affordable to low- and moderate-income renters.

Early development and ongoing implementation of the BAPP program has been supported by the TOAH/BAPP Joint Advisory Committee, a working group comprised of experts in the emerging housing preservation field including mission-driven developers, community land trusts, advocates, and public agencies. MTC has committed \$10 million to BAPP, supplemented by an additional \$39 million in community development financing institution (CDFI) capital from the program fund managers, Enterprise Community Loan Fund (ECLF) and Low Income Investment Fund (LIIF), to make a total of \$49 million available for acquisition loans. BAPP loans offer a term of up to 10 years, which allows mission-driven buyers to stabilize the rents of existing residents while they determine a financial plan to ensure the long-term affordability of the property. As initially approved, MTC's BAPP loans must be matched by all other funding sources 5 to 1 and deployed in Transit Priority Areas and Priority Development Areas. See Attachment B for more information on the approved BAPP loan features.

### **Deployment Barriers**

Since the launch of BAPP, ECLF and LIIF have marketed the program to potential borrowers and have evaluated a number of prospective projects. Thus far, they have successfully closed loans for two preservation projects in Oakland, but the majority of BAPP funds have yet to be deployed<sup>1</sup> due to the following barriers:

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<sup>1</sup> As of January 2021, the balance of remaining BAPP funds from MTC's \$10M commitment is \$8,173,821.50

- Limited Soft Debt: The BAPP program requires that MTC funds be leveraged with other sources of funding with a ratio of at least 5:1. Other potential funding sources includes capital from CDFIs, developer equity, and “soft debt” from public sources, which is public subsidy that has no requirement for repayment. In practice, soft debt has been much more limited than assumed during the program’s development, particularly outside of San Francisco and Oakland, which are the only two cities where dedicated preservation funds currently exist. Due to the program’s 5:1 leveraging requirement, this lack of soft debt has resulted in a significant financing gap for most projects by limiting the capital that can be leveraged, and therefore the size of MTC loan.
- Limited Tenant Income: A project’s CDFI loan is sized based on the amount of debt that can be supported by the rental income from existing tenants. BAPP requires that 75% of units be restricted to tenants earning no more than 80% of the area median income (AMI). However, tenant incomes of those living in evaluated properties have been closer to 50% of the AMI on average. This means that to maintain affordability for existing residents, the projected rental income is significantly lower than the average 80% AMI levels originally underwritten, thereby reducing the debt that can be supported from CDFIs at acquisition and from permanent lenders at refinance after the BAPP loan term.
- Tax Credit Equity Limitations: Original underwriting assumed that projects would likely pursue tax credit equity through the Low-Income Housing Tax Credit (LIHTC) program as source of permanent capital at the end of the BAPP loan term, but there is limited incentive for tax credit investors to invest in smaller-scale preservation projects (less than 20 units) at this time. Developers of smaller prospective projects have indicated that they do not plan to pursue tax credits and as a result, the initial amount of BAPP debt that can be supported at acquisition is further constrained by limited exit financing.
- High Development Costs: Since BAPP’s launch, the fund managers have found that total development costs, including rehabilitation needs, taxes, and developer fees, are slightly higher than underwritten. This has only been exacerbated by the impacts of COVID-19, which has resulted in higher construction costs due to the need for safety monitoring, personal protective equipment, and additional labor hours for sanitizing work areas and phasing of contractors to minimize crowding on site, particularly for tenant-occupied rehabilitation projects.

Attachment C, Figure 1 provides an illustration of the financing structure initially projected during the BAPP program development compared to the actual financing structure of prospective projects evaluated by the BAPP fund managers after program launch.

### **Proposed Program Revisions**

To address these deployment barriers, staff recommends that the MTC Programming and Allocations Committee (PAC) refer Resolution No. 4454 to the Commission for approval. This action makes the following revisions to the BAPP program guidelines proposed by ECLF and LIIF, based on input from the TOAH/BAPP Advisory Committee:

- 1) Decrease the leverage ratio requirement on MTC funds from 5:1 to 3:1

- 2) Allocate up to \$6 million of MTC's \$10 million commitment for deployment as long-term forgivable debt<sup>2</sup> that may remain in a project as permanent subsidy, as needed on a project-by-project basis. For ECLF and LIIF to offer these funds to borrowers as forgivable debt, MTC must restructure this portion of the fund as a grant contribution to the fund managers.
- 3) Increase the term of the BAPP fund from 10 years to 20 years to account for the delay in deployment and allow new loans to be offered with the maximum 10-year loan term.

These revisions would address the program's current deployment barriers in the following ways:

<b>Deployment Barrier</b>	<b>Impact of Proposed Program Revisions</b>
Limited Soft Debt	Changing the leveraging ratio from 5:1 to 3:1 would increase a project's MTC Loan by decreasing the amount of soft debt needed as match funds. Additionally, converting a portion of MTC's BAPP funds to forgivable debt with minimal repayment requirements would further reduce or eliminate the need for projects to obtain this type of funding from other public sources. This would enable maximum geographic flexibility of BAPP funds by opening opportunities for projects in cities outside of San Francisco and Oakland where local preservation funds do not exist. Ultimately, these revisions would swiftly close funding gap for potential projects with little to no supplemental financing.
Limited Tenant Income	By increasing the MTC Loan and providing an alternative source of forgivable debt, these revisions decrease the amount of "hard debt" needed from CDFIs, which are loans that must be repaid in full by the end of the loan term and are limited by the amount of tenant rental income that can support monthly payments. This would allow BAPP funds to achieve deeper levels of affordability and thus support lower income residents.
Tax Credit Equity Limitations	Converting a portion of MTC's BAPP funds to long term forgivable debt provides an opportunity for prospective projects to access permanent financing, reducing the reliance of tax credit equity as a take-out source. This shift would be beneficial for all projects, and would be particularly helpful in unlocking small projects and collective ownership models, which do not pair well with the LIHTC program.
High Development Costs	By allowing each project to access more funding from MTC, developers can accommodate higher project costs. The proposed forgivable debt component in particular would allow developers to carry out much needed rehabilitation of properties by providing a source of permanent subsidy. Many acq/rehab projects face deferred maintenance issues that may or may not be anticipated before acquisition – having a source of permanent subsidy at the time of acquisition could allow developers to address those issues

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<sup>2</sup> "Forgivable debt" refers to funding that is legally structured as a loan, but functionally operates as subsidy. This means that as long as the project remains compliant with affordability restrictions, interest and/or principal payments are deferred or forgiven.



	upfront or to set up reserves to address them as they arise over time.
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Attachment C, Figure 2 provides an illustration of the anticipated project financing structure if both of these program revisions were adopted.

### **Other Considerations**

Together, these program revisions would improve the certainty of deploying MTC's BAPP funds more swiftly to a more diverse set of projects across a larger geography. An additional consequence of these changes, however, could be a reduction in the total number of units to be funded by the BAPP program overall. At the time of adoption, it was anticipated that the BAPP program would facilitate the acquisition and rehabilitation of 200-400 units throughout the Bay Area. With these program changes, that number would be reduced to about 100 units, but it is important to note that number of units initially projected may have been unrealistic given current deployment challenges.

Another consideration is the additional benefit afforded by these revisions as MTC staff lay the groundwork for the Bay Area Housing Finance Authority (BAHFA). Because BAPP's CDFI fund managers are not well-positioned to continue with loan servicing and asset management beyond an initial 10-year term, MTC staff would be responsible for ongoing compliance monitoring related to the proposed conversion of funds to long-term forgivable debt. See Attachment C, Figure 3 for an illustration of the timeline for the proposed forgivable debt relative to the MTC and CDFI loans that would continue to be repaid after 10 years. The cost of staffing for this long-term compliance monitoring is estimated at 4.5% – 11% of one FTE annually; these staffing costs would only be incurred after the 10-year loan period, and could potentially be absorbed as part of much more robust future BAHFA compliance and monitoring responsibilities. On balance, staff believes that this future cost is a worthwhile investment to take advantage of a unique opportunity to build in-house capacity for long-term compliance monitoring, which will be necessary when new permanent financing programs are created through BAHFA. Ultimately providing a valuable test run for similar, wider-scale preservation financing programs once a significant revenue stream becomes available through BAHFA, the proposed BAPP restructuring has been identified as an ideal near-term pilot project for the Expanded Regional Housing Portfolio and has received positive feedback from MTC and ABAG policymakers. See Attachment E for a staff memo considered at the October 2020 joint meeting of the MTC Executive Committee and ABAG Housing Committee that includes potential BAPP restructuring as one of five early stage pilot programs.

### **Next Steps**

If referred by PAC and approved by the Commission, the proposed program revisions will be memorialized through Resolution No. 4454 (Attachment D), which amends the Principles of Agreement approved by the Commission on February 28, 2018 via MTC Resolution 4311. This action also authorizes the Executive Director or her designee to execute amendments to the funding agreements with fund managers ECLF and LIIF to reflect the Amended and Restated Principles of Agreement. Staff will then work with ECLF and LIIF to develop the specific terms

Bay Area Preservation Pilot Program Revisions

February 10, 2021

Page 5

of the new forgivable debt component and re-market the BAPP program to prospective borrowers.

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Therese W. McMillan

Attachment B: Bay Area Preservation Pilot Loan Features

Attachment C: Illustrations of BAPP Proposed Program Revisions

Attachment D: Resolution No. 4454

Attachment E: Staff Memo on the Expanded Regional Housing Portfolio dated October 15, 2020

## **Attachment B: Bay Area Preservation Pilot Fund Loan Features**

Development of BAPP is being led by LIIF, the TOAH fund manager, and ECLF, a TOAH lender, in close partnership with a working group comprised of experts in the emerging housing preservation field including mission-driven developers, community land trusts, advocates, and public agencies<sup>1</sup> to envision and structure the preservation finance tool seeded with MTC's \$10 million investment.

BAPP will offer a medium-term loan product up to 10-years that addresses a specific financing gap in the housing preservation and production system. Once a property is acquired using a BAPP loan, developers will have up to 10 years to stabilize the property making sure residents are not displaced and also determine a financial plan to ensure the long-term affordability of the property. The loan will play the critical role of providing financing needed to quickly acquire a property, and the loan will cover finance acquisition costs as well as carrying costs such as life and safety repairs and reserves. Beyond 10 years, developers will secure Low-Income Housing Tax Credits (LIHTC) and/or other existing sources of affordable housing financing at the local, state, and federal level to ensure long-term affordability. Acquisitions financed through BAPP will leverage other capital sources to achieve MTC's required 5:1 leverage ratio.

**Loan Capital:** approximately \$49 million (with additional \$11 million developer equity contribution)

**Project type:** occupied properties, e.g. multi-family rental, co-ops

**Project Size:** 4+ units

**Rent Restrictions:** 75% of units affordable to households at 80% AMI

**Term:** Up to 10 years

**Eligible Borrowers:** non-profit developers or joint venture partnerships

**Rehab Needs:** limited rehab

**Real Estate Exemption:** meet the criteria

**Oversight:** occupancy/ management plan

**Leverage:** 5:1 (includes \$11 million developer equity contribution)

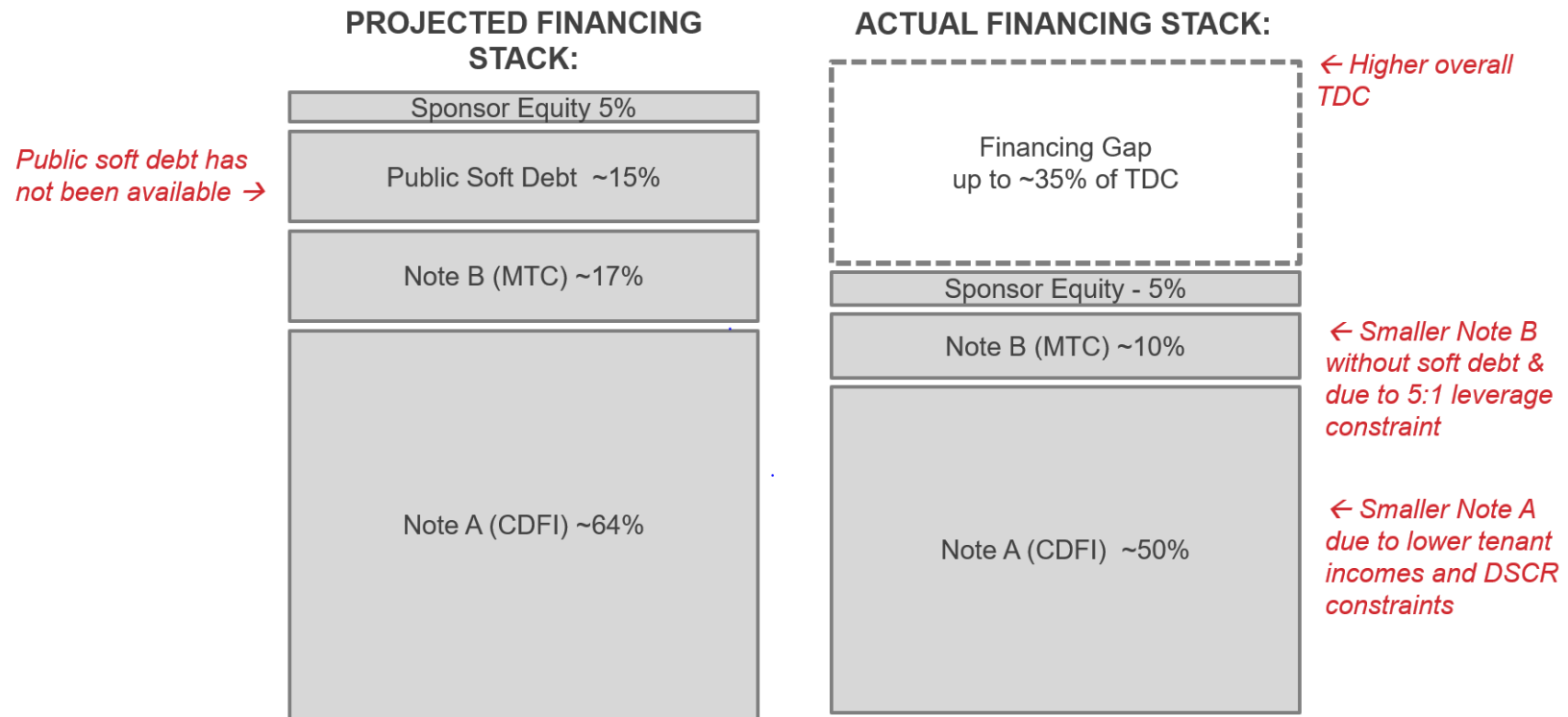
J:\COMMITTEE\PAC\2018 PAC Meetings\02 Feb'2018 PAC\3a\_2-Attach-A\_BAPP\_Loan\_Features.docx

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<sup>1</sup> Working Group members include representation from: Association of Bay Area Governments, East Bay Asian Local Development Corporation, California Housing Partnership, City and Country of San Francisco, City of Oakland, Contra Costa County, MidPen Housing, Mission Economic Development Agency, and the Northern California Land Trust.

## Attachment C: Illustrations of BAPP Proposed Program Revisions

**Figure 1: Illustration of Projected Financing Stack vs. Actual Financing Stack  
Based on Prospective BAPP Deals**



TCD: Total Development Costs  
Note B: MTC Loan from \$10M pot  
Note A: CDFI Loan from \$39M pot  
DSCR: Debt Service Coverage Ratio

**Figure 2: Illustration of Original Program Structure vs. Structure if Both Program Revisions Adopted (Assuming Typical 30-Unit Deal)**

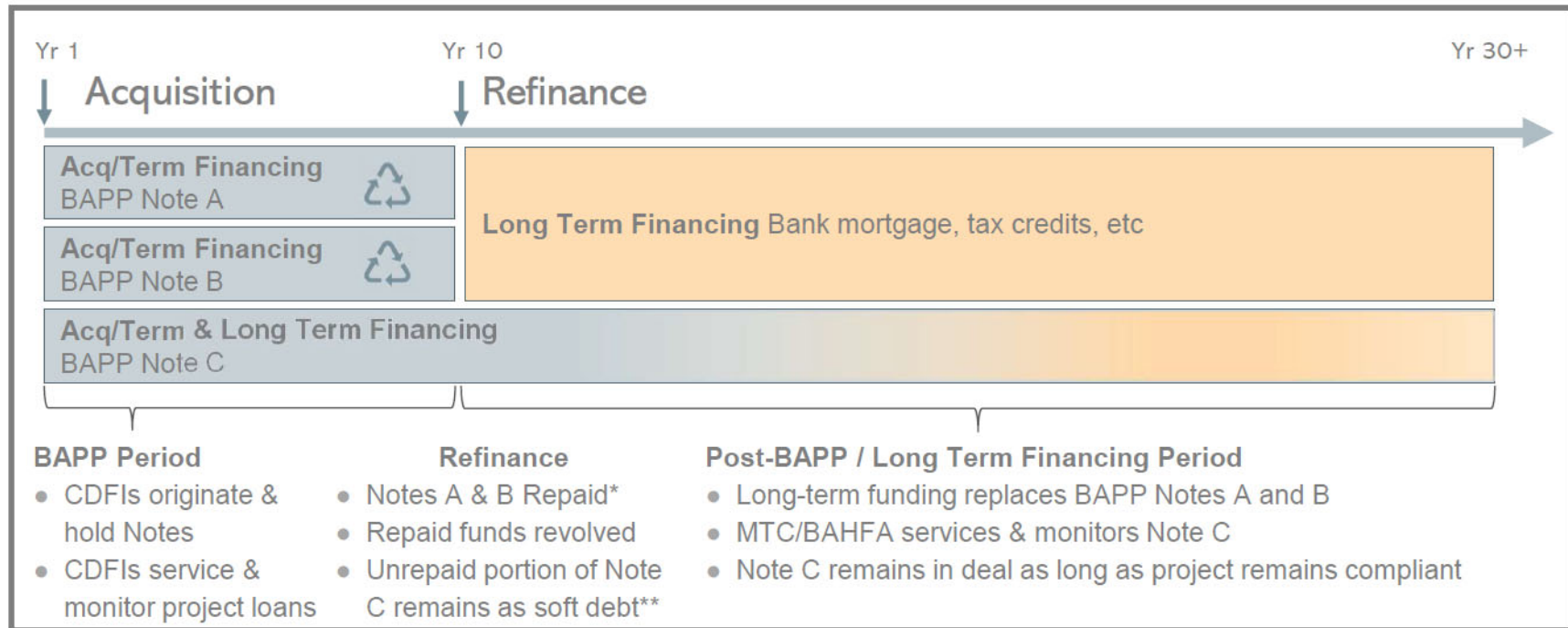
Original Program Structure	Potential Adjustments
Gap = \$3.5M (\$115,000/unit)	Gap = \$2.8M (\$96,000/unit)
Sponsor Equity: 5% of TDC = \$408,000	*Adjustment* Fill gap with MTC Soft Debt
Note B (MTC) = [Note A + Equity + Soft Debt] / 5 = \$870,000	Sponsor Equity: 5% of TDC = \$408,000
Note A (CDFI) = mortgage loan calculated with 30 yr amortization, \$332,000 annual NOI / 1.15 DSCR = \$3.5M	Note B (MTC) = [Note A + Equity + Soft Debt] / 3 = \$1.5M
	*Adjustment* 3:1 leverage
	Note A (CDFI) = mortgage loan calculated with 30 yr amortization, \$332,000 annual NOI / 1.15 DSCR = \$3.5M

MTC Soft (Forgivable) Debt: Proposed Permanent Subsidy from \$6M pot

Note B: MTC Loan from remaining \$4M pot

Note A: CDFI Loan from \$39M pot

**Figure 3: Timeline of BAPP Loan if portion of MTC funds are converted to soft debt**



\*Note C may be partially repaid depending on availability of refi proceeds

\*\* "Soft Debt" defined here as: Debt for which interest is collected on a residual receipts basis (ie, dependent on available cash flow after other debt service and property expenses), and which may be forgiven / retained indefinitely if project meets affordability restrictions and/or other compliance covenants

Note C: Proposed Permanent Subsidy from \$6M pot  
 Note B: MTC Loan from remaining \$4M pot  
 Note A: CDFI Loan from \$39M pot

Date: February 24, 2021  
W.I.: 1611  
Referred by: PAC

## ABSTRACT

### Resolution No. 4454

This resolution amends and restates the Principles of Agreement that govern the Bay Area Preservation Pilot Fund (Fund) and authorizes the Executive Director or designated representative or designee to execute amendments to the funding agreements with fund managers for the Fund, to align with the Amended and Restated Principles of Agreement.

The resolution includes the following attachments:

Attachment A – Bay Area Preservation Pilot Amended and Restated Principles of Agreement

Attachment B – Bay Area Preservation Pilot Fund Managers

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated February 10, 2021.

Date: February 24, 2021  
W.I.: 1611  
Referred by: PAC

RE: Amendment of the Bay Area Preservation Pilot Fund Principles of Agreement

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4454

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

WHEREAS, MTC and the Association of Bay Area Governments (ABAG) support transit oriented development through the One Bay Area Grant and Priority Development Area Planning grant programs; and

WHEREAS, MTC and ABAG adopted the Final Blueprint for Plan Bay Area 2050, which includes a strategy to acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing; and

WHEREAS, MTC adopted Resolution 4311 establishing the Bay Area Preservation Pilot (BAPP) Fund, which authorized MTC to invest \$10 million in a revolving loan fund for the acquisition and protection of homes in Priority Development Areas and Transit Priority Areas currently affordable to low-income residents to help preserve affordability in the region; and

WHEREAS, the BAPP Fund managers have marketed the program to potential borrowers and have evaluated a number of prospective projects since the launch of the program in 2018; and

WHEREAS, deployment barriers have impeded the BAPP Fund's ability to achieve its stated goals, thus necessitating several changes to the program guidelines, which are reflected in the Amended and Restated Principles of Agreement outlined in Attachment A; and



WHEREAS, the Amended and Restated Principles of Agreement outlined in Attachment A will result in a substantial public benefit to the region's economic and social structure by facilitating preservation projects that establish long term affordability for low-income Bay Area families living in unsubsidized rental properties and protect them from the risk of displacement due to rising rents and the possibility of no-fault eviction; now therefore be it

RESOLVED, that the Principles of Agreement that govern the BAPP Fund are hereby amended, as reflected in the Amended and Restated Principles of Agreement outlined in Attachment A, and that the Executive Director or designee is authorized to enter into amendments to the agreements with the Fund managers listed in Attachment B to reflect the Amended and Restated Principles of Agreement.

METROPOLITAN TRANSPORTATION COMMISSION

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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 February 24, 2021.

Date: February 24, 2021  
W.I.: 1611  
Referred by: Programming and Allocations

Attachment A  
MTC Resolution No. 4454  
Page 1 of 2

Amended and Restated Principles of Agreement  
Bay Area Preservation Pilot Fund

The Commission adopts the following Amended and Restated Principles of Agreement to establish and maintain the Bay Area Preservation Pilot Fund, which is a program that will be used as a tool to acquire and protect homes currently affordable to low-income residents that are currently available on the market. These Amended and Restated Principles of Agreement will govern two funding agreements MTC has entered into with Low Income Investment Fund (LIIF) (\$5 million) and Enterprise Community Loan Fund, Inc. (ECLF) (\$5 million), contributing \$10 million to the Bay Area Preservation Pilot Fund (the Fund). These Amended and Restated Principles of Agreement are intended to replace and supersede those certain Principles of Agreement adopted by MTC on February 28, 2018. The funding agreements with LIIF and ECLF will be amended in accordance with these Amended and Restated Principles of Agreement after approval by the MTC Commission on February 24, 2021.

1. MTC entered into agreements with LIIF (\$5 million) and ECLF (\$5 million) to contribute \$10 million to the Fund via LIIF and ECLF, which agreements may be modified or amended from time to time in accordance with their terms.
2. The Fund commenced in 2018 and will operate for twenty years from the date of inception subject to any agreed upon extension of the Fund maturity ("Fund Maturity").
3. MTC made its contribution of \$10 million (the "MTC Contribution") to the Fund after the funding agreements were signed and approved by the Commission on February 28, 2018; \$6 million of the MTC Contribution will take the form of a grant to ECLF and LIIF (the "MTC Grant Contribution") to be deployed to borrowers as forgivable debt, the remaining \$4 million of MTC's contribution shall be in the form of subordinate debt (the "Subordinate Debt Portion").
4. The Fund is managed by LIIF and ECLF, both not-for profit entities. For the avoidance of doubt, the Fund is not a separate legal entity and is instead the program through which LIIF and ECLF deploy the funds contributed by MTC.

Date: February 24, 2021  
W.I.: 1611  
Referred by: Programming and Allocations

Attachment A  
MTC Resolution No. 4454  
Page 2 of 2

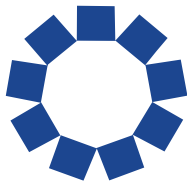
5. All loans from ECLF or LIIF using the MTC Contribution (the “Fund Loans”) will be made to projects in Transit Priority Areas (TPAs) or Priority Development Areas (PDAs) and will target households at and below 80% Area Median Income.
6. A 3:1 funding leverage on the Subordinate Debt Portion of the MTC Contribution will be achieved across the overall Bay Area Preservation Pilot Fund program (vs. project by project).
7. LIIF and ECLF have adopted a business plan that establishes the Fund’s priorities and serves as a guide for the Fund’s operations, financial structure, underwriting criteria, and evaluation.
8. LIIF and ECLF will certify compliance with each organization’s underwriting guidelines and provide MTC with summary reports of the Fund’s progress against the business plan. MTC will not participate in the selection of specific projects.
9. The Fund program managers (LIIF and ECLF) will use standard accounting controls and MTC will have the right to review all financial reports of LIIF’s and ECLF’s activities in respect of the Fund.
10. No representative from MTC will participate in the Fund in any paid capacity. This provision shall not inhibit MTC from providing ongoing monitoring of affordability restrictions related to forgivable debt deployed from the MTC Grant Contribution after a project exits the Fund.
11. MTC is in the subordinate position for repayment of the Subordinate Debt Portion during the life of the Fund and at Fund Maturity. As such, after LIIF and ECLF are repaid in full by their borrowers, any balance remaining on MTC’s Subordinate Debt Portion will be returned to MTC at Fund Maturity, and during the life of the Fund through Fund Maturity, any balance remaining on the MTC Grant Contribution will be revolved by ECLF and LIIF to originate loans that support the preservation of affordable housing in the Bay Area through the Fund. At Fund Maturity, ECLF and LIIF will use commercially reasonable efforts to use any balance remaining on the MTC Grant Contribution as each sees fit in furtherance of their collective charitable missions of supporting affordable housing and capacity building of its borrowers. ECLF and LIIF agree to revolve the MTC Grant Contribution until Fund Maturity in order to deploy these funds to borrowers as forgivable debt, as contemplated hereunder.
12. MTC staff will provide annual BAPP updates to the Commission or appropriate Committee.

Date: February 24, 2021  
W.I.: 1611  
Referred by: Programming and Allocations

Attachment B  
MTC Resolution No. 4454

**Bay Area Preservation Pilot Fund Managers**

<b>Fund Managers</b>	<b>Amount</b>
Low Income Investment Fund (LIIF) \$5	\$5 million
Enterprise Community Loan Fund, Inc. (ECLF)	\$5 million
<b>Total</b>	<b>\$10 million</b>



ASSOCIATION  
OF BAY AREA  
GOVERNMENTS

Bay Area Metro Center  
375 Beale Street, Suite 700  
San Francisco, CA 94105  
415.820.7900  
[www.abag.ca.gov](http://www.abag.ca.gov)

## *Memorandum*

TO: ABAG Housing and MTC Executive Committees

DATE: October 15, 2020

FR: Executive Director

RE: Update on Expanded Regional Housing Portfolio

### **Background**

In June, the ABAG Executive Board and the Commission approved an initial strategic framework for an Expanded Regional Housing Portfolio (see attachment). This emerging regional initiative will provide a comprehensive, data-driven regional housing strategy to support local jurisdictions and other partners in addressing the Bay Area's chronic housing affordability crisis across all "3 Ps": protection of tenants from displacement, preservation of existing housing, and production of new homes. As a collaboration between ABAG, MTC, and the recently formed Bay Area Housing Finance Authority (BAHFA),<sup>1</sup> the Expanded Regional Housing Portfolio will draw upon the full range of authorities and tools available at the regional level to pursue solutions at scale.

The initial strategic framework included a three-phase implementation plan. Phase 1 focused on planning for future activities, establishing components of the governance infrastructure for the portfolio, and identifying funding opportunities to resource anticipated work. This memo reports on the progress achieved during Phase 1 and proposes an approach for Phase 2, which is oriented towards developing and launching several pilot projects.

### **Phase 1 Progress Report**

Phase 1 of the Expanded Regional Housing Portfolio included a three-month work plan. During this period, all key tasks have been completed or substantially advanced, including the following:

#### *Support Regional Housing Committees*

- Formed the new ABAG Housing Committee, which held its inaugural meeting in July.
- Activated the BAHFA Board, which held its first meeting in late June.
- Engaged with members of the BAHFA Interim Advisory Committee for feedback and technical assistance related to research on potential pilot activities.

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<sup>1</sup> By statute, the governing board for BAHFA is comprised of the same members as the MTC Commission, and MTC/ABAG staff serve as staff for BAHFA. References to "BAHFA" in the balance of this memo reflect this relationship between BAHFA and MTC.

*Expanded Regional Housing Portfolio Business Plan*

- Secured \$500,000 to support development of the Business Plan through a public-private partnership model, including an ABAG contribution of up to \$400,000 from the Regional Early Action Planning Grants (REAP) allocation from HCD.
- Developed the scope of work for the Business Plan with input from a variety of stakeholders across the 3Ps.
- In the near future, staff will release a Request for Proposals to secure consultant support for the Business Plan. Staff anticipates selecting a consultant in early 2021.

*Track Federal and State Housing Efforts*

- Monitored state and federal legislation and budget processes for housing-related issues.
- Staff provided housing briefings to joint ABAG/MTC Legislative Committees as needed. Due to COVID-related budget challenges and Congressional stalemate, no new funding opportunities advanced at the state or federal levels over the summer.
- Staff will collaborate with key regional and statewide stakeholders to identify potential priorities for the next state legislative session.

*Explore and Pursue Partnership Opportunities*

- Engaged with a range of philanthropic and private sector entities. One potential opportunity is the “Partnership for the Bay’s Future,”<sup>2</sup> a regional collaborative launched with the support of the San Francisco Foundation, the Chan Zuckerberg Initiative, the Ford Foundation, Local Initiatives Support Corporation, Facebook, Genentech, Kaiser Permanente, the William and Flora Hewlett Foundation, the David and Lucile Packard Foundation, the Stupski Foundation, and Silicon Valley Community Foundation.
- Engaged with staff at other public agencies and stakeholders across the Bay Area to understand the needs of local jurisdictions and explore potential partnerships.
- Identified five new value-add initiatives that could serve as pilot projects to launch Phase 2 of the implementation plan (more detail on the pilots provided below).

**Transition to Phase 2: Strengthen Regional 3Ps Capacity to Successfully Implement Future Capital Resources**

Based on the research conducted during the last three months, staff has developed a proposed approach to transition to Phase 2. The approach seeks to secure new revenue to invest in pilot projects that will strengthen regional capacity across the 3Ps. As such, Phase 2 will lay the foundation for the ultimate goal of the Expanded Regional Housing Portfolio to be achieved in Phase 3, once significant new capital resources are secured: transformative, systems-level change in housing supply and stability across the Bay Area.

As an intermediary step, Phase 2 activities are designed to achieve three near-term goals:

1. Make a meaningful impact on housing and homelessness in the Bay Area;

---

<sup>2</sup> More information available at [www.baysfuture.org](http://www.baysfuture.org).

2. Establish a proof of concept for a coordinated regional housing strategy that will inspire investment in more ambitious future programs, such as a future regional ballot measure; and
3. Incrementally build capacity and expertise – both within the regional agencies as well as in local housing departments – to ensure that significant future capital resources can be deployed efficiently and effectively.

*Expanded Regional Housing Portfolio and Local Governments: Complement and Fortify*

As the regional housing portfolio is expanded with new activities, it is critical to recognize the indispensable role of local governments, especially given their ground-level view of housing instability and their authority over land use decisions. However, many local governments struggle with significant capacity challenges in the housing sector. With the loss of redevelopment, most jurisdictions in the Bay Area do not have a housing department at all. The role of the Expanded Regional Housing Portfolio vis-à-vis local governments is to **complement and fortify** their efforts, supporting increased access to technical expertise and attracting new resources to advance local projects and programs that further regional goals.

To facilitate relationship-building across jurisdictions and develop a space for shared learning, ABAG and BAHFA staff will begin to convene local housing staff on a quarterly basis. The convenings can also serve to identify longer-term technical assistance needs that the regional agencies could deliver once new resources are secured. The regular convenings will aim for participation from all relevant local staff, with particular attention to counties and cities that would receive a direct allocation of funds from a regional ballot measure.

This activity could yield multiple benefits across the region, including:

- Strengthen cross-jurisdictional relationships
- Identify and disseminate best practices and decrease duplicative work
- Increase regional understanding of local housing decisions and programs
- Develop the foundation for a strong partnership between BAHFA and local housing staff to ensure swift and impactful deployment of future regional housing funds

*Launch Pilots that Build Regional Capacity*

The Expanded Regional Housing Portfolio presents a critical opportunity to increase capacity and grow housing implementation expertise at ABAG and BAHFA. The early-stage pilot projects could enable the regional agencies to build in-house capacity across all 3Ps, including affordable housing finance, regulatory compliance, affordable housing preservation, and tenant protection programs. The pilots also present an opportunity to expand new data systems to track and analyze housing data at a regional level to enable data-driven policy and funding decisions. The pilot projects described below are designed to incrementally build regional staffing capacity and expertise, as well as technological infrastructure, so that BAHFA is ready to allocate transformative capital resources with the speed and scale that the problem merits.

Pilot 1: Regional Affordable Housing Application Platform (“Doorway”)

**Need:** The process for lower-income residents to access deed-restricted affordable homes is complex and uncoordinated. Time-strapped residents must submit separate (usually paper)

applications to each individual housing development. Jurisdictions seeking to develop local preferences in tenant selection typically do not have the technology to swiftly implement policies in accordance with fair housing rules.

**Approach:** San Francisco launched a city-wide, coordinated affordable housing search and application platform (DAHLIA) that centralizes all available affordable housing opportunities. This platform is widely recognized as a success. Several jurisdictions have begun to expand the platform to other parts of the region through an initiative called “Doorway.” Bay Metro could partner with Doorway to further expand this platform.

**Impacts:**

- Ease the administrative burden on housing-seekers and property managers.
- Overcome persistent equity barriers to affordable housing that favor those with time and skills to navigate the complex existing system.
- Facilitate development and deployment of local preference policies that can target available housing resources to achieve racial equity goals.
- Develop robust data on the housing needs of various populations and geographies to inform regional funding priorities.

Pilot 2: Affordable Housing Pipeline Database

**Need:** To comprehensively address the regional affordable housing crisis, it is critical to develop a reliable pipeline of affordable housing projects and identify the funding gap for projects. Moreover, the current financing system for affordable housing is complex and uncoordinated and requires developers to piece together financing from many sources.

**Approach:** Create an affordable housing pipeline that includes units in all stages of development. This will require primary data collection from public and private sources, including state funding programs, local jurisdictions, community development finance institutions, and developers.

**Impacts:**

- Case making for new affordable housing funding by quantifying the financing gap.
- Increase the impact of existing affordable housing funding by improving efficiencies in the affordable housing finance system.
- Inform funding priorities for future capital resources.
- Greater coordination and management of regional affordable housing developments, which may lead to a regional queue for tax credits and bonds that could further increase efficiencies and cost-savings.

Pilot 3: Strengthen Regional Acquisition and Preservation Programs

**Need:** Preservation strategies are critical tools to break a displacement pattern all too common in the Bay Area: speculative acquisition of an aging building, eviction of the existing residents, renovation of the units, and then renting or selling the property to higher-income



new residents. This pattern simultaneously displaces primarily black, indigenous, and people of color while also reducing the housing stock affordable to lower-income people. The threat of speculative displacement has only increased during COVID -- threatening a repeat of the 2008 foreclosure crisis, now in the multifamily sector.

**Approach:** Explore a potential restructure of the Bay Area Preservation Pilot (BAPP). This revolving loan fund seeded by \$10 million in capital from MTC has achieved limited impact due to shifting market conditions. Successfully redesigning this fund could serve as a proof of concept for BAHFA's regional preservation mandate. Additionally, staff will leverage ABAG's Bay Area Regional Energy Network (BayREN), which offers rebates, grants, and technical assistance to lower utility costs in aging apartments, potentially resulting in economic feasibility of some preservation projects that otherwise may not pencil.

**Impacts:**

- Stabilize communities, especially lower-income communities and communities of color, by ensuring that the existing housing stock remains permanently affordable.
- Build capacity so that preservation becomes a more common strategy among affordable housing practitioners and agencies.
- Provide opportunities for lower-income communities and communities of color to build wealth through innovative models (land trusts, limited equity coops, etc.).

Pilot 4: Regional Homelessness Prevention System Design

**Need:** Roughly 850,000 households in the Bay Area with extremely low incomes are just one emergency away from losing their homes and eventually ending up on the streets. While every Bay Area County faces homelessness, there is no regional, coordinated homelessness prevention system in the Bay Area. Instead, homelessness prevention as well as homelessness services are typically operated at the county or city level -- and most city/county offices are so overwhelmed responding to their existing unhoused population that they do not have a comprehensive local homelessness prevention system.

**Approach:** The Regional Impact Council, convened by All Home with participation by nearly a dozen ABAG and BAHFA Board and staff members, is engaged in a multi-year, "blue-ribbon" effort to advance bold solutions for homelessness. This multi-sector effort presents a partnership opportunity to help build regional consensus and identify appropriate roles and responsibilities. One concept that is being considered in this process is to design the model for a regional homelessness prevention system. This could include a standardized assessment tool as well as uniform data collection and system evaluation, which could be woven into the existing homelessness services ecosystems in several pilot jurisdictions.

**Impacts:**

- A coordinated, regional homelessness prevention system that can efficiently deploy flexible resources and inspire the investment of significant new public and private resources that match the scale of the problem.

- Create a pathway towards ending homelessness in the Bay Area, rather than just managing it. Build towards a future where homelessness is a rare, brief, and non-recurring condition.

Pilot 5: Strengthen Rental Assistance Network and Disseminate Best Practices

**Need:** Tenant protection programs are an upstream, cost-effective strategy to enable residents to remain in their homes. Currently, there is acute need for enhanced tenant protection programs as pre-COVID displacement pressures are exacerbated by the economic fallout from the pandemic, with thousands of renters in the Bay Area at risk of immediate displacement upon the expiration of eviction moratoria. There are few regional initiatives that address the problem at scale or that can provide standardized data across jurisdictions. For example, while many jurisdictions and organizations have rental and mortgage assistance funds, there is no regional network that can facilitate development of best practices nor are there regional standards for eligibility criteria, data tracking, or outcome evaluation.

**Approach:** Develop a regional network of rental and mortgage assistance providers to ensure efficient deployment of eligible local, state, and federal COVID relief funds. This could involve regular convenings of local government and nonprofit providers, developing standardized regional best practices, and facilitating region-wide data collection and evaluation. This approach would dovetail with the regional homelessness prevention system (see above).

**Impacts:**

- Maximize the impact of public and private resources to prevent displacement of Bay Area residents, especially people of color and other systematically marginalized groups that bear the brunt of the dual threats posed by COVID-19 and the displacement crisis.
- Case making for significant new federal COVID-relief funding by developing region-wide data that quantifies the need.

**Next Steps**

Staff anticipates publishing a “Concept Paper” for the Expanded Regional Housing Portfolio in November to package the content in this report for a public audience. Throughout the fall and winter, staff will support ABAG and BAHFA leadership in fundraising efforts alongside other public and private sector partners. In early 2021, staff expects to recommend a consultant for the Business Plan for approval, to initiate the convenings of local housing staff, and to soft launch several of the pilot projects pending fundraising outcomes. As an ongoing task, staff will collaborate with stakeholders to monitor state and federal legislative and funding opportunities and brief the Committees as appropriate.



Therese W. McMillan

Attachment:

Memo on Initial Strategic Framework for Expanded Regional Housing Portfolio (approved by the Executive Board on June 18, 2020 and the Commission on June 24, 2020)

# Bay Area Preservation Pilot

## Proposed Program Revisions

Programming and  
Allocations Committee  
February 10, 2021



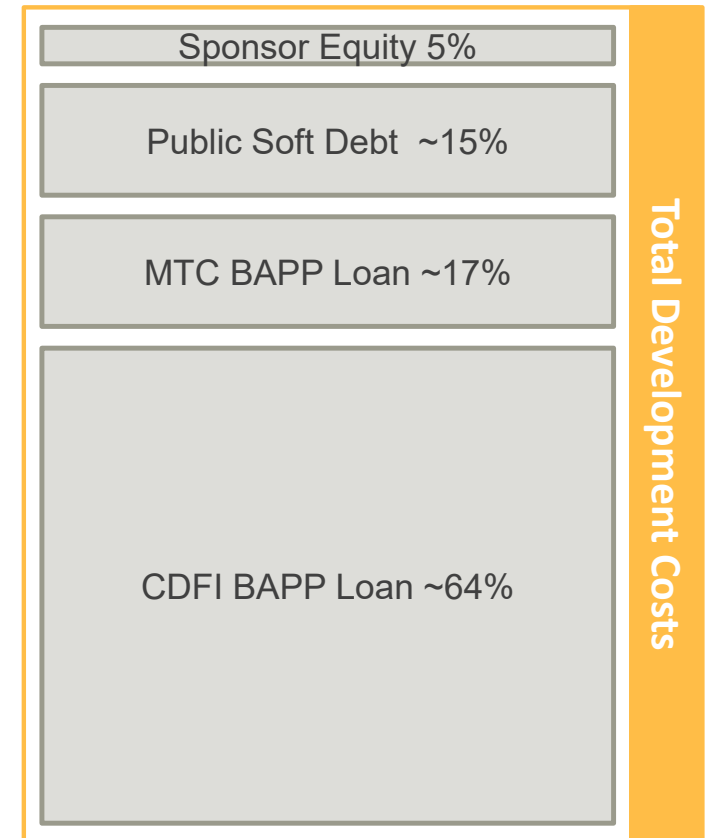
# BAPP Program Background

- Launched in 2018 in response to heightened displacement pressures on low- and moderate-income residents
- Revolving loan fund for the acquisition and rehabilitation of market housing by mission-driven organizations to establish long-term affordability
- Managed by Enterprise Community Loan Fund (ECLF) and Low Income Investment Fund (LIIF)
- Total fund is \$49MM
  - Seeded by \$10MM of MTC OBAG2/Exchange Funds
  - Supplemented by \$39MM of CDFI capital from ECLF and LIIF

# Key Loan Features

- Must be in a PDA or TPA
- Loan term up to 10 years
- Leveraging ratio of 5:1 (4:1 for projects <10 units)
- 75% of units restricted to 80% AMI

## PROJECTED FINANCING STACK



# Deployment Barriers



Limited soft debt from public sources outside of Oakland and San Francisco



Tenant incomes limited to 50% AMI on average



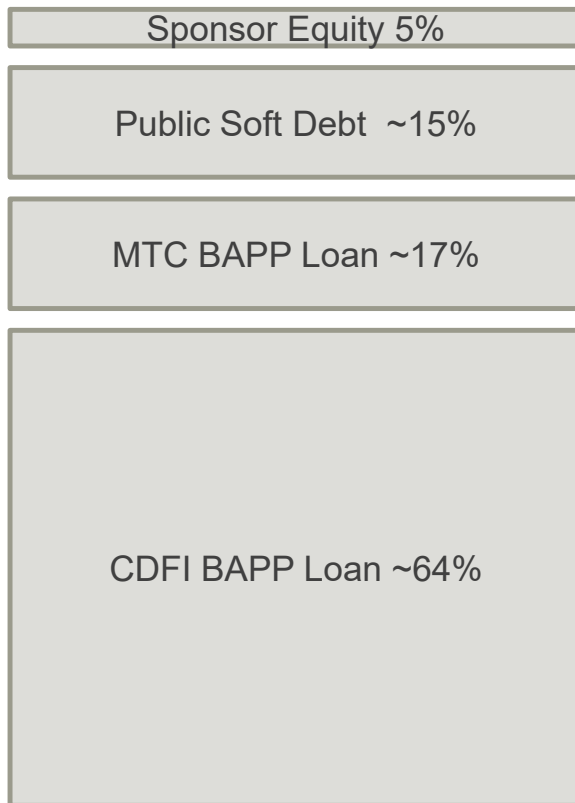
Tax credit equity is not feasible permanent take-out source for smaller projects



High development costs, including rehab needs, taxes, and developer fees

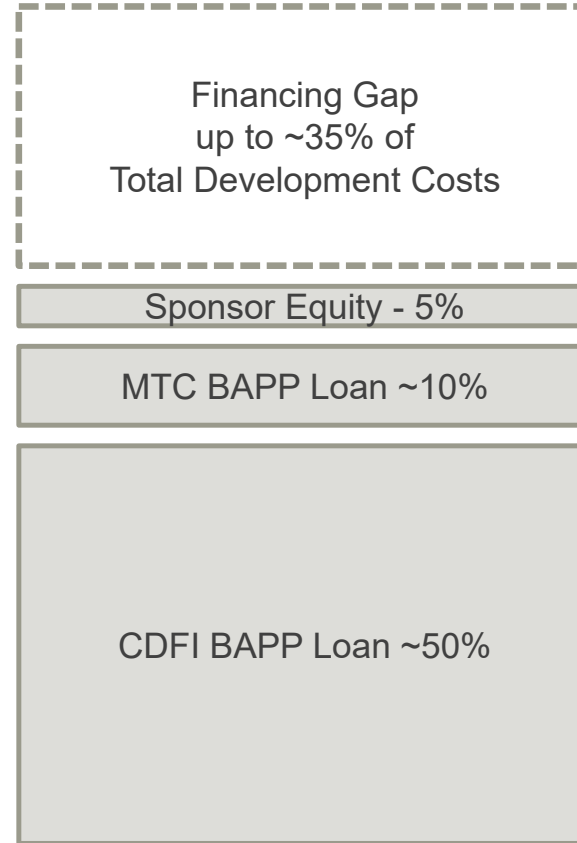
# Projected vs. Actual Financing Structure

## PROJECTED FINANCING STACK



*Public soft debt has not been available →*

## ACTUAL FINANCING STACK



*← Higher overall Total Development Costs*

*← Smaller MTC Loan without soft debt & due to 5:1 leverage constraint*

*← Smaller CDFI Loan due to lower tenant incomes to support debt*



# Proposed Program Revisions



Decrease leveraging ratio from 5:1 to 3:1

➔ Increase MTC BAPP Loan per project

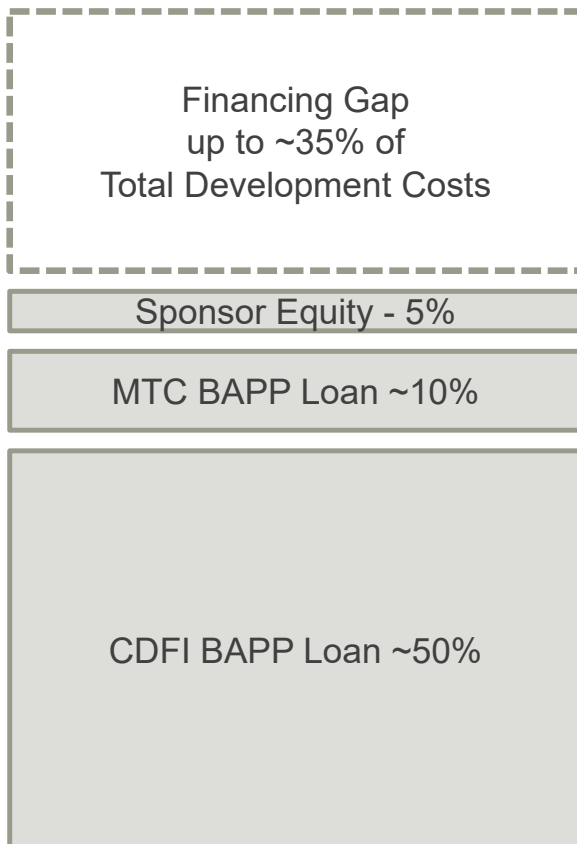


Convert up to \$6MM of MTC's \$10MM fund to forgivable debt

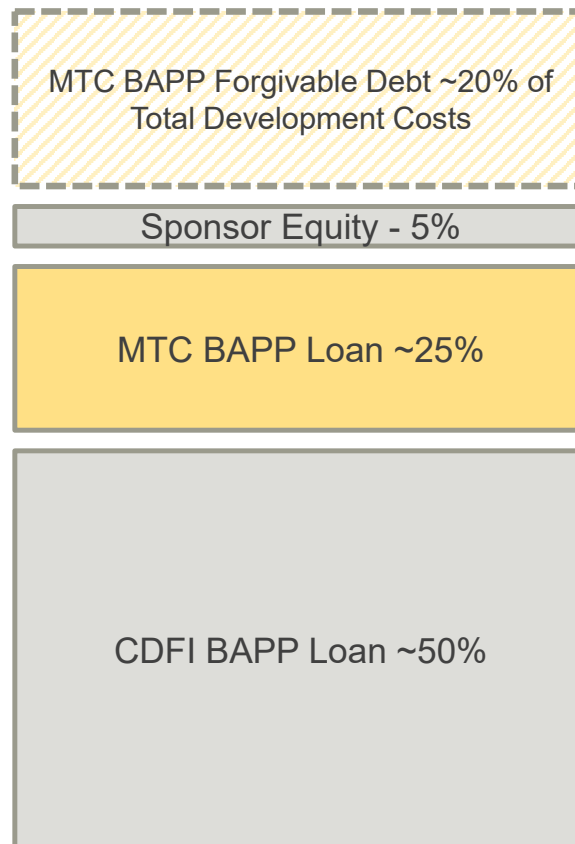
➔ Fill funding gap in the absence of public subsidy

# Current vs. Proposed Financing Structure

## CURRENT FINANCING STACK



## PROPOSED FINANCING STACK



← MTC Forgivable Debt can fill funding gap in absence of public subsidy

← Larger MTC Loan with 3:1 leverage ratio

# Anticipated Impacts



Swiftly deploy funds amidst heightened displacement risk



Maximize geographic flexibility of funding outside of Oakland and San Francisco



Serve lower income residents through deeper affordability



Improve the diversity of viable projects, including small sites and collective ownership models



Create opportunity to fund rehabilitation needs unanticipated at acquisition



# Other Considerations

- Total units preserved would be reduced from original projection of 200-400 units to approx. 100 units
- MTC staff would be responsible for long-term compliance monitoring in connection with new forgivable debt component
  - Staffing cost is 4.5-11% of 1 FTE after initial 10-year term
  - Provides opportunity to build internal capacity in preparation for larger scale BAHFA financing programs

# Next Steps

1

Commission  
Action to Amend  
Principles of  
Agreement

2

Amend Funding  
Agreements  
with CDFI fund  
managers

3

Develop terms  
for new MTC  
BAPP forgivable  
debt component

4

Remarket  
revised program  
to potential  
borrowers





# Thank you

For more information contact:  
**Somaya Abdelgany**  
[sabdelgany@bayareametro.gov](mailto:sabdelgany@bayareametro.gov)



**From:** Francis McIlveen <[REDACTED]>  
**Sent:** Tuesday, February 9, 2021 12:24 PM  
**To:** MTC-ABAG Info <info@bayareametro.gov>  
**Subject:** Programming and Allocations Committee -- Public Comment for Agenda Item: 3a - 21-0032

**\*External Email\***

Dear Committee Members Josefowitz, Dutra-Vernaci, Abe-Koga, Glover, Papan, Ronen, Schaaf, Worth, and El-Tawansy:

On behalf of the Northern California Land Trust, I ***strongly urge you to support the staff recommendation to revise the BAPP program guidelines and refer Resolution No. 4454 to the Commission for approval.***

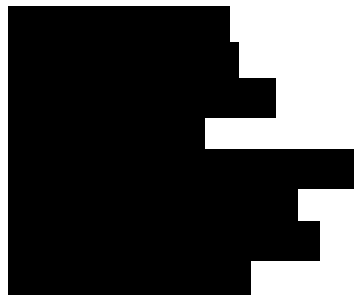
As a member of the initial BAPP working-group which helped create the BAPP guidelines a few years ago, and as the first (as far as I know) actual borrower under the program (closing the initial BAPP loan this past September through LIIF), I am happy to say that the proposed revisions address many concerns that we always had with the program. The proposed changes will greatly improve the feasibility of the loan program for many of the particularly vulnerable, smaller rental properties that we see throughout the Bay Area, where long-term tenants are at highest risk of displacement (particularly those paying below market rate rents).

Regionally, we are on the cusp of a tidal wave of coming displacements---as the confluence of likely rental property loan defaults and of eviction moratoriums eventually ending come together to form a perfect storm. The BAPP loan, as amended, will provide an incredibly necessary tool to prevent some of those households being displaced, and just as crucial, to convert those formerly market rate rental properties to *permanent affordability* (by converting some of the debt to permanent subsidy). *This last piece will make preservation feasible in many 'outlying' cities which lack any form of soft-debt subsidy.*

Of particular importance to NCLT, as a Community Land Trust, is that the changes make BAPP more supportive to projects that are driven by hyper-local communities - which tend to be small projects and collective ownership models. We also find it crucial that the anti-displacement focus embraces deeper affordability levels--our experience is that the lowest income brackets are disproportionately comprised by people of color. The revised BAPP program will be a crucial tool to promote racial equity, through stabilization and conversion to permanent affordability in neighborhoods most impacted by deeply-rooted racist housing and economic policies.

As one of many small, community governed non-profit housing developers in the Bay Area, we wholeheartedly support this amended program. It will serve as a vital life-line to mitigate the impacts of the current economic & housing crisis, and to preserve nodes of community stability throughout the region's cities. A vote to support these revisions is a vote for racial equity, for flexible & innovative housing models, and for building (right from the roots) stronger, more resilient communities throughout the Bay Area.

Francis McIlveen  
**Northern California Land Trust**



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**From:** Valerie Jameson [REDACTED]  
**Sent:** Tuesday, February 9, 2021 1:31 PM  
**To:** Francis McIlveen [REDACTED]  
**Cc:** MTC-ABAG Info <info@bayareametro.gov>  
**Subject:** Re: Programming and Allocations Committee -- Public Comment for Agenda Item: 3a - 21-0032

**\*External Email\***

Is there more information on the ask? Do you all have a link to a sign on letter? Or a template we can adjust to submit to someone in particular to **express our support**?

[REDACTED]  
\*Please excuse typos

-----  
On Feb 9, 2021, at 12:24 PM, Francis McIlveen [REDACTED] wrote:

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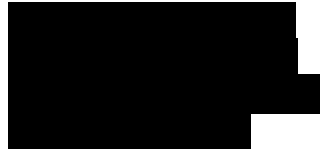
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Francis McIlveen  
Northern California Land Trust  
[REDACTED]





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# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

---

**File #:** 20-1637      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 10/29/2020      **In control:** Programming and Allocations Committee  
**On agenda:** 2/10/2021      **Final action:**  
**Title:** MTC Resolution No. 4347, Revised and Summary of Participatory Budgeting Pilots

Revision to the Lifeline Transportation Cycle 5 Program of Projects to program \$400,000 for Solano County's Participatory Budgeting (PB) Pilot Projects and an overview of the findings from San Francisco (Bayview) and Solano (Vallejo) PB Pilots.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [11b - 20-1637 - Reso-4347 Participatory Budgeting Pilots.pdf](#)  
[3c - 20-1637 - Reso-4347 Participatory Budgeting Pilots.pdf](#)

Date	Ver.	Action By	Action	Result
2/10/2021	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution No. 4347, Revised and Summary of Participatory Budgeting Pilots

Revision to the Lifeline Transportation Cycle 5 Program of Projects to program \$400,000 for Solano County's Participatory Budgeting (PB) Pilot Projects and an overview of the findings from San Francisco (Bayview) and Solano (Vallejo) PB Pilots.

**Presenter:**

Judis Santos

**Recommended Action:**

Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

February 10, 2021

Agenda Item 3c - 20-1637

### MTC Resolution No. 4347, Revised and Summary of Participatory Budgeting Pilots

**Subject:** Revision to the Lifeline Transportation Cycle 5 Program of Projects to program \$400,000 for Solano County's Participatory Budgeting (PB) Pilot Projects and an overview of the findings from San Francisco (Bayview) and Solano (Vallejo) PB Pilots.

**Background:** In January 2018, MTC adopted Resolution No. 4309, which established guidelines for Cycle 5 of MTC's Lifeline Transportation Program (LTP). A \$1 million set-aside for voluntary PB pilots was introduced in Cycle 5 to better align community needs with funding decisions, address advocates and stakeholders' requests and deepen civic engagement in Communities of Concern and MTC's interest in identifying elements of the PB process that are scalable to the regional and county levels. PB is a democratic process in which community members decide how and what to spend as part of a public budget. The Lifeline Cycle 5 PB process was integrated into and conducted as part of an overall Community Based Transportation Planning (CBTP) process.

State Transit Assistance funds were reserved for projects identified through the PB process. Two county transportation agencies, the San Francisco County Transportation Authority (SFCTA) and the Solano Transportation Authority (STA), submitted proposals to participate in the Pilot. Based on the percentage of low-income residents in their two Communities of Concern, the \$1 million reserve was divided 60% to San Francisco (\$600,000) and 40% to Solano (\$400,000).

In March 2020, Solano Transportation Authority, in collaboration with community-based organizations, the City of Vallejo, and SolTrans, completed their PB and project selection through the Vallejo Community Based Transportation Planning process. The STA concurs with the proposed projects from the community and has confirmed consistency with MTC's LTP goals. Staff is recommending to program the specific projects for Solano into the LTP Cycle 5 Program as part of this agenda item's action.

Both pilots (Bayview in San Francisco County; and Vallejo in Solano County) are now complete. MTC programmed SFCTA's PB projects in January 2020.

**Solano Transportation Authority - PB Pilot Recommended Program**


Vallejo residents nominated projects, developed project proposals with guidance from STA staff, and established committees: a Steering Committee, the Community Engagement and Participation Committee (CEPC), and the CBTP Ad Hoc Committee that selected the projects for the ballot. Residents then voted on their priorities. The STA is recommending that the highest-ranked eligible projects receive the \$400,000 in LTP funds.

Staff recommends programming \$400,000 to SolTrans and City of Vallejo projects listed in Attachment A of MTC Resolution No. 4347: SolTrans' projects include bus stop, shelter, benches, lighting, system maps and landscape improvements; and the City of Vallejo projects include transit access, and pedestrian crosswalk and sidewalk improvements.

**Participatory Budgeting Findings and Opportunities**

The Pilot provides key insight into if and what elements can be scaled from a neighborhood to regional level. Findings from both pilots in San Francisco and Solano Counties demonstrate that the community-centered PB process strengthens shared decision making, enhances accountable public engagement, improves the link between community needs and projects funded, and reinforces the effectiveness of community education and learning in the planning process. The next steps for MTC staff are to explore the feasibility of opportunities (funding programs, planning initiatives such as the CBTP and Implementation Plan of Plan Bay Area), assess alignment of community needs with fund source eligibility and how to address over time, and consult with the Policy Advisory Council – Equity and Access Sub-Committee, County Transportation Agencies, and other stakeholders on application of lessons learned. A summary of the PB Pilot conclusion is described in Attachment A.

- Issues:** None.
- Recommendation:** Refer MTC Resolution No. 4347, Revised, to the Commission for approval.
- Attachments:**
- 1) Attachment A: The Conclusion of Participatory Budgeting Pilots PowerPoint
  - 2) MTC Resolution No. 4347, Revised

  
Therese W. McMillan

Recommended Approval of:  
**MTC Reso. 4347, Revised:**  
**Solano Participatory**  
**Budgeting (PB) Projects**

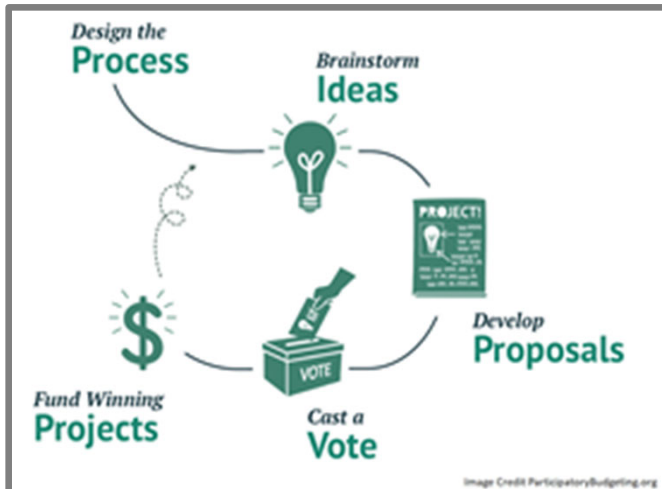
And

Information on:  
**The Conclusion of**  
**Participatory Budgeting**  
**Pilots**

Judis Santos, MTC/ABAG  
February 10, 2021



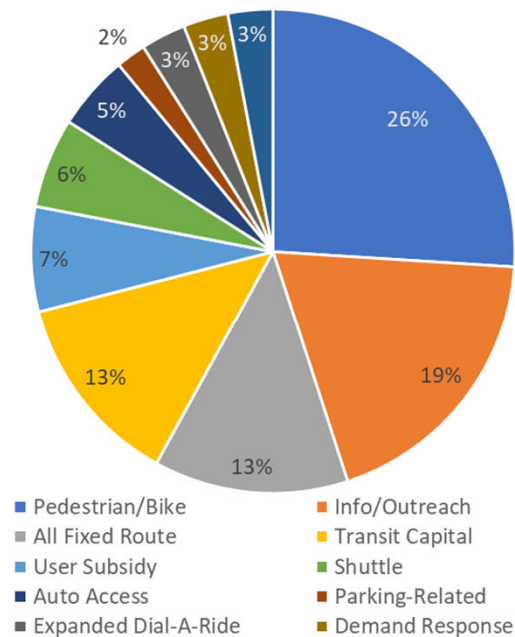
# MOTIVATION



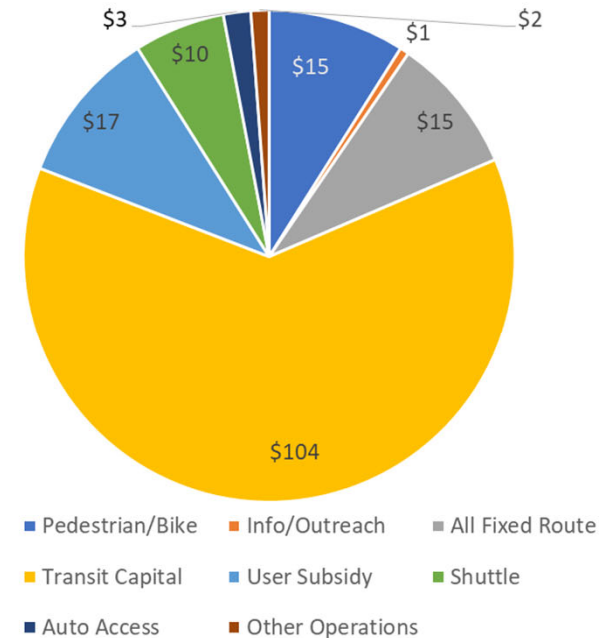
- Better align community needs with investment decisions
- Address external advocates' interest in Participatory Budgeting (PB)
- Support from voluntary County Transportation Agency to pilot PB

## Opportunity to Align Community Needs (CBTP) with Investment Decisions (LTP)

Community Based Transportation Plan (CBTP) Needs



Lifeline Transportation Program (LTP) Cycles 1 – 5 (\$ in Millions)



2018

MTC Reso. PB Pilot Approved  
SFCTA /SFMTA and Solano TA  
Volunteer

SF PB Starts - May

2019

Solano TA PB Starts - May

SF PB Completed – Dec.

2020

MTC Approves SF PB  
Projects – January

Solano PB Completed - March

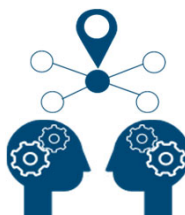
2021

MTC Action on Solano PB  
Projects - February

## PB PILOT QUESTIONS



- Does the PB process better link community-based transportation needs with investment decisions?



- What are the effects of PB on decision-making and improving mobility outcomes?



- Which (if any) elements of the PB process are applicable/scalable at a regional and/or county level?





# BAYVIEW – PB PROJECTS

# RESULTS

\$600K budget – 3 Projects Funded



## Safety presence on transit lines & wayfinding assistance

- Transit Assistants (3)

### YOUR PRIORITIES

1. Safer to walk places
2. Better transit service
3. Safety on transit
4. Less traffic
5. New transit routes
6. Better sidewalks
7. Easier to park

BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN				What solutions do you like best? 1- Important / 5- Less Important / X- Don't Build				
	We Heard	Solution	Trade-off	What's important to you?				
Williams Ave:	Speeding cars, street is too wide	Wider sidewalk between 3rd Street and Foodco	Remove one lane of traffic (keep 3 lanes)	1	2	3	4	5
	Hard to cross the street	Crosswalk improvements at Apple St, Newhall/Hayburn St, and Mendell St	Some parking lots around crosswalks	1	2	3	4	5
Jennings St:	Safety when crossing the street	Add more crosswalks, more pedestrian space around crosswalks	Some parking lots around crosswalks	1	2	3	4	5
	Cars driving too fast	Speed humps or traffic circles	Slower traffic, some parking lots	1	2	3	4	5
Innes Ave:	Slow crosswalks & speeding cars	Improve sidewalks and pedestrian crossings	Some parking lots near intersections	1	2	3	4	5
	Need better transit access & shelters	Build bus shelters and transit bus stops and boarding islands where possible	Slower street down where bus picks up	1	2	3	4	5
All Bayview:	Better space needed for people walking, riding bicycles, and waiting for transit	Crosswalk improvements at key locations to assist people crossing streets	Some parking lots near intersections	1	2	3	4	5
	Enhance street lighting for pedestrians at key locations	Build a better network for riding a bike inside the Bayview and to connect to other neighborhoods	Some parking lots on streets with bike lanes	1	2	3	4	5
		Enhance street lighting for pedestrians at key locations	Reduce available sidewalk space	1	2	3	4	5

269 total collected Ideas

131 ideas ruled eligible for funding

51 ideas partially eligible for funding

87 ideas ineligible for funding

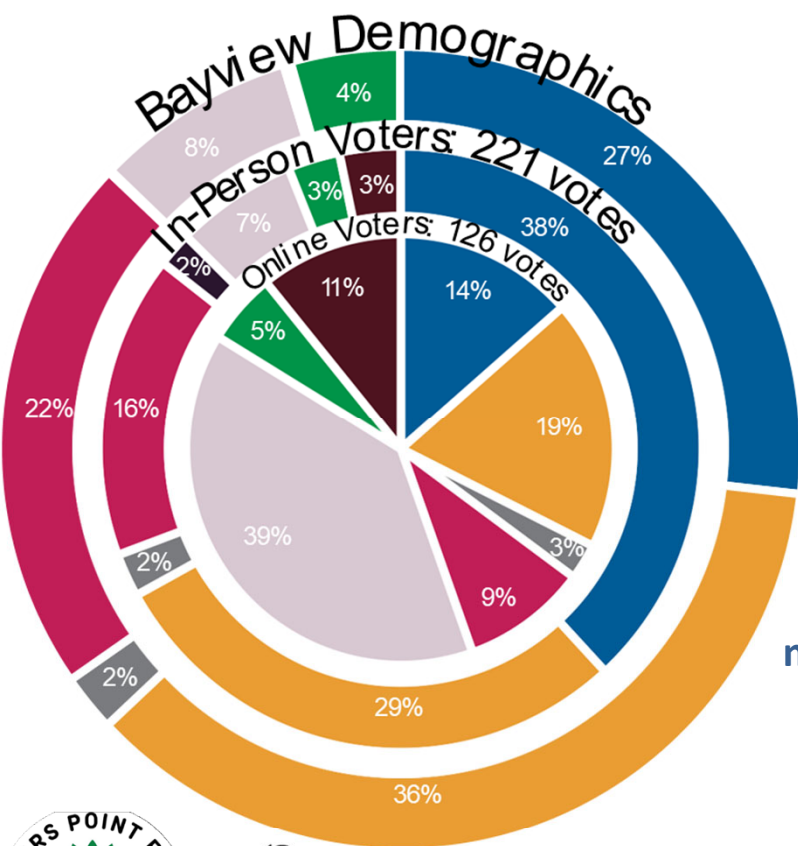
*"Transit service quality should be of the utmost importance. After a hard day at work, commuters shouldn't have to dread their trip home."*

- Fall 2018 workshop



# BAYVIEW - ENGAGEMENT

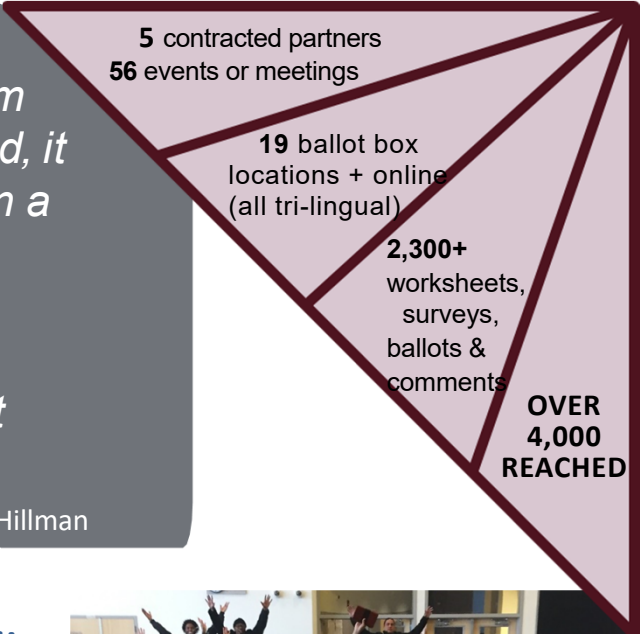
# RESULTS



- African American
- Asian
- Pacific Islander
- Latinx
- Native American or Alaska Native
- White
- Other
- Prefer not to state

*"To prevent our community from feeling alienated, it takes more than a community meeting and serving refreshments at the launch."*

-Dee Hillman



**In-person voting = 2/3 of ballots; more representative of community demographics than online voting**





# VALLEJO – PB PROJECTS

# RESULTS

**\$400K budget - 6 Projects Funded**

**16 Projects for Community Voting**



## Bus stop lighting and safety

- Add seating, shelters, maps for bus riders
- Crosswalk and sidewalk improvements



## Participatory Budgeting Projects

16 Projects for community voting

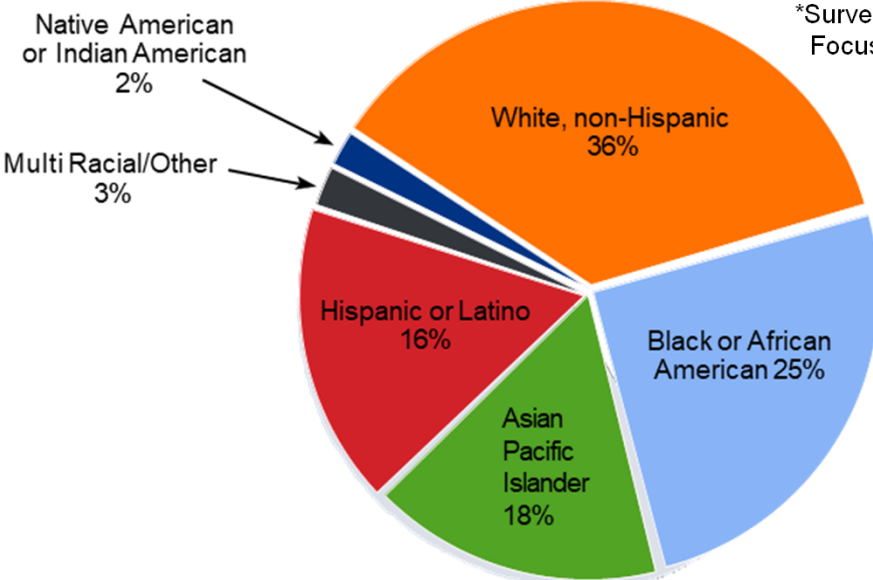
Project	Description	Cost
A	Transit Centers Lyft/Uber designated meeting zones	\$10,000
*	SolTrans System Maps at Bus Shelters	\$20,000
*	Bus Stop and Shelter Lighting Improvements	\$20,000
D	Radar Speed Feedback Signs	\$30,000
*	Redwood St Mid-Block Crosswalk Improvements	\$50,000
F	Broadway St - New Sidewalk	\$50,000
G	Jordan St Striping	\$60,000
*	Bus Stop Landscape Improvements	\$60,000
*	Porter St - New Sidewalk and Street Crossing Improvements	\$120,000
J	Specialized Bus Shelters on Sonoma Blvd & Florida/Springs Rd.	\$150,000
K	Fairgrounds Dr. - Pathway Lighting (Whitney-Borges)	\$170,000
L	SolTrans Real-Time Transit Information System	\$200,000
M	Benicia Rd - New Sidewalk & Street Crossing Improvements	\$210,000
N	Fairgrounds Dr. - New Sidewalk (Corcoran-Borges)	\$210,000
O	Enhanced Bus Shelters and Public Art	\$240,000
*	Additional Bus Shelters and Benches at SolTrans Bus Stops	\$250,000

# VALLEJO - ENGAGEMENT

# RESULTS

## Participant Demographics\*

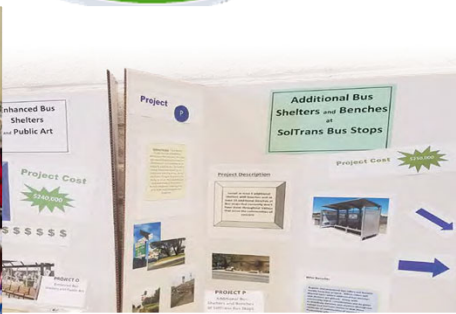
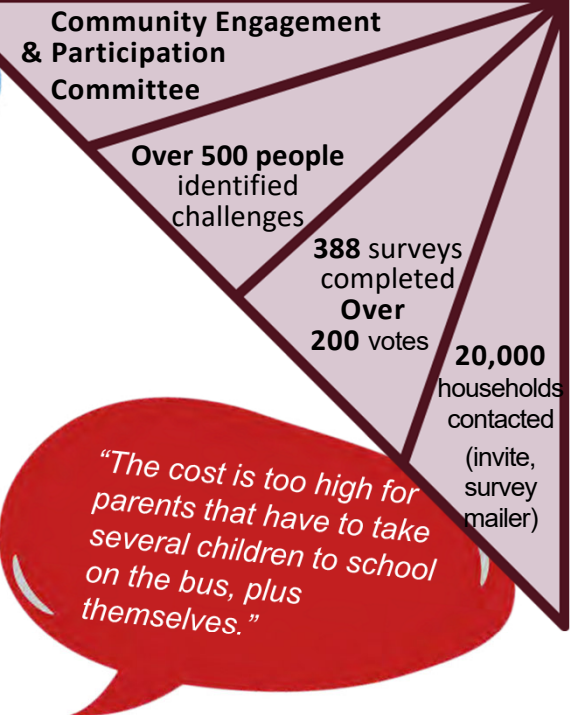
\*Surveys and Focus Groups



There's no Sunday service here in South Vallejo. We have no way to get to the grocery store if they are not running; everything else is costly.

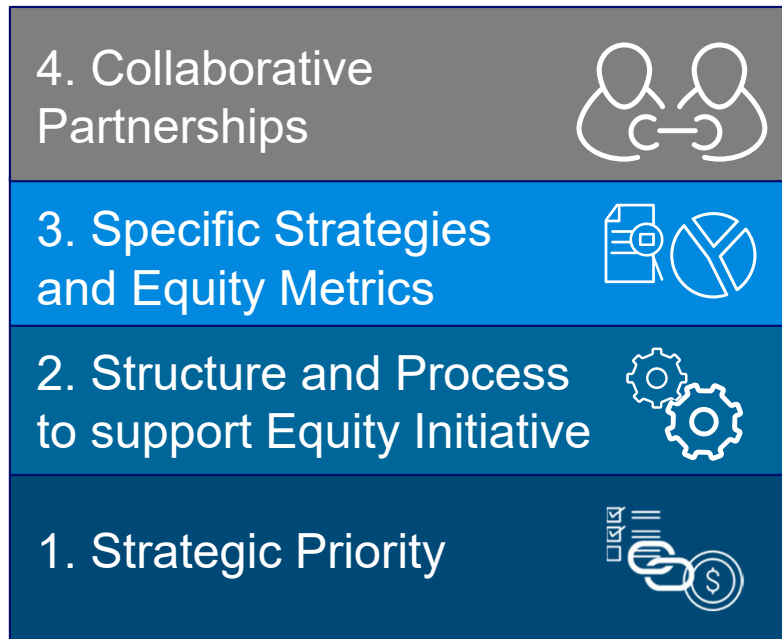
It is unsafe to stand at bus stops where there's no shelter. The sun is hazardous to the health standing for a long period time.

"The cost is too high for parents that have to take several children to school on the bus, plus themselves."





# FINDINGS: HYPER-LOCAL OUTCOMES

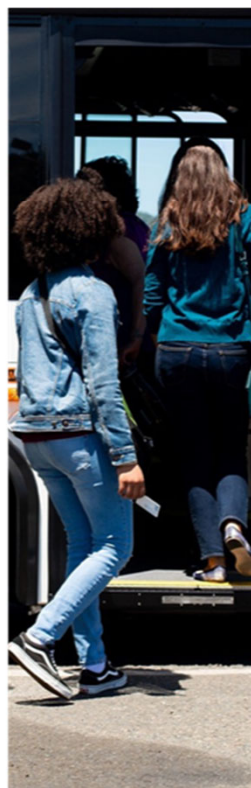


PB Deployed





**SCALABLE  
PB  
ELEMENTS**



## OPPORTUNITY AREAS & NEXT STEPS

### For Participatory Budgeting as a Whole:

- Explore ways the region can support local PB efforts
- Assess the linkage of PB with Community Based Transportation Plans, and Plan Bay Area
- Share findings and lessons learned with County Transportation Agencies

### For Participatory Budgeting Elements:

- Examine universal application: inclusion metrics, shared decision-making, community learning and align with Equity Platform roll-out



## ACTION TODAY

Staff Recommendation –

Committee forward to Commission for approval:

MTC Resolution No. 4347, Revised, programming \$400,000 provided by Lifeline Cycle 5 funds for Solano County Participatory Budgeting Pilot Projects

Date: July 25, 2018  
W.I.: 1311  
Referred by: PAC  
Revised: 12/19/18-C 06/26/19-C  
01/22/20-C 02/24/21-C

ABSTRACT

Resolution No. 4347, Revised

This resolution adopts the FY2016-17 through FY2017-18 Program of Projects for MTC's Cycle 5 Lifeline Transportation Program, funded with State Transit Assistance (STA) and FTA Section 5307 Urbanized Area funds.

The evaluation criteria established in Resolution No. 4309 were used by the local entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Cycle 5 Lifeline Transportation Program of Projects -  
FY2016 - 17 and FY2017-18

This resolution was amended on December 19, 2018 to program additional projects resulting from increased State Transit Assistance (STA) for Lifeline Cycle 5, and to program approximately \$5 million for Santa Clara County projects.

This resolution was amended on June 26, 2019 to program additional projects resulting from increased State Transit Assistance (STA) for Lifeline Cycle 5, and to program \$391,151 in State Transit Assistance funds to Marin Transit, which involves a funding exchange with local Measure AA funds through the Transportation Authority of Marin.

This resolution was amended on January 22, 2020 to program \$600,000 in State Transit Assistance funds from the Participatory Budgeting (PB) Pilot Reserve to the San Francisco Municipal Transportation Agency's Bayview Community Based Transportation Plan Participatory Budgeting Pilot – Bayview Transit Assistants project.

This resolution was amended on February 24, 2021 to program \$400,000 in State Transit Assistance funds from the Participatory Budgeting (PB) Pilot Reserve to the Solano Transportation Authority's City of Vallejo Community Based Transportation Plan Participatory Budgeting Pilot Projects: SolTrans – Bus Stop and Shelter Lighting Improvements, Additional Bus Shelters and Benches at SolTrans Bus Stops, SolTrans System Maps at Bus Shelters, and Bus Stop Landscape Improvements; and City of Vallejo (via Solano Transportation Authority) – Redwood St. Mid-Block Crosswalk Improvements, and Porter St. New Sidewalk and Street Crossing Improvements.

Further discussion of this action is contained in the Programming and Allocations Committee summary sheets dated July 11, 2018, December 12, 2018, June 12, 2019, January 8, 2020, and February 10, 2021.



Date: July 25, 2018  
W.I.: 1311  
Referred by: PAC

RE: Cycle 5 Lifeline Transportation Program of Projects – FY2016-17 and FY2017-18

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4347

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

WHEREAS, MTC adopted Resolution No. 4309, which establishes program guidelines to be used for the funding and oversight of the Cycle 5 Lifeline Transportation Program, Fiscal Years 2016-17 and 2017-18; and


WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution No. 4309 to fund a Program of Projects for the Cycle 5 Lifeline Transportation Program with State Transit Assistance (STA) and Section 5307 Urbanized Area funds; and

WHEREAS, the Cycle 5 Lifeline Transportation Program of Projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Program of Projects for the Cycle 5 Lifeline Transportation Program, as set forth in Attachment A of this resolution; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Jake Mackenzie, Chair

The above resolution was entered into by  
the Metropolitan Transportation Commission  
at a regular meeting of the Commission  
held in San Francisco, California, on July 25, 2018.

### Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	STA (add'l revenue) <sup>4</sup>	5307		
Alameda County									
1	Preservation of Existing Services in Communities of Concern	AC Transit	The project aims to continue and improve transit service to several key Communities of Concern in the southern, central and northern portions of Alameda County. The routes (Route 20, 40, 51A, 51B, 72, 800, and 801) serve low-income communities that have been identified because of spatial gaps in service in the Community Based Transportation Plan (CBTP).	2,051,426	83,748		1,514,825	3,649,999	
2	Route 14 Operating Assistance	LAVTA	Wheels Route 14 provides service between the North Livermore Low Income Community and a variety of essential destinations including shopping, employment, healthcare, and direct regional rail connections via the Livermore Transit Center/ACE station and Dublin/Pleasanton BART station.	320,000				320,000	
3	Coliseum BART Elevator Renovation Project	BART	Renovation of two elevators at the Coliseum BART Station as part of Phase 1 for the Elevator Renovation Program. The project addresses the growing needs of aging equipment to provide safe, reliable, and operational elevators in an area servicing a community that is roughly 30% low-income.	720,000		104,940		824,940	(8)
4	Operations Support for Route 2	Union City Transit	The Route 2 is the main east-west route in the area that connects the Union City Intermodal Station with job centers along the Whipple Road corridor, which includes a lot of manufacturing and distribution facilities. The route provides vital lifeline public transportation access for the Decoto neighborhood, an established Community of Concern in Union City.	182,512		104,940		287,452	(8)
County Bid Target				3,273,938	83,748	209,881	1,514,825		
Proposed Programming				3,273,938	83,748	209,880	1,514,825	5,082,391	
Unprogrammed Balance				-	-	1	-		1

<b>Contra Costa County</b>									
5	Preserve Operations in Central County Communities of Concern	County Connection (CCCTA)	Maintain existing services on routes in low income areas in Central Contra Costa County. The identified routes link low-income riders with employment centers, schools, retail and services.	752,666			14,057	766,723	
6	Pittsburg Bay Point Elevator Replacement	BART	Renovation of two elevators at the Pittsburg/Bay Point/Antioch BART Station as part of the Elevator Renovation Program. The project addresses the growing needs of aging equipment to provide safe, reliable, and operational elevators in an area servicing a Community of Concern.	-			954,259	954,259	
7	Preserve Operations in West County Communities of Concern	AC Transit	Maintain existing service on Lines 71, 76, 376, 800. These routes provide basic transportation services to AC Transit riders, 70 percent of whom are low income. All lines serve and/or are predominantly located in Communities of Concern. All lines presently provide service to employment, services, retail, schools, health care and coordination to BART stations. Funding this project would preserve existing headways and service span.	1,090,123				1,090,123	
8	Contra Costa College Connection: Increase Frequency on C3 Operations	WestCAT	Increase frequency on Route C3, which operates between Hercules Transit Center and Contra Costa College in San Pablo. The Lifeline funding under this grant would allow WestCAT to decrease headways from 60 minutes to 30 minutes. WestCAT estimates the increased service will increase low income ridership 35-40% or approximately 26,000 new low income passenger trips annually.	250,000				250,000	
9	Preserve Operating Support for Routes 200 and 201	Tri Delta Transit	Route 200 operates between the Pittsburg/Bay Point BART Station, the veterans/county hospitals, and the county/court buildings in Martinez. Route 201 is a lifeline service operating between Pittsburg/Bay Point BART and Concord with stops at Mt. Diablo High School and John Muir Medical Center.		53,534	123,947		177,481	(10)
<b>County Bid Target</b>				<b>2,092,789</b>	<b>53,534</b>	<b>123,947</b>	<b>968,316</b>		
<b>Proposed Programming</b>				<b>2,092,789</b>	<b>53,534</b>	<b>123,947</b>	<b>968,316</b>	<b>3,238,586</b>	
<b>Unprogrammed Balance</b>				-	-	-	-	-	

### Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	STA (add'l revenue) <sup>4</sup>	5307		
Marin County									
10	Bus Stop Improvements	Marin Transit	This project will fund bus stop improvements and real time transit information signs in the Canal neighborhood of San Rafael and additional real time transit information signs at high usage stops in the City of Novato.	24,545	1,292		174,163	200,000	
11	Route 36 (funding exchange project)	Marin Transit	This project will support operations for Route 36 between Marin City and Canal that provides mobility for low-income residents (Funding exchange for three projects: Marin Transit's School Transportation Service in Novato, Marin County's Drake/Cole Pedestrian Improvements, and City of San Rafael's Canal Neighborhood Crosswalk Improvements.	351,867	8,337	30,947		391,151	(11)

<b>County Bid Target</b>	<b>376,412</b>	<b>9,629</b>	<b>30,947</b>	<b>174,163</b>	<b>591,151</b>
<b>Proposed Programming</b>	<b>376,412</b>	<b>9,629</b>	<b>30,947</b>	<b>174,163</b>	<b>591,151</b>
<b>Unprogrammed Balance</b>	-	-	-	-	-

<b>Napa County</b>									
12	Imola Avenue/SR 29 Express Bus Improvement	Napa Valley Transportation Agency (NVTa)	Rehabilitation of the Park and Ride facility; and bicycle and pedestrian facilities on State Route 29 (SR-29) and Imola Avenue; northbound and southbound on/off ramps to serve Vine Transit express buses. Improvements will allow Vine Route 29, which provides service to the Vallejo Ferry Terminal and the El Cerrito del Norte BART station, to operate on the corridor.	295,846	7,567	20,911	150,398	474,722	(8)

<b>County Bid Target</b>	<b>295,846</b>	<b>7,567</b>	<b>20,911</b>	<b>150,398</b>	
<b>Proposed Programming</b>	<b>295,846</b>	<b>7,567</b>	<b>20,911</b>	<b>150,398</b>	<b>474,722</b>
<b>Unprogrammed Balance</b>	-	-	-	-	-

<b>San Francisco County</b>									
13	Expanding and Continuing Late Night Transit Service to Communities in Need	SFMTA	SFMTA will provide new late night service on the L Owl line along the Embarcadero to Fisherman's Wharf and continue providing Owl service on key segments of the 44 O'Shaughnessy line, 48 Quintara/24th Street Muni lines. This service provides transit access from a Community of Concern to activity centers.	1,732,392	44,315		801,563	2,578,270	
14	Wheelchair Accessible Taxi Incentive Program	SFMTA	This program provides financial incentives to increase the supply of accessible wheelchair ramp taxis available through the Paratransit program. The additional ramp taxis will be in general circulation, increasing mobility options citywide for wheelchair users.			75,000			(6)
15	Enhanced Shop-a-Round and Van Gogh Recreational Shuttle Service	SFMTA	SFMTA will provide Shop-Around Shuttle service that seeks to provide group van transportation to and from grocery stores with driver assistance in carrying grocery bags for seniors and individuals with disabilities who do not meet ADA program requirements. It provides service seven days a week with two pick-up times available on the weekdays.			32,462			(6)

<b>County Bid Target</b>	<b>1,732,392</b>	<b>44,315</b>	<b>107,462</b>	<b>801,563</b>	
<b>Proposed Programming</b>	<b>1,732,392</b>	<b>44,315</b>	<b>107,462</b>	<b>801,563</b>	<b>2,685,732</b>
<b>Unprogrammed Balance</b>	-	-	-	-	-

### Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	STA (add'l revenue) <sup>4</sup>	5307		
San Mateo County									
14	Daly City Bayshore Shuttle	City of Daly City (via SamTrans)	Provide a circulator shuttle service connecting the Bayshore neighborhood in Daly City with transit and important destinations in the western portion of Daly City. The shuttle is free for passengers and operates for 14 hours, Monday through Friday, providing 11 round trips.	300,000				300,000	
16	Operating Support for Expanded Route 17 Service	SamTrans	This project will continue funding the operation of existing Lifeline funded expanded fixed route service for SamTrans Route 17 on the Coastsides of San Mateo County. The expanded service provides service to Montara, additional peak commute period service, Sunday service, and later evening hours 7 days a week.	338,312				338,312	
17	Operating Support for SamCoast Service	SamTrans	This project will continue funding the operation of SamCoast, a general public demand response system on the Coastsides of San Mateo County centered in Pescadero.	203,220		25,420		228,640	(5)
18	San Mateo County Transportation Assistance for Low-Income Residents	Human Services Agency (via SamTrans)	The Transportation Assistance Program (TAP) will provide fares for public transportation (such as bus tickets or tokens and possibly bus passes) to low-income families and individuals who are receiving homeless and safety net services from a network of countywide provider agencies. The transportation assistance will assist clients with their transportation needs related to Self-Sufficiency and Family Strengthening activities such as: employment search, employment workshops, job interviews, emergency and health related needs, family counseling, trips to referral agencies, trips to homeless shelters, and housing search.	200,000		36,000		236,000	(5)
19	DriveForward Vehicle Loan Program, San Mateo County	Peninsula Family Services (via VTA)	The DriveForward Vehicle Loan Program provides low-interest auto loans to individuals who are unable to access affordably-priced consumer loan financing. The loans, coupled with financial education credit repair assistance, help address transportation barriers so that individuals can pursue efforts at self-sufficiency, including work, education, asset building, and job training.				275,000	275,000	
20	Menlo Park Crosstown Shuttle	City of Menlo Park (via SamTrans)	The Menlo Park Crosstown Shuttle is a proposed expansion to the current "Midday Shuttle" (M1-Menlo Midday and M2-BelleHaven routes), which has been providing the Belle Haven community and other neighborhoods with reliable local transit since 1998. The shuttle primarily serves the low-income community by providing all-day access to essential destinations not otherwise available.	150,000	30,480	13,865		194,345	(7)
21	Fixed Route 280	SamTrans	Route 280 provides vital connections which serve Communities of Concern between East Palo Alto, the Stanford Shopping Center, and the Palo Alto Caltrain Station. Route 280 provides residents of East Palo Alto access to public transit options for completing work trips without the use of an automobile.				276,311	276,311	

County Bid Target      1,191,532      30,480      75,285      551,311

Proposed Programming      1,191,532      30,480      75,285      551,311      1,848,608

Unprogrammed Balance      -      -      -      -      -

### Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	STA (add'l revenue) <sup>4</sup>	5307		
Santa Clara County									
21	Bus Stop Enhancement Program	Valley Transportation Authority	This program will provide up to 100 new bus shelters, ADA enhancements, upgraded stop amenities such as benches, lighting, trash receptacles, and digital real-time displays at various bus stops located along high ridership corridors and in Community-Based Transportation Plan study areas.	2,405,763	40,815	101,083	1,581,482	4,129,143	(2)
22	Mobility Assistance Program (MAP)	Valley Transportation Authority	This program seeks to provide several reduced cost and no-cost transportation options to all qualified low-income individuals and families in Santa Clara County with an emphasis on CalWORKSs Program participants, older adult workers, and disabled and low income individuals. Programs include door-to-door rides, supporting public transit use with a focus on residents of MTC's designated Communities of Concern.	785,345	40,815	101,082		927,242	(2)

County Bid Target	3,191,108	81,630	202,165	1,581,482	
Proposed Programming	3,191,108	81,630	202,165	1,581,482	5,056,385
Unprogrammed Balance	-	-	-	-	-

<b>Solano County</b>									
23	Reduced Fare Local Taxi Program	Fairfield and Suisun Transit	The reduced fare Taxi Program provides a subsidized taxi for seniors or people with disability residing in Fairfield or Suisun City.	141,836				141,836	
24	SolTrans Route 1 - Maintain Lifeline Fixed Route Service	SolTrans	The funding request is for SolTrans fixed route 1 which services the communities of concern in Vallejo.	600,000				600,000	
25	Solano County Intercity Taxi Scrip Program	Solano Transportation Authority	The Intercity Taxi Card Program provides a subsidized taxi for seniors or people with disability residing in Solano County.	200,000				200,000	
26	SolanoExpress Blue Line Expanded Service (Fairfield)	Fairfield and Suisun Transit	The project will help fund expanded service for the new Solano Express Blue line which services several communities of concern between Pleasant Hill Bart and Downtown Sacramento.				236,460	236,460	
27	SolanoExpress Blue Line Expanded Service (Vacaville)	Fairfield and Suisun Transit	The project will help fund expanded service for the new Solano Express Blue line which services several communities of concern between Pleasant Hill Bart and Downtown Sacramento.				102,657	102,657	
28	SolTrans Route 2 - Maintain Lifeline Fixed Route Service (Vallejo)	Fairfield and Suisun Transit	The funding request is for SolTrans Fixed Route 2 which services the communities of concern in Vallejo.				300,929	300,929	
29	Solano Express	Fairfield and Suisun Transit and Solano County Transit (SolTrans)	The funding request is for Intercity Transit Service Blue, Green, Yellow, 80 and 85 servicing communities of concern.		24,093	53,375		77,468	(9)

County Bid Target	941,836	24,093	53,376	640,046	
Proposed Programming	941,836	24,093	53,375	640,046	1,659,350
Unprogrammed Balance	-	-	1	-	1

### Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	STA (add'l revenue) <sup>4</sup>	5307		
Sonoma County									
30	Petaluma Transit Weekend Service	Petaluma Transit	Project will support continued fixed route bus service on Saturday and Sunday for one year, in order to meet the needs of riders who have employment and other weekend travel needs.	132,107	3,361	8,004	51,053	194,525	(5)
31	Lifeline Route Operations	Santa Rosa CityBus	Project will support continued operations of Santa Rosa CityBus Lifeline routes serving the Roseland Community of Concern in the City of Santa Rosa.	383,261	9,804	23,167	148,112	564,344	(5)
32	CNG Bus Purchase	Sonoma County Transit	Project will assist with the purchase of one compressed natural gas (CNG) transit coach. The new CNG buses would be deployed on routes primarily serving the Healdsburg, Lower Russian River and Sonoma-Springs CBTP areas. The timely replacement of Sonoma County Transit's CNG buses ensures comfortable and reliable public transit service throughout the fixed-route system.				223,995	223,995	
33	Feeder Bus Service in Healdsburg, Lower Russian River and Sonoma-Springs Areas	Sonoma County Transit	Project will continue peak commute feeder bus service on routes providing service within the Healdsburg, Lower Russian River and Sonoma – Springs CBTP areas. SCT routes 52, 53, 54, and 56 provide feeder bus connections to SMART's passenger rail service and enhanced peak commute service between various outlying low-income areas and where the majority of jobs and services are located within the cities of Santa Rosa and Petaluma.	579,621	14,845	35,019		629,485	(5)
County Bid Target				1,094,989	28,010	66,190	423,160	1,612,349	
Proposed Programming				1,094,989	28,010	66,190	423,160	1,612,349	
Unprogrammed Balance				-	-	-	-	-	

### Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	STA (add'l revenue) <sup>4</sup>	5307		
Multi-County & Regional Projects <sup>3</sup>									
34	Bayview Community Based Transportation Plan Participatory Budgeting Pilot - Bayview Transit Assistants	San Francisco Municipal Transportation Agency (SFMTA)	The SFMTA will fund three new Transit Assistant positions through the Muni Transit Assistance Program (MTAP). Transit Assistants (TAs) aid transit riders, answer questions about transit service, deter vandalism, act as an unarmed safety presence on transit lines, and de-escalate conflicts between riders. TAs work in teams of two and their hours of operation are 10AM to 6PM. The three TA positions will be hired on a 3-year contract and will ride on the 29 Sunset, the 44 O'Shaughnessy, and the T-Third lines. The TAs funded through this project will be hired from the Bayview.	600,000				600,000	(12)
35	Vallejo Community Based Transportation Plan Participatory Budgeting Pilot: SolTrans Bus Stop Improvements and System Maps	SolTrans	1) Bus Stop and Shelter Lighting Improvements - Install additional solar lighting throughout the SolTrans bus system. This project would fund adding solar lighting to approximately 10 bus stops. 2) Additional Bus Shelters and Benches at SolTrans Bus Stops - Install at least 5 additional shelters with benches and at least 10 additional benches at bus stops that currently don't have them throughout Vallejo that serve the communities of concern. 3) SolTrans System Maps at Bus Shelters - Install SolTrans 4' x 4' system route maps at 2-3 dozen of the busiest bus stop shelters. These maps would show the SolTrans bus routes. 4) Bus Stop Landscape Improvements - This project would fund new landscaping at approximately 20 bus stops.	230,000				230,000	(13)
36	Vallejo Community Based Transportation Plan Participatory Budgeting Pilot - Redwood St. Mid-Block Crosswalk Improvements	City of Vallejo (via Solano Transportation Authority)	Upgrade the existing crosswalk and signing to increase visibility between Sonoma Blvd. and Sacramento Street. This is a mid-block crosswalk on a curve connecting housing and retail. This project will re-stripe the crosswalk and install a more visible flashing beacon.	50,000				50,000	(13)
37	Vallejo Community Based Transportation Plan Participatory Budgeting Pilot - Porter St. New Sidewalk and Street Crossing Improvements	City of Vallejo (via Solano Transportation Authority)	Install over 400 feet of sidewalk on the east side of Porter St near Magazine St.	120,000				120,000	(13)
Multi-County & Regional Target				1,000,000				-	
Proposed Programming				1,000,000	-			-	1,000,000
Unprogrammed Balance				-	-			-	-
Regional Grand Totals									
Lifeline Program Revenue Sources				15,190,842	363,006	890,164	6,805,264	23,249,276	
Total Proposed Programming				15,190,842	363,006	890,162	6,805,264	23,249,274	
Unprogrammed Balance				-	-	2	-	2	

- Notes**
- (1) Because the FY 18 actual STA amounts will be confirmed by the State Controller after July 2018, only 95 percent of each county's STA amount will be available to be claimed by project sponsors until further notice. The County Lifeline Program Administrators programmed 95 percent of their county's STA amount, and then developed a contingency plan for the remaining five percent should it be available. Some agencies have contingencies unprogrammed.
- (2) On 12/19/18, Santa Clara County projects are being programmed.
- (3) Funds are being reserved for each PB Pilot program as listed. Specific projects will be amended and add into this Cycle 5 program, once projects have been recommended through the PB Pilot program process.
- (4) On 12/19/18, additional State Transit Assistance funds have been added to program due to higher than anticipated diesel sales tax revenue as a result of Senate Bill 1.
- (5) On 12/19/18, additional STA funds are being programmed to existing projects.
- (6) On 12/19/18, additional STA funds are being programmed to new projects in San Francisco County.
- (7) On 12/19/18, the 5% STA contingency and additional STA funds are being programmed to existing project in San Mateo County.
- (8) On 06/26/19, additional STA funds are being programmed to existing projects: \$104,940 for Coliseum BART Elevator Renovation, \$104, 940 for Operations Support for Route 2, and \$20,911 for Imola Avenue/SR 29 projects.



### Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	STA (add'l revenue) <sup>4</sup>	5307		

(9) On 06/26/19, 5% STA contingency and additional STA funds are being programmed to new projects: \$77,468 for Solano Express in Solano County.

(10) On 06/26/19, additional STA funds (\$123,947) and 5% STA contingency (\$53,534) are being programmed to a new project, Preserve Operating Support for Routes 200 and 201. The programming of \$53,534 in 5% STA contingency is conditioned on CCTA Board approval.

(11) On 06/26/19, additional STA funds and remaining unprogrammed STA and 5% contingency funds are being programmed to Route 36 (funding exchange). The Marin County Lifeline Program Administrator (Transportation Authority of Marin (TAM) had originally programmed in STA funds \$75,151 for the School Transportation Service in Novato, \$68,000 for the Drake/Cole Pedestrian Improvements, and \$248,000 for Canal Neighborhood Crosswalk Improvements, but these three projects were found to be ineligible for STA funds. As a result, TAM pursued and approved a funding exchange with Marin Transit. Marin Transit will receive \$391,151 in STA funds for Route 36 and in exchange will give TAM, Measure AA Sales Tax Strategy 4: Local Busfunds to fully fund the three Lifeline projects.

(12) On 01/22/20, Participatory Budgeting Pilot projects for San Francisco's Bayview Hunter's Point Community Based Transportation Plan were recommended and added into this Cycle 5 program, through the PB Pilot program process. The San Francisco Municipal Transportation Agency (SFMTA) will fund three new Transit Assistant (TA) positions through the Muni Transit Assistance Program (MTAP). The three TA positions will be hired on a 3-year contract and will ride on the 29 Sunset, the 44 O'Shaughnessy, and the T-Third lines.

(13) On 2/24/21, Participatory Budgeting Pilot projects for Solano Transportation Authority and City of Vallejo Community Based Transportation Plan were recommended and added into this Cycle 5 program.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 21-0149      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 12/31/2020      **In control:** Programming and Allocations Committee  
**On agenda:** 2/10/2021      **Final action:**  
**Title:** MTC Resolution No. 4450. FY 2021-22 Fund Estimate

Annual Fund Estimate and proposed apportionment and distribution of \$790 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2021-22.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [11c - 21-0149 - Reso-4450 Fund Estimate.pdf](#)  
[3d - 21-0149 - Reso-4450 Fund Estimate.pdf](#)

Date	Ver.	Action By	Action	Result
2/10/2021	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution No. 4450. FY 2021-22 Fund Estimate

Annual Fund Estimate and proposed apportionment and distribution of \$790 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2021-22.

**Presenter:**

Terrence Lee

**Recommended Action:**

Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

February 10, 2021

Agenda Item 3d - 21-0149

### MTC Resolution No. 4450. FY 2021-22 Fund Estimate

- Subject:** Annual Fund Estimate and proposed apportionment and distribution of \$790 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2021-22.
- Background:** MTC is required by state statute to prepare and adopt an annual fund estimate of TDA Local Transportation Fund (LTF) ¼ cent sales tax revenues for the upcoming fiscal year by March 1<sup>st</sup>. This estimate assists the Bay Area's transit operators in budgeting for the next fiscal year, in this case FY 2021-22. The fund estimate prepared by MTC also includes a number of other fund sources which MTC allocates to transit operators, primarily for operations.

The following are highlights of the fund estimate for FY 2021-22:

1. **Economic Overview:** The Bay Area economy, like local economies worldwide, has been significantly impacted by the COVID-19 pandemic. Unemployment rates have increased significantly across all nine counties over the last year with Solano County having the highest unemployment rate at 7.5% and Marin County with the lowest rate at 4.7% in November 2020. Taxable sales have been impacted in uneven ways, with San Francisco experiencing declines in taxable sales of more than -38% while five other Bay Area counties have seen an *increase* in taxable sales during the pandemic. Significant uncertainty remains about possible shifts in population, work from home policies, and commute patterns – all of which could impact revenues. Accordingly, it is prudent for transit operators to budget with great caution.
2. **Transportation Development Act (TDA):** State law requires county auditors to submit annual estimates of the ¼-cent TDA sales tax revenue generation to MTC by February 1<sup>st</sup>. A summary of the county auditors' mid-year estimates indicate that regional TDA revenue generation is expected to decrease by 7.1% in the current year of FY 2020-21 to \$405 million, with a subsequent increase of 3.6% in FY 2021-22 to \$419 million.  
  
MTC advises that transit operators in all counties exercise caution when budgeting for FY 2021-22 as many of the county auditors are uncertain how actual FY 2020-21 revenues will come in due to economic uncertainty, the impacts of the *Wayfair* decision, and the attribution of sales taxes collected from out of state transactions.
3. **AB 1107:** A portion (25%) of BART's half-cent sales tax revenue generated in Alameda, Contra Costa, and San Francisco counties is subject to allocation by MTC, and MTC staff is responsible for estimating the annual revenue generation. Given the economic uncertainty and indicators described above staff proposes to revise the current FY 2020-21 estimate downwards to \$83 million and to forecast FY 2021-22 revenues of \$83 million (7.2% decrease

from actual FY 2019-20 revenues of \$89 million). This amount would be split evenly between SFMTA and AC Transit per longstanding Commission policy.

4. **State Transit Assistance (STA):** Governor Newsom's proposed FY 2021-22 State Budget estimates \$667 million in STA funds statewide in FY 2021-22. Based on this estimate, the Bay Area would receive approximately \$201 million (\$147 million in Revenue-Based and \$54 million in Population-Based) in FY 2021-22 STA funds. Staff will return to the Commission to update the estimates following the state budget approval later this year.


Note that staff are proposing to revise the FY 2020-21 STA revenue forecast from what was included in the adopted FY 2020-21 State Budget to incorporate the state's current and more accurate projections for FY 2020-21. The updated estimates for the current year are included in the Governor's FY 2021-22 budget proposal and will allow transit operators to claim much needed additional STA funds this year.

5. **State of Good Repair (SGR) Program:** Senate Bill (SB) 1 established the State of Good Repair (SGR) Program which will bring nearly \$43 million to the Bay Area in FY 2021-22 for transit capital state of good repair projects. The funds from the SGR Program follow the same state-wide distribution policies as the regular STA program, with a Revenue-Based and Population-Based program.
6. **Bridge Tolls:** In April 2010, MTC Resolution No. 3948 resulted in a lump sum payment from BATA to MTC for an amount equal to the 50-year present value of AB 664, RM 1, and 2% Toll revenue. Future payments from these toll revenues will be made from this lump sum, in accordance with Commission policies established in MTC Resolution Nos. 4015 and 4022.
7. **Cap and Trade – Low Carbon Transit Operations Program:** The FY 2021-22 Fund Estimate includes details on funding that will flow to the region through the Low Carbon Transit Operations Program, which is a component of the state Cap and Trade program. In FY 2021-22, the region is projected to receive \$39 million from the program based on an estimate from Governor Newsom's proposed FY 2021-22 State Budget. Apportionments of these funds are guided by Caltrans policies for the Revenue-Based program (which are the same as the STA Revenue-Based program) and by the MTC Commission for the Population-Based program through the MTC Cap and Trade Framework (MTC Resolution No. 4130, Revised).

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 4450 to the Commission for approval.

**Attachments:** MTC Resolution No. 4450  
Presentation slides

  
Therese W. McMillan

Date: February 24, 2021  
W.I.: 1511  
Referred by: PAC

ABSTRACT

MTC Resolution No. 4450

This resolution approves the FY 2021-22 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, and transit-related bridge toll funds.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 10, 2021.

Date: February 24, 2021  
W.I.: 1511  
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2021-22

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4450

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 Transportation Development Act (TDA), Public Utilities Code (PUC) Sections 99200 *et seq.*, provides that funds are made available from the Local Transportation Fund (LTF) for various transportation purposes; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2020-21 and FY 2021-22 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is required to determine and advise all prospective claimants, prior to March 1 each year, of all area apportionments from the LTF for the following fiscal year pursuant to 21 California Code of Regulations Section 6644; and

WHEREAS, all area apportionments of TDA funds for the 2021-22 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC has prepared a proposed distribution of operating/capital assistance funds, including TDA, State Transit Assistance (STA) pursuant to Public Utilities Code § 99310 *et seq.*, State of Good Repair (SGR) Program pursuant to Public Utilities Code § 99312.1, Low Carbon Transit Operations Program (LCTOP) pursuant to Health and Safety Code § 39719(b)(1)(B), the twenty-five percent (25%) of the one-half cent transaction and use tax collected pursuant to PUC Section 29142.2 (AB 1107), and estimates of certain toll bridge revenues (SHC §§ 30910 *et seq.*), in order to provide financial information to all prospective claimants to assist them in developing budgets in a timely manner; and

WHEREAS, the proposed distribution of such operating assistance funds is also shown in Attachment A; now, therefore, be it

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2021-22 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2021-22 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

RESOLVED, that Attachment A may be revised by the MTC Executive Director or his designee to reflect funds returned to the Local Transportation Fund and expired capital allocations or by approval of the MTC Programming and Allocations Committee, except that any significant changes shall be submitted to the full Commission for approval.

METROPOLITAN TRANSPORTATION COMMISSION

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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 February 24, 2021.

**FY 2021-22 FUND ESTIMATE  
REGIONAL SUMMARY**

Attachment A  
Res No. 4450  
Page 1 of 20  
2/24/2021

**TDA REGIONAL SUMMARY TABLE**

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(A:G)</i>
	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	FY2021-22	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance <sup>1</sup>	Outstanding Commitments, Refunds, & Interest <sup>2</sup>	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	21,803,450	(73,110,634)	93,151,568	(9,144,890)	(3,360,267)	84,846,744	(3,393,870)	110,792,100
Contra Costa	27,480,405	(47,736,024)	46,139,252	421,021	(1,862,411)	45,908,428	(1,836,337)	68,514,334
Marin	254,408	(9,630,391)	14,000,000	(1,610,827)	(495,567)	12,017,498	(480,699)	14,054,422
Napa	2,566,799	(5,400,082)	9,885,444	(911,987)	(358,938)	8,979,207	(359,168)	14,401,275
San Francisco	1,706,317	(39,248,345)	53,477,500	(12,425,000)	(1,642,100)	44,562,500	(1,782,501)	44,648,370
San Mateo	4,139,323	(3,295,925)	48,558,690	(6,863,744)	(1,667,798)	42,857,457	(1,714,298)	82,013,707
Santa Clara	6,109,012	(91,678,267)	121,909,000	(188,111)	(4,868,836)	130,850,000	(5,234,000)	156,898,799
Solano	31,320,613	(18,702,053)	22,251,809	231,674	(899,339)	22,483,483	(899,338)	55,786,850
Sonoma	11,130,299	(18,514,515)	26,300,000	(500,000)	(1,032,000)	26,600,000	(1,064,000)	42,919,783
<b>TOTAL</b>	<b>\$106,510,627</b>	<b>(\$307,316,236)</b>	<b>\$435,673,263</b>	<b>(\$30,991,863)</b>	<b>(\$16,187,256)</b>	<b>\$419,105,317</b>	<b>(\$16,764,211)</b>	<b>\$590,029,640</b>

**STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, & SGR PROGRAM REGIONAL SUMMARY TABLE**

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E=Sum(A:D)</i>
	6/30/2020		FY2019-21	FY2020-21	FY2021-22
Fund Source	Balance (w/ interest) <sup>1</sup>		Outstanding Commitments <sup>2</sup>	Revenue Estimate	Revenue Estimate
State Transit Assistance					
Revenue-Based	20,210,979		(88,120,659)	141,760,954	147,178,092
Population-Based	64,021,806		(52,821,473)	51,806,954	53,786,663
<b>SUBTOTAL</b>	<b>84,232,784</b>		<b>(140,942,132)</b>	<b>193,567,908</b>	<b>200,964,755</b>
<b>AB1107 - BART District Tax (25% Share)</b>	<b>0</b>		<b>(83,000,000)</b>	<b>83,000,000</b>	<b>83,000,000</b>
Bridge Toll Total					
MTC 2% Toll Revenue	6,609,841		(4,790,435)	1,450,000	1,450,000
5% State General Fund Revenue	15,651,030		(2,327,829)	3,656,386	3,408,427
<b>SUBTOTAL</b>	<b>22,260,871</b>		<b>(7,118,264)</b>	<b>5,106,386</b>	<b>4,858,427</b>
<b>Low Carbon Transit Operations Program</b>	<b>0</b>		<b>0</b>	<b>36,583,611</b>	<b>38,778,628</b>
State of Good Repair Program					
Revenue-Based	416,285		(16,848,071)	31,528,098	31,477,988
Population-Based	13,345,856		(24,867,891)	11,522,035	11,503,725
<b>SUBTOTAL</b>	<b>13,762,141</b>		<b>(41,715,962)</b>	<b>43,050,133</b>	<b>42,981,713</b>
<b>TOTAL</b>	<b>\$120,255,796</b>		<b>(\$272,776,358)</b>	<b>\$361,308,038</b>	<b>\$370,583,523</b>

Please see Attachment A pages 2-20 for detailed information on each fund source.

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 1/31/21.



**FY 2021-22 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**ALAMEDA COUNTY**

Attachment A  
Res No. 4450  
Page 2 of 20  
2/24/2021

FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
<b>FY2020-21 Generation Estimate Adjustment</b>			<b>FY2021-22 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 20)	93,151,568		13. County Auditor Estimate		84,846,744
2. Revised Revenue (Feb, 21)	84,006,678		<b>FY2021-22 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		(9,144,890)	14. MTC Administration (0.5% of Line 13)	424,234	
<b>FY2020-21 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	424,234	
4. MTC Administration (0.5% of Line 3)	(45,724)		16. MTC Planning (3.0% of Line 13)	2,545,402	
5. County Administration (Up to 0.5% of Line 3)	(45,724)		17. Total Charges (Lines 14+15+16)		3,393,870
6. MTC Planning (3.0% of Line 3)	(274,347)		18. TDA Generations Less Charges (Lines 13-17)		81,452,874
7. Total Charges (Lines 4+5+6)		(365,795)	<b>FY2021-22 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		(8,779,095)	19. Article 3.0 (2.0% of Line 18)	1,629,057	
<b>FY2020-21 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		79,823,817
9. Article 3 Adjustment (2.0% of line 8)	(175,582)		21. Article 4.5 (5.0% of Line 20)	3,991,191	
10. Funds Remaining (Lines 8-9)		(8,603,513)	22. TDA Article 4 (Lines 20-21)		75,832,626
11. Article 4.5 Adjustment (5.0% of Line 10)	(430,176)				
12. Article 4 Adjustment (Lines 10-11)		(8,173,337)			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
<b>Article 3</b>	4,586,074	142,887	4,728,960	(4,346,498)	0	1,788,510	(175,582)	1,995,390	1,629,057	3,624,447
<b>Article 4.5</b>	8,195	14,818	23,013	(3,280,390)	63,218	4,381,850	(430,176)	757,515	3,991,191	4,748,706
<b>SUBTOTAL</b>	<b>4,594,269</b>	<b>157,705</b>	<b>4,751,974</b>	<b>(7,626,888)</b>	<b>63,218</b>	<b>6,170,360</b>	<b>(605,758)</b>	<b>2,752,905</b>	<b>5,620,248</b>	<b>8,373,153</b>
<b>Article 4</b>										
AC Transit										
District 1	232,692	2,895	235,587	(39,194,685)	0	53,403,679	(5,242,754)	9,201,826	48,597,106	57,798,932
District 2	62,483	773	63,256	(10,401,518)	0	14,168,270	(1,390,930)	2,439,079	12,980,480	15,419,559
BART <sup>3</sup>	430	11	441	(74,282)	0	99,042	(9,723)	15,478	89,475	104,953
LAVTA	9,118,466	194,569	9,313,035	(14,852,232)	0	11,847,775	(1,163,122)	5,145,456	10,823,468	15,968,924
Union City	7,795,110	242,155	8,037,265	(2,416,227)	793,873	3,736,380	(366,808)	9,784,482	3,342,096	13,126,578
<b>SUBTOTAL</b>	<b>17,209,181</b>	<b>440,403</b>	<b>17,649,584</b>	<b>(66,938,944)</b>	<b>793,873</b>	<b>83,255,145</b>	<b>(8,173,337)</b>	<b>26,586,321</b>	<b>75,832,626</b>	<b>102,418,947</b>
<b>GRAND TOTAL</b>	<b>\$21,803,450</b>	<b>\$598,108</b>	<b>\$22,401,558</b>	<b>(\$74,565,832)</b>	<b>\$857,091</b>	<b>\$89,425,505</b>	<b>(\$8,779,095)</b>	<b>\$29,339,226</b>	<b>\$81,452,874</b>	<b>\$110,792,100</b>

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 1/31/21.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

**FY 2021-22 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**CONTRA COSTA COUNTY**

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FY2020-21 TDA Revenue Estimate				FY2021-22 TDA Revenue Estimate			
<b>FY2020-21 Generation Estimate Adjustment</b>				<b>FY2021-22 County Auditor's Generation Estimate</b>			
1. Original County Auditor Estimate (Feb, 20)		46,139,252		13. County Auditor Estimate		45,908,428	
2. Revised Revenue (Feb, 21)		46,560,273		<b>FY2021-22 Planning and Administration Charges</b>			
3. Revenue Adjustment (Lines 2-1)			421,021	14. MTC Administration (0.5% of Line 13)		229,542	
<b>FY2020-21 Planning and Administration Charges Adjustment</b>				15. County Administration (0.5% of Line 13)		229,542	
4. MTC Administration (0.5% of Line 3)		2,105		16. MTC Planning (3.0% of Line 13)		1,377,253	
5. County Administration (Up to 0.5% of Line 3)		2,105		17. Total Charges (Lines 14+15+16)		1,836,337	
6. MTC Planning (3.0% of Line 3)		12,631		18. TDA Generations Less Charges (Lines 13-17)		44,072,091	
7. Total Charges (Lines 4+5+6)			16,841	<b>FY2021-22 TDA Apportionment By Article</b>			
8. Adjusted Generations Less Charges (Lines 3-7)			404,180	19. Article 3.0 (2.0% of Line 18)		881,442	
<b>FY2020-21 TDA Adjustment By Article</b>				20. Funds Remaining (Lines 18-19)		43,190,649	
9. Article 3 Adjustment (2.0% of line 8)		8,084		21. Article 4.5 (5.0% of Line 20)		2,159,532	
10. Funds Remaining (Lines 8-9)			396,096	22. TDA Article 4 (Lines 20-21)		41,031,117	
11. Article 4.5 Adjustment (5.0% of Line 10)		19,805					
12. Article 4 Adjustment (Lines 10-11)			376,291				

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
<b>Article 3</b>	1,703,472	32,868	1,736,340	(2,273,266)	0	885,874	8,084	357,032	881,442	1,238,474
<b>Article 4.5</b>	4,605	3,110	7,715	(1,507,102)	0	2,170,390	19,805	690,808	2,159,532	2,850,340
<b>SUBTOTAL</b>	<b>1,708,077</b>	<b>35,978</b>	<b>1,744,055</b>	<b>(3,780,368)</b>	<b>0</b>	<b>3,056,264</b>	<b>27,889</b>	<b>1,047,840</b>	<b>3,040,974</b>	<b>4,088,814</b>
<b>Article 4</b>										
AC Transit										
District 1	23,415	1,884	25,299	(4,764,837)	0	7,093,016	64,724	2,418,201	7,072,554	9,490,755
BART <sup>3</sup>	944	75	1,019	(214,911)	0	286,548	2,615	75,271	287,090	362,361
CCCTA	17,457,869	180,299	17,638,167	(27,714,169)	4,839,209	19,415,580	177,167	14,355,954	19,194,326	33,550,280
ECCTA	4,743,089	35,506	4,778,595	(13,261,246)	0	11,970,179	109,228	3,596,756	12,032,800	15,629,556
WCCTA	3,547,012	48,951	3,595,963	(3,142,394)	0	2,472,094	22,558	2,948,221	2,444,348	5,392,569
<b>SUBTOTAL</b>	<b>25,772,328</b>	<b>266,715</b>	<b>26,039,043</b>	<b>(49,097,557)</b>	<b>4,839,209</b>	<b>41,237,418</b>	<b>376,291</b>	<b>23,394,403</b>	<b>41,031,117</b>	<b>64,425,520</b>
<b>GRAND TOTAL</b>	<b>\$27,480,405</b>	<b>\$302,693</b>	<b>\$27,783,098</b>	<b>(\$52,877,926)</b>	<b>\$4,839,209</b>	<b>\$44,293,682</b>	<b>\$404,180</b>	<b>\$24,442,243</b>	<b>\$44,072,091</b>	<b>\$68,514,334</b>

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 1/31/21.
3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

**FY 2021-22 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
MARIN COUNTY**

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FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
<b>FY2020-21 Generation Estimate Adjustment</b>			<b>FY2021-22 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 20)	14,000,000		13. County Auditor Estimate		12,017,498
2. Revised Revenue (Feb, 21)	12,389,173		<b>FY2021-22 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		(1,610,827)	14. MTC Administration (0.5% of Line 13)	60,087	
<b>FY2020-21 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	60,087	
4. MTC Administration (0.5% of Line 3)	(8,054)		16. MTC Planning (3.0% of Line 13)	360,525	
5. County Administration (Up to 0.5% of Line 3)	(8,054)		17. Total Charges (Lines 14+15+16)		480,699
6. MTC Planning (3.0% of Line 3)	(48,325)		18. TDA Generations Less Charges (Lines 13-17)		11,536,799
7. Total Charges (Lines 4+5+6)		(64,433)	<b>FY2021-22 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		(1,546,394)	19. Article 3.0 (2.0% of Line 18)	230,736	
<b>FY2020-21 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		11,306,063
9. Article 3 Adjustment (2.0% of line 8)	(30,928)		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		(1,515,466)	22. TDA Article 4 (Lines 20-21)		11,306,063
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		(1,515,466)			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	267,508	47,792	315,300	(469,105)	0	268,800	(30,928)	84,067	230,736	314,803
Article 4.5										
SUBTOTAL	267,508	47,792	315,300	(469,105)	0	268,800	(30,928)	84,067	230,736	314,803
Article 4/8										
GGBHTD	(7,822)	7,889	67	(5,405,195)	0	7,731,494	(889,578)	1,436,788	6,430,889	7,867,677
Marin Transit	(5,278)	5,325	46	(3,817,097)	0	5,439,706	(625,887)	996,768	4,875,174	5,871,942
SUBTOTAL	(13,100)	13,214	113	(9,222,292)	0	13,171,200	(1,515,466)	2,433,556	11,306,063	13,739,619
GRAND TOTAL	\$254,408	\$61,005	\$315,413	(\$9,691,397)	\$0	\$13,440,000	(\$1,546,394)	\$2,517,623	\$11,536,799	\$14,054,422

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 1/31/21.

**FY 2021-22 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**NAPA COUNTY**

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FY2020-21 TDA Revenue Estimate				FY2021-22 TDA Revenue Estimate			
<b>FY2020-21 Generation Estimate Adjustment</b>				<b>FY2021-22 County Auditor's Generation Estimate</b>			
1. Original County Auditor Estimate (Feb, 20)		9,885,444		13. County Auditor Estimate		8,979,207	
2. Revised Revenue (Feb, 21)		8,973,457		<b>FY2021-22 Planning and Administration Charges</b>			
3. Revenue Adjustment (Lines 2-1)			-911,987	14. MTC Administration (0.5% of Line 13)		44,896	
<b>FY2020-21 Planning and Administration Charges Adjustment</b>				15. County Administration (0.5% of Line 13)		44,896	
4. MTC Administration (0.5% of Line 3)		(4,560)		16. MTC Planning (3.0% of Line 13)		269,376	
5. County Administration (Up to 0.5% of Line 3)		(4,560)		17. Total Charges (Lines 14+15+16)		359,168	
6. MTC Planning (3.0% of Line 3)		(27,360)		18. TDA Generations Less Charges (Lines 13-17)		8,620,039	
7. Total Charges (Lines 4+5+6)			(36,480)	<b>FY2021-22 TDA Apportionment By Article</b>			
8. Adjusted Generations Less Charges (Lines 3-7)			(875,507)	19. Article 3.0 (2.0% of Line 18)		172,401	
<b>FY2020-21 TDA Adjustment By Article</b>				20. Funds Remaining (Lines 18-19)		8,447,638	
9. Article 3 Adjustment (2.0% of line 8)		(17,510)		21. Article 4.5 (5.0% of Line 20)		422,382	
10. Funds Remaining (Lines 8-9)			(857,997)	22. TDA Article 4 (Lines 20-21)		8,025,256	
11. Article 4.5 Adjustment (5.0% of Line 10)		(42,900)					
12. Article 4 Adjustment (Lines 10-11)			(815,097)				

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	249,948	8,033	257,981	(392,928)	0	189,801	(17,510)	37,344	172,401	209,745
Article 4.5	33,783	126	33,909	(382,540)	0	465,011	(42,900)	73,480	422,382	495,862
<b>SUBTOTAL</b>	<b>283,731</b>	<b>8,159</b>	<b>291,891</b>	<b>(775,468)</b>	<b>0</b>	<b>654,812</b>	<b>(60,410)</b>	<b>110,824</b>	<b>594,783</b>	<b>705,607</b>
Article 4/8										
NVTA <sup>3</sup>	2,283,067	73,033	2,356,100	(7,192,201)	2,486,395	8,835,215	(815,097)	5,670,412	8,025,256	13,695,668
<b>SUBTOTAL</b>	<b>2,283,067</b>	<b>73,033</b>	<b>2,356,100</b>	<b>(7,192,201)</b>	<b>2,486,395</b>	<b>8,835,215</b>	<b>(815,097)</b>	<b>5,670,412</b>	<b>8,025,256</b>	<b>13,695,668</b>
<b>GRAND TOTAL</b>	<b>\$2,566,799</b>	<b>\$81,192</b>	<b>\$2,647,991</b>	<b>(\$7,967,669)</b>	<b>\$2,486,395</b>	<b>\$9,490,027</b>	<b>(\$875,507)</b>	<b>\$5,781,236</b>	<b>\$8,620,039</b>	<b>\$14,401,275</b>

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 1/31/21.

3. NVTA is authorized to claim 100% of the apportionment to Napa County.

**FY 2021-22 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SAN FRANCISCO COUNTY**

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FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
<b>FY2020-21 Generation Estimate Adjustment</b>			<b>FY2021-22 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 20)	53,477,500		13. County Auditor Estimate		44,562,500
2. Revised Revenue (Feb, 21)	41,052,500		<b>FY2021-22 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		(12,425,000)	14. MTC Administration (0.5% of Line 13)	222,813	
<b>FY2020-21 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	222,813	
4. MTC Administration (0.5% of Line 3)	(62,125)		16. MTC Planning (3.0% of Line 13)	1,336,875	
5. County Administration (Up to 0.5% of Line 3)	(62,125)		17. Total Charges (Lines 14+15+16)		1,782,501
6. MTC Planning (3.0% of Line 3)	(372,750)		18. TDA Generations Less Charges (Lines 13-17)		42,779,999
7. Total Charges (Lines 4+5+6)		(497,000)	<b>FY2021-22 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		(11,928,000)	19. Article 3.0 (2.0% of Line 18)	855,600	
<b>FY2020-21 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		41,924,399
9. Article 3 Adjustment (2.0% of line 8)	(238,560)		21. Article 4.5 (5.0% of Line 20)	2,096,220	
10. Funds Remaining (Lines 8-9)		(11,689,440)	22. TDA Article 4 (Lines 20-21)		39,828,179
11. Article 4.5 Adjustment (5.0% of Line 10)	(584,472)				
12. Article 4 Adjustment (Lines 10-11)		(11,104,968)			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,707,384	71,406	1,778,791	(1,599,153)	0	1,026,768	(238,560)	967,845	855,600	1,823,445
Article 4.5	(2,285)	2,285	0	0	(1,865,705)	2,515,582	(584,472)	65,405	2,096,220	2,161,625
<b>SUBTOTAL</b>	<b>1,705,100</b>	<b>73,691</b>	<b>1,778,791</b>	<b>(1,599,153)</b>	<b>(1,865,705)</b>	<b>3,542,350</b>	<b>(823,032)</b>	<b>1,033,250</b>	<b>2,951,820</b>	<b>3,985,070</b>
Article 4										
SFMTA	1,218	11,754	12,972	(37,734,637)	1,865,705	47,796,049	(11,104,968)	835,121	39,828,179	40,663,300
<b>SUBTOTAL</b>	<b>1,218</b>	<b>11,754</b>	<b>12,972</b>	<b>(37,734,637)</b>	<b>1,865,705</b>	<b>47,796,049</b>	<b>(11,104,968)</b>	<b>835,121</b>	<b>39,828,179</b>	<b>40,663,300</b>
<b>GRAND TOTAL</b>	<b>\$1,706,317</b>	<b>\$85,445</b>	<b>\$1,791,763</b>	<b>(\$39,333,790)</b>	<b>\$0</b>	<b>\$51,338,399</b>	<b>(\$11,928,000)</b>	<b>\$1,868,371</b>	<b>\$42,779,999</b>	<b>\$44,648,370</b>

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 1/31/21.

**FY 2021-22 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SAN MATEO COUNTY**

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FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
<b>FY2020-21 Generation Estimate Adjustment</b>			<b>FY2021-22 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 20)	48,558,690		13. County Auditor Estimate		42,857,457
2. Revised Revenue (Feb, 21)	41,694,946		<b>FY2021-22 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		(6,863,744)	14. MTC Administration (0.5% of Line 13)	214,287	
<b>FY2020-21 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	214,287	
4. MTC Administration (0.5% of Line 3)	(34,319)		16. MTC Planning (3.0% of Line 13)	1,285,724	
5. County Administration (Up to 0.5% of Line 3)	(34,319)		17. Total Charges (Lines 14+15+16)		1,714,298
6. MTC Planning (3.0% of Line 3)	(205,912)		18. TDA Generations Less Charges (Lines 13-17)		41,143,159
7. Total Charges (Lines 4+5+6)		(274,550)	<b>FY2021-22 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		(6,589,194)	19. Article 3.0 (2.0% of Line 18)	822,863	
<b>FY2020-21 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		40,320,296
9. Article 3 Adjustment (2.0% of line 8)	(131,784)		21. Article 4.5 (5.0% of Line 20)	2,016,015	
10. Funds Remaining (Lines 8-9)		(6,457,410)	22. TDA Article 4 (Lines 20-21)		38,304,281
11. Article 4.5 Adjustment (5.0% of Line 10)	(322,870)				
12. Article 4 Adjustment (Lines 10-11)		(6,134,540)			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	4,104,858	203,186	4,308,044	(3,635,980)	0	932,327	(131,784)	1,472,607	822,863	2,295,470
Article 4.5	1,460	7,126	8,586	0	0	2,284,201	(322,870)	1,969,917	2,016,015	3,985,932
<b>SUBTOTAL</b>	<b>4,106,317</b>	<b>210,313</b>	<b>4,316,630</b>	<b>(3,635,980)</b>	<b>0</b>	<b>3,216,528</b>	<b>(454,654)</b>	<b>3,442,524</b>	<b>2,838,878</b>	<b>6,281,402</b>
Article 4										
SamTrans	33,006	129,743	162,748	0	0	43,399,815	(6,134,540)	37,428,024	38,304,281	75,732,305
<b>SUBTOTAL</b>	<b>33,006</b>	<b>129,743</b>	<b>162,748</b>	<b>0</b>	<b>0</b>	<b>43,399,815</b>	<b>(6,134,540)</b>	<b>37,428,024</b>	<b>38,304,281</b>	<b>75,732,305</b>
<b>GRAND TOTAL</b>	<b>\$4,139,323</b>	<b>\$340,055</b>	<b>\$4,479,378</b>	<b>(\$3,635,980)</b>	<b>\$0</b>	<b>\$46,616,343</b>	<b>(\$6,589,194)</b>	<b>\$40,870,548</b>	<b>\$41,143,159</b>	<b>\$82,013,707</b>

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 1/31/21.

**FY 2021-22 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SANTA CLARA COUNTY**

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FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
<b>FY2020-21 Generation Estimate Adjustment</b>			<b>FY2021-22 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 20)	121,909,000		13. County Auditor Estimate	130,850,000	
2. Revised Revenue (Feb, 21)	121,720,889		<b>FY2021-22 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		(188,111)	14. MTC Administration (0.5% of Line 13)	654,250	
<b>FY2020-21 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	654,250	
4. MTC Administration (0.5% of Line 3)	(941)		16. MTC Planning (3.0% of Line 13)	3,925,500	
5. County Administration (Up to 0.5% of Line 3)	(941)		17. Total Charges (Lines 14+15+16)	5,234,000	
6. MTC Planning (3.0% of Line 3)	(5,643)		18. TDA Generations Less Charges (Lines 13-17)	125,616,000	
7. Total Charges (Lines 4+5+6)		(7,525)	<b>FY2021-22 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		(180,586)	19. Article 3.0 (2.0% of Line 18)	2,512,320	
<b>FY2020-21 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)	123,103,680	
9. Article 3 Adjustment (2.0% of line 8)	(3,612)		21. Article 4.5 (5.0% of Line 20)	6,155,184	
10. Funds Remaining (Lines 8-9)		(176,974)	22. TDA Article 4 (Lines 20-21)	116,948,496	
11. Article 4.5 Adjustment (5.0% of Line 10)	(8,849)				
12. Article 4 Adjustment (Lines 10-11)		(168,125)			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	5,592,145	183,802	5,775,947	(5,843,080)		2,340,653	(3,612)	2,269,908	2,512,320	4,782,228
Article 4.5	25,844	0	25,844	(4,300,949)	0	5,734,599	(8,849)	1,450,645	6,155,184	7,605,829
<b>SUBTOTAL</b>	<b>5,617,988</b>	<b>183,802</b>	<b>5,801,791</b>	<b>(10,144,029)</b>	<b>0</b>	<b>8,075,252</b>	<b>(12,461)</b>	<b>3,720,553</b>	<b>8,667,504</b>	<b>12,388,057</b>
Article 4										
VTA	491,024	0	491,024	(81,718,041)	0	108,957,388	(168,125)	27,562,246	116,948,496	144,510,742
<b>SUBTOTAL</b>	<b>491,024</b>	<b>0</b>	<b>491,024</b>	<b>(81,718,041)</b>	<b>0</b>	<b>108,957,388</b>	<b>(168,125)</b>	<b>27,562,246</b>	<b>116,948,496</b>	<b>144,510,742</b>
<b>GRAND TOTAL</b>	<b>\$6,109,012</b>	<b>\$183,802</b>	<b>\$6,292,815</b>	<b>(\$91,862,070)</b>	<b>\$0</b>	<b>\$117,032,640</b>	<b>(\$180,586)</b>	<b>\$31,282,799</b>	<b>\$125,616,000</b>	<b>\$156,898,799</b>

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 1/31/21.

**FY 2021-22 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SOLANO COUNTY**

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FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
<b>FY2020-21 Generation Estimate Adjustment</b>			<b>FY2021-22 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 20)	22,251,809		13. County Auditor Estimate		22,483,483
2. Revised Revenue (Feb, 21)	22,483,483		<b>FY2021-22 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		231,674	14. MTC Administration (0.5% of Line 13)	112,417	
<b>FY2020-21 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	112,417	
4. MTC Administration (0.5% of Line 3)	1,158		16. MTC Planning (3.0% of Line 13)	674,504	
5. County Administration (Up to 0.5% of Line 3)	1,158		17. Total Charges (Lines 14+15+16)		899,338
6. MTC Planning (3.0% of Line 3)	6,950		18. TDA Generations Less Charges (Lines 13-17)		21,584,145
7. Total Charges (Lines 4+5+6)		9,266	<b>FY2021-22 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		222,408	19. Article 3.0 (2.0% of Line 18)	431,683	
<b>FY2020-21 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		21,152,462
9. Article 3 Adjustment (2.0% of line 8)	4,448		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		217,960	22. TDA Article 4 (Lines 20-21)		21,152,462
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		217,960			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,251,791	25,097	1,276,888	(1,224,283)	0	427,235	4,448	484,288	431,683	915,971
Article 4.5										
<b>SUBTOTAL</b>	<b>1,251,791</b>	<b>25,097</b>	<b>1,276,888</b>	<b>(1,224,283)</b>	<b>0</b>	<b>427,235</b>	<b>4,448</b>	<b>484,288</b>	<b>431,683</b>	<b>915,971</b>
Article 4/8										
Dixon	1,120,732	24,501	1,145,234	(982,748)	0	938,978	9,776	1,111,240	959,641	2,070,881
Fairfield	5,266,879	104,099	5,370,978	(4,655,294)	0	5,557,256	57,859	6,330,799	5,620,857	11,951,656
Rio Vista	641,837	15,233	657,070	(384,638)	0	446,672	4,651	723,754	479,869	1,203,623
Solano County	2,493,104	37,449	2,530,553	(1,007,503)	0	928,826	9,670	2,461,546	916,397	3,377,943
Suisun City	5,473	1,632	7,105	(1,115,374)	0	1,396,892	14,544	303,167	1,399,148	1,702,315
Vacaville	10,837,671	213,369	11,051,040	(4,248,078)	0	4,687,157	48,800	11,538,919	4,749,915	16,288,834
Vallejo/Benicia	9,703,126	164,553	9,867,679	(5,670,067)	0	6,978,721	72,659	11,248,992	7,026,636	18,275,628
<b>SUBTOTAL</b>	<b>30,068,822</b>	<b>560,835</b>	<b>30,629,658</b>	<b>(18,063,702)</b>	<b>0</b>	<b>20,934,502</b>	<b>217,960</b>	<b>33,718,417</b>	<b>21,152,462</b>	<b>54,870,879</b>
<b>GRAND TOTAL</b>	<b>\$31,320,613</b>	<b>\$585,932</b>	<b>\$31,906,546</b>	<b>(\$19,287,986)</b>	<b>\$0</b>	<b>\$21,361,737</b>	<b>\$222,408</b>	<b>\$34,202,705</b>	<b>\$21,584,145</b>	<b>\$55,786,850</b>

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 1/31/21.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.



**FY 2021-22 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**SONOMA COUNTY**

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FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
<b>FY2020-21 Generation Estimate Adjustment</b>			<b>FY2021-22 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 20)	26,300,000		13. County Auditor Estimate		26,600,000
2. Revised Revenue (Feb, 21)	25,800,000		<b>FY2021-22 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		(500,000)	14. MTC Administration (0.5% of Line 13)	133,000	
<b>FY2020-21 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	133,000	
4. MTC Administration (0.5% of Line 3)	(2,500)		16. MTC Planning (3.0% of Line 13)	798,000	
5. County Administration (Up to 0.5% of Line 3)	(2,500)		17. Total Charges (Lines 14+15+16)		1,064,000
6. MTC Planning (3.0% of Line 3)	(15,000)		18. TDA Generations Less Charges (Lines 13-17)		25,536,000
7. Total Charges (Lines 4+5+6)		(20,000)	<b>FY2021-22 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		(480,000)	19. Article 3.0 (2.0% of Line 18)	510,720	
<b>FY2020-21 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		25,025,280
9. Article 3 Adjustment (2.0% of line 8)	(9,600)		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		(470,400)	22. TDA Article 4 (Lines 20-21)		25,025,280
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		(470,400)			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,232,541	56,846	2,289,387	(2,024,177)	0	504,960	(9,600)	760,570	510,720	1,271,290
Article 4.5										
<b>SUBTOTAL</b>	<b>2,232,541</b>	<b>56,846</b>	<b>2,289,387</b>	<b>(2,024,177)</b>	<b>0</b>	<b>504,960</b>	<b>(9,600)</b>	<b>760,570</b>	<b>510,720</b>	<b>1,271,290</b>
Article 4/8										
GGBHTD <sup>3</sup>	13,140	11,449	24,588	(4,547,306)	0	6,185,760	(117,600)	1,545,442	6,216,280	7,761,722
Petaluma	1,436,464	36,409	1,472,872	(1,757,888)	0	2,182,336	(41,489)	1,855,831	1,951,972	3,807,803
Santa Rosa	2,062,512	58,374	2,120,886	(5,206,479)	3,615,414	6,509,894	(123,762)	6,915,952	6,764,333	13,680,285
Sonoma County	5,385,643	91,274	5,476,917	(8,848,430)	0	9,865,050	(187,548)	6,305,988	10,092,695	16,398,683
<b>SUBTOTAL</b>	<b>8,897,758</b>	<b>197,505</b>	<b>9,095,263</b>	<b>(20,360,103)</b>	<b>3,615,414</b>	<b>24,743,040</b>	<b>(470,400)</b>	<b>16,623,213</b>	<b>25,025,280</b>	<b>41,648,493</b>
<b>GRAND TOTAL</b>	<b>\$11,130,299</b>	<b>\$254,352</b>	<b>\$11,384,651</b>	<b>(\$22,384,280)</b>	<b>\$3,615,414</b>	<b>\$25,248,000</b>	<b>(\$480,000)</b>	<b>\$17,383,783</b>	<b>\$25,536,000</b>	<b>\$42,919,783</b>

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 1/31/21.
3. Apportionment to GGBHTD is based on the Sonoma County Transportation Authority's coordinated TDA claim.

**FY 2021-22 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
REVENUE-BASED FUNDS (PUC 99314)**

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FY2020-21 STA Revenue Estimate		FY2021-22 STA Revenue Estimate				
1. State Estimate (Jan, 21) <sup>3</sup>	\$141,760,954	4. Projected Carryover (Aug, 21)	\$73,851,274			
2. Actual Revenue (Aug, 21)		5. State Estimate (Jan, 21)	\$147,178,092			
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$221,029,366			
STA REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2020	FY2019-21	FY2020-21	6/30/2021	FY2021-22	Total
Apportionment Jurisdictions	Balance (w/interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Revenue Estimate <sup>3</sup>	Projected Carryover <sup>4</sup>	Revenue Estimate <sup>5</sup>	Available For Allocation
ACCMA - Corresponding to ACE	4,010	(46,019)	206,919	164,909	214,825	379,734
Caltrain	4,441,267	(4,477,945)	6,719,312	6,682,634	6,976,079	13,658,713
CCCTA	126,728	(469,029)	589,093	246,792	611,603	858,395
City of Dixon	32,178	0	5,752	37,930	5,972	43,902
ECCTA	41,264	(263,735)	284,818	62,347	295,701	358,048
City of Fairfield	56	(81,165)	104,530	23,421	108,524	131,945
GGBHTD	476	(5,072,785)	6,447,465	1,375,155	6,693,843	8,068,998
LAVTA	344,011	(207,720)	282,573	418,864	293,372	712,236
Marin Transit	1,976,465	(853,985)	1,101,892	2,224,372	1,143,998	3,368,370
NVTA	3,252	(68,897)	79,998	14,353	83,055	97,408
City of Petaluma	68,009	(93,598)	34,324	8,735	35,635	44,370
City of Rio Vista	11,936	0	1,829	13,765	1,899	15,664
SamTrans	1,030,437	(801,824)	6,739,032	6,967,645	6,996,552	13,964,197
SMART	7,315	(1,089,118)	1,392,969	311,166	1,446,198	1,757,364
City of Santa Rosa	82	(90,179)	115,338	25,241	119,746	144,987
Solano County Transit	9	(209,047)	245,683	36,645	255,071	291,716
Sonoma County Transit	13,205	(134,069)	160,668	39,804	166,808	206,612
City of Union City	18	(67,898)	87,286	19,406	90,622	110,028
Vacaville City Coach	76,620	0	18,708	95,328	19,423	114,751
VTA	1,009	(13,808,720)	20,425,298	6,617,588	21,205,814	27,823,402
VTA - Corresponding to ACE	70	(128,668)	119,376	(9,222)	123,938	114,716
WCCTA	109,334	(401,452)	373,624	81,507	387,902	469,409
WETA	11,908,854	0	1,832,241	13,741,095	1,902,258	15,643,353
SUBTOTAL	20,196,604	(28,365,853)	47,368,728	39,199,480	49,178,838	88,378,318
AC Transit	6,082	(14,412,123)	18,019,400	3,613,359	18,707,978	22,321,337
BART	8,259	(7,694,625)	28,236,423	20,550,057	29,315,427	49,865,484
SFMTA	33	(37,648,058)	48,136,403	10,488,378	49,975,849	60,464,227
SUBTOTAL	14,375	(59,754,806)	94,392,226	34,651,794	97,999,254	132,651,048
GRAND TOTAL	\$20,210,979	(\$88,120,659)	\$141,760,954	\$73,851,274	\$147,178,092	\$221,029,366

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY 2020-21 allocations as of 1/31/21.

3. FY 2020-21 STA revenue generation is based on revised estimates from the Governor's proposed budget in January 2021. These revised estimates for FY 2020-21 reflect the stronger performance of diesel sales tax revenues than were originally expected when the FY 2020-21 state budget was adopted in June 2020.

4. Projected carryover as of 6/30/21 does not include interest accrued in FY2020-21.

5. FY2021-22 STA revenue generation based on January 28, 2021 State Controller's Office (SCO) forecast.

**FY 2021-22 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
POPULATION-BASED FUNDS (PUC 99313) - THROUGH FY 2017-18**

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<b>STA POPULATION-BASED APPORTIONMENT BY JURISDICTION &amp; OPERATOR</b>						
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=Sum(D:E)</i>
	6/30/2019	FY2018-20	FY2019-20	6/30/2020	FY2020-21	Total
Apportionment Jurisdictions	Balance	Outstanding	Revenue	Projected	Revenue	Available For
	(w/interest) <sup>1</sup>	Commitments <sup>2</sup>	Estimate <sup>4</sup>	Carryover <sup>3</sup>	Estimate <sup>4</sup>	Allocation
<b>Northern Counties/Small Operators<sup>5</sup></b>						
Marin	3,306	0	0	3,306	0	3,306
Napa	1,785	0	0	1,785	0	1,785
Solano/Vallejo	1,758,289	(629,748)	0	1,128,541	0	1,128,541
Sonoma	9,872	0	0	9,872	0	9,872
CCCTA	16	0	0	16	0	16
ECCTA	2,787	0	0	2,787	0	2,787
LAVTA	2,839	0	0	2,839	0	2,839
Union City	2,983	0	0	2,983	0	2,983
WCCTA	835	0	0	835	0	835
<b>SUBTOTAL</b>	<b>1,782,713</b>	<b>(629,748)</b>	<b>0</b>	<b>1,152,964</b>	<b>0</b>	<b>1,152,964</b>
<b>Regional Paratransit<sup>5</sup></b>						
Alameda	3,552	0	0	3,552	0	3,552
Contra Costa	1,715	0	0	1,715	0	1,715
Marin	412	0	0	412	0	412
Napa	380	0	0	380	0	380
San Francisco	2,713	0	0	2,713	0	2,713
San Mateo	3,369	0	0	3,369	0	3,369
Santa Clara	528	0	0	528	0	528
Solano	134,147	88,020	0	222,167	0	222,167
Sonoma	2,098	0	0	2,098	0	2,098
<b>SUBTOTAL</b>	<b>148,915</b>	<b>88,020</b>	<b>0</b>	<b>236,934</b>	<b>0</b>	<b>236,934</b>
<b>Lifeline<sup>5</sup></b>						
Alameda	1,129,802	(1,003,205)	0	126,597	0	126,597
Contra Costa	333,684	(276,200)	0	57,484	0	57,484
Marin	40,935	(25,837)	0	15,098	0	15,098
Napa	341,774	(324,324)	0	17,450	0	17,450
San Francisco	271,018	(45,000)	0	226,018	0	226,018
San Mateo	503,035	0	0	503,035	0	503,035
Santa Clara	7,820,548	(7,083,653)	0	736,895	0	736,895
Solano	127,365	22,532	0	149,897	0	149,897
Sonoma	37,447	0	0	37,447	0	37,447
JARC Funding Restoration	400,668	(340,668)	0	60,000	0	60,000
Participatory Budgeting Pilot	1,032,650	(200,000)	0	832,650	0	832,650
<b>SUBTOTAL</b>	<b>12,038,925</b>	<b>(9,276,355)</b>	<b>0</b>	<b>2,762,571</b>	<b>0</b>	<b>2,762,571</b>
<b>MTC Regional Coordination Program<sup>6</sup></b>		0	0	0	0	0
<b>BART to Warm Springs</b>	0	0	0	0	0	0
<b>SamTrans</b>	42,420	0	0	42,420	0	42,420
<b>GRAND TOTAL</b>	<b>\$14,012,974</b>	<b>(\$9,818,083)</b>	<b>\$0</b>	<b>\$4,194,889</b>	<b>\$0</b>	<b>\$4,194,889</b>

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 1/31/21.

3. The projected carryover as of 6/30/2021 does not include interest accrued in FY 2020-21.

4. FY 2018-19 - FY 2021-22 revenue is distributed through MTC Resolution 4321, adopted in February 2018. See following page for details.

5. The February 2021 version of the FY21-22 Fund Estimate is the last occasion that the MTC Resolution 3837 Population-based Program will appear in the Fund Estimate. All remaining balances for the Northern Counties/Small Operators and Regional Paratransit programs will be transferred to the appropriate STA County Block Grant fund established by MTC Resolution 4321.

6. See Regional Program on following page for details from FY 2018-19 onwards.

**FY 2021-22 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

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FY2020-21 STA Revenue Estimate		FY2021-22 STA Revenue Estimate				
1. State Estimate (Jan, 21) <sup>3</sup>	\$51,806,954	4. Projected Carryover (Aug, 21)	\$58,812,396			
2. Actual Revenue (Aug, 21)		5. State Estimate <sup>4</sup> (Jan, 21)	\$53,786,663			
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$112,599,059			
STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT						
Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2020	FY2020-21	FY2020-21	6/30/2021	FY2021-22	Total
Apportionment Jurisdictions	Balance (w/interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Revenue Estimate <sup>3</sup>	Projected Carryover <sup>4</sup>	Revenue Estimate <sup>5</sup>	Available For Allocation
County Block Grant <sup>6</sup>						
Alameda	1	(5,012,228)	6,410,580	1,398,353	6,630,338	8,028,691
Contra Costa	1	(6,289,709)	8,044,464	1,754,756	8,320,233	10,074,989
Marin	2	(1,617,864)	2,069,435	451,573	2,140,377	2,591,950
Napa	84	(985,275)	1,265,878	280,686	1,309,273	1,589,959
San Francisco	3,179,433	(4,713,712)	3,066,371	1,532,092	3,171,488	4,703,580
San Mateo	3,266,259	0	1,835,916	5,102,174	1,898,852	7,001,026
Santa Clara	222	(3,977,636)	5,110,451	1,133,036	5,285,640	6,418,676
Solano	6,283,432	(4,677,833)	3,808,525	5,414,125	3,939,084	9,353,209
Sonoma	3	(3,618,227)	4,653,249	1,035,025	4,812,765	5,847,790
SUBTOTAL	12,729,436	(30,892,484)	36,264,868	18,101,820	37,508,049	55,609,869
Regional Program	16,410,656	(3,504,812)	7,542,086	20,447,930	8,074,878	28,522,808
Means-Based Transit Fare Program	20,072,476	(8,606,095)	8,000,000	19,466,382	8,000,000	27,466,382
Transit Emergency Service Contingency Fund <sup>7</sup>	796,264	0	0	796,264	203,736	1,000,000
GRAND TOTAL	\$50,008,832	(\$43,003,391)	\$51,806,954	\$58,812,396	\$53,786,663	\$112,599,059

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 1/31/21.

3. FY 2020-21 STA revenue generation is based on revised estimates from the Governor's proposed budget in January 2021. These revised estimates for FY 2020-21 reflect the stronger performance of diesel sales tax revenues than were originally expected when the FY 2020-21 state budget was adopted in June 2020.

4. The projected carryover as of 6/30/2021 does not include interest accrued in FY 2020-21.

5. FY2021-22 STA revenue generation based on January 28, 2021 State Controller's Office (SCO) forecast.

6. County Block Grant adopted through MTC Resolution 4321 in February 2018.

7. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

**FY 2021-22 FUND ESTIMATE  
BRIDGE TOLLS<sup>1</sup>**

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**BRIDGE TOLL APPORTIONMENT BY CATEGORY**

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=D+E</i>
	6/30/2020	FY2019-21	FY2020-21	6/30/2021	FY2021-22	Total
Fund Source	Balance <sup>2</sup>	Outstanding Commitments <sup>3</sup>	Programming Amount <sup>4</sup>	Projected Carryover	Programming Amount <sup>4</sup>	Available for Allocation
<b>MTC 2% Toll Revenues</b>						
Ferry Capital	6,032,793	(4,218,443)	1,000,000	2,814,350	1,000,000	3,814,350
Bay Trail	0	(450,000)	450,000	0	450,000	450,000
Studies	577,048	(121,992)	0	455,056	0	455,056
<b>SUBTOTAL</b>	<b>6,609,841</b>	<b>(4,790,435)</b>	<b>1,450,000</b>	<b>3,269,406</b>	<b>1,450,000</b>	<b>4,719,406</b>
<b>5% State General Fund Revenues</b>						
Ferry	15,541,375	(1,936,468)	3,374,680	16,979,587	3,126,721	20,106,308
Bay Trail	109,655	(391,361)	281,706	0	281,706	281,706
<b>SUBTOTAL</b>	<b>15,651,030</b>	<b>(2,327,829)</b>	<b>3,656,386</b>	<b>16,979,587</b>	<b>3,408,427</b>	<b>20,388,014</b>

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The MTC 2% Toll Revenues listed above, commencing in FY2010-11, are funded from this payment.
2. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 1/31/21.
4. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for 2%, and 5% bridge toll revenues.

**FY 2021-22 FUND ESTIMATE**  
**AB1107 FUNDS**  
**AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX**

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<b>FY2020-21 AB1107 Revenue Estimate</b>			<b>FY2021-22 AB1107 Estimate</b>		
1. Original MTC Estimate (Feb, 20)		\$93,500,000	4. Projected Carryover (Jun, 21)		\$0
2. Revised Estimate (Feb, 21)		\$83,000,000	5. MTC Estimate (Feb, 21)		\$83,000,000
3. Revenue Adjustment (Lines 2-1)		(\$10,500,000)	6. Total Funds Available (Lines 4+5)		\$83,000,000

**AB1107 APPORTIONMENT BY OPERATOR**

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C=Sum(A:B)</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G=Sum(A:F)</i>	<i>H</i>	<i>I=Sum(G:H)</i>
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(41,500,000)	46,750,000	(5,250,000)	0	41,500,000	41,500,000
SFMTA	0	0	0	(41,500,000)	46,750,000	(5,250,000)	0	41,500,000	41,500,000
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$83,000,000)</b>	<b>\$93,500,000</b>	<b>(\$10,500,000)</b>	<b>\$0</b>	<b>\$83,000,000</b>	<b>\$83,000,000</b>

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 1/31/21.

**FY 2021-22 FUND ESTIMATE  
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES  
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

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ARTICLE 4.5 SUBAPPORTIONMENT				
Apportionment Jurisdictions	Alameda Article 4.5		Contra Costa Article 4.5	
Total Available	\$4,748,706		\$2,850,340	
AC Transit	\$4,338,169		\$864,982	
LAVTA	\$159,119			
Pleasanton	\$85,509			
Union City	\$165,908			
CCCTA			\$1,211,358	
ECCTA			\$593,913	
WCCTA			\$180,087	
IMPLEMENTATION OF OPERATOR AGREEMENTS				
Apportionment of BART Funds to Implement Transit Coordination Program				
Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2021-22			
CCCTA	\$891,994			
LAVTA	\$766,085			
ECCTA	\$2,899,892			
WCCTA	\$3,100,166			
Fund Source	Apportionment Jurisdictions	Claimant	Amount <sup>1</sup>	Program
Total Available BART STA Revenue-Based Funds <sup>2</sup>			\$49,865,484	
STA Revenue-Based	BART	CCCTA	(891,994)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(661,131)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(2,899,892)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,737,806)	BART Feeder Bus
Total Payment			(7,190,823)	
Remaining BART STA Revenue-Based Funds			\$42,674,661	
Total Available BART TDA Article 4 Funds			\$467,314	
TDA Article 4	BART-Alameda	LAVTA	(104,953)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(362,361)	BART Feeder Bus
Total Payment			(467,314)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$13,964,197	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$13,163,173	
Total Available Union City TDA Article 4 Funds			\$13,126,578	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$13,009,879	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts.

2. As of February 2021 discussions are ongoing between BART, MTC, and the four East Bay bus operators shown here regarding possible changes to the operator agreements which govern these payments. Should any changes be proposed staff will return to the MTC Programming and Allocations Committee to provide an update.

**FY 2021-22 FUND ESTIMATE  
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

*Attachment A  
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**PROPOSITION 1B TRANSIT FUNDING PROGRAM -- POPULATION BASED SPILLOVER DISTRIBUTION**

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-20	MTC Res-3833	MTC Res-3925	FY2021-22
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587	0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476	0
BART to Warm Springs	3,000,000	5%	308,524	0	0	0	0
eBART	3,000,000	5%	327,726	0	2,672,274	0	0
SamTrans	43,000,000	69%	4,422,174	0	0	19,288,913	19,288,913
<b>TOTAL</b>	<b>\$62,000,000</b>	<b>100%</b>	<b>\$6,395,361</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,951,976</b>	<b>\$19,288,914</b>



**FY 2021-22 FUND ESTIMATE**  
**CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

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<b>FY2020-21 LCTOP Revenue Estimate<sup>1</sup></b>		<b>FY2021-22 LCTOP Revenue Estimate<sup>2</sup></b>	
1. Estimated Statewide Appropriation (Jan, 21)	\$100,000,000	5. Estimated Statewide Appropriation (Jan, 21)	\$106,000,000
2. MTC Region Revenue-Based Funding	\$26,792,290	6. Estimated MTC Region Revenue-Based Funding	\$28,399,828
3. MTC Region Population-Based Funding	\$9,791,321	7. Estimated MTC Region Population-Based Funding	\$10,378,800
<b>4. Total MTC Region Funds</b>	<b>\$36,583,611</b>	<b>8. Estimated Total MTC Region Funds</b>	<b>\$38,778,628</b>

1. The FY 2020-21 LCTOP revenue generation is based on the \$100 million revised estimate included in the FY 2021-22 Proposed State Budget.

2. The FY 2021-22 LCTOP revenue generation is based on the \$106 million estimated in the FY 2021-22 Proposed State Budget.

**FY 2021-22 FUND ESTIMATE  
STATE OF GOOD REPAIR (SGR) PROGRAM  
REVENUE-BASED FUNDS**

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FY2020-21 SGR Revenue-Based Revenue Estimate		FY2021-22 SGR Revenue-Based Revenue Estimate	
1. State Estimate (Aug, 20)	\$31,528,098	4. Projected Carryover (Aug, 21)	\$15,096,312
2. Actual Revenue (Aug, 21)		5. State Estimate (Jan, 21)	\$31,477,988
3. Revenue Adjustment (Lines 2-1)	\$0	6. Total Funds Available (Lines 4+5)	\$46,574,300

STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2020	FY2019-21	FY2020-21	6/30/2021	FY2021-22	Total
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Revenue Estimate <sup>1</sup>	Projected Carryover	Revenue Estimate <sup>2</sup>	Available For Allocation
ACCMA - Corresponding to ACE	650	(650)	46,019	46,019	45,946	91,965
Caltrain	18,963	(1,513,360)	1,494,397	0	1,492,021	1,492,021
CCCTA	1,766	(132,782)	131,016	0	130,808	130,808
City of Dixon	0	(1,279)	1,279	0	1,277	1,277
ECCTA	932	(64,276)	63,344	0	63,244	63,244
City of Fairfield	372	(23,620)	23,248	0	23,211	23,211
GGBHTD	19,098	(1,453,035)	1,433,937	0	1,431,657	1,431,657
LAVTA	790	(63,635)	62,845	0	62,746	62,746
Marin Transit	3,721	(248,785)	245,064	0	244,675	244,675
NVTA	266	(18,058)	17,792	0	17,763	17,763
City of Petaluma	111	(7,745)	7,634	0	7,622	7,622
City of Rio Vista	0	(407)	407	0	406	406
SamTrans	18,168	(1,516,951)	1,498,783	0	1,496,400	1,496,400
SMART	3,793	(313,594)	309,801	0	309,308	309,308
City of Santa Rosa	363	(26,015)	25,652	0	25,611	25,611
Solano County Transit	788	(55,429)	54,641	0	54,554	54,554
Sonoma County Transit	507	(36,240)	35,733	0	35,676	35,676
City of Union City	268	(19,681)	19,413	0	19,382	19,382
Vacaville City Coach	0	(4,161)	4,161	0	4,154	4,154
VRTA	52,038	(4,594,691)	4,542,653	0	4,535,433	4,535,433
VRTA - Corresponding to ACE	416	(26,966)	26,550	0	26,508	26,508
WCCTA	1,134	(84,229)	83,095	0	82,963	82,963
WETA	5,180	(412,676)	407,496	0	406,849	406,849
<b>SUBTOTAL</b>	<b>129,325</b>	<b>(10,618,266)</b>	<b>10,534,959</b>	<b>46,019</b>	<b>10,518,214</b>	<b>10,564,233</b>
AC Transit	53,066	(1,333,366)	4,007,573	2,727,273	4,001,204	6,728,477
BART	91,021	(1,333,366)	6,279,872	5,037,527	6,269,892	11,307,419
SFMTA	142,873	(3,563,073)	10,705,693	7,285,493	10,688,678	17,974,171
<b>SUBTOTAL</b>	<b>286,960</b>	<b>(6,229,805)</b>	<b>20,993,139</b>	<b>15,050,293</b>	<b>20,959,774</b>	<b>36,010,067</b>
<b>GRAND TOTAL</b>	<b>\$416,285</b>	<b>(\$16,848,071)</b>	<b>\$31,528,098</b>	<b>\$15,096,312</b>	<b>\$31,477,988</b>	<b>\$46,574,300</b>

1. FY2020-21 State of Good Repair Program revenue generation is based on August 1, 2020 estimates from the State Controller's Office (SCO).

2. FY2021-22 State of Good Repair Program revenue generation is based on January 29, 2021 estimates from the State Controller's Office (SCO).

**FY 2021-22 FUND ESTIMATE  
STATE OF GOOD REPAIR (SGR) PROGRAM  
POPULATION-BASED FUNDS**

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FY2020-21 SGR Population-Based Revenue Estimate		FY2021-22 SGR Population-Based Revenue Estimate				
1. State Estimate (Aug, 20)	\$11,522,035	4. Projected Carryover (Aug, 21)	\$0			
2. Actual Revenue (Aug, 21)		5. State Estimate (Jan, 21)	\$11,503,725			
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$11,503,725			
SGR PROGRAM POPULATION-BASED APPORTIONMENT						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2020	FY2019-21	FY2020-21	6/30/2021	FY2021-22	Total
Apportionment	Balance (w/interest)	Outstanding Commitments	Revenue Estimate <sup>1</sup>	Projected Carryover	Revenue Estimate <sup>2</sup>	Available For Allocation
Clipper®/Clipper® 2.0 <sup>3</sup>	13,345,856	(24,867,891)	11,522,035	0	11,503,725	11,503,725
GRAND TOTAL	\$13,345,856	(\$24,867,891)	\$11,522,035	\$0	\$11,503,725	\$11,503,725

1. FY2020-21 State of Good Repair Program revenue generation is based on August 1, 2020 estimates from the State Controller's Office (SCO).

2. FY2021-22 State of Good Repair Program revenue generation is based on January 28, 2021 estimates from the State Controller's Office (SCO).

3. State of Good Repair Program funds are shown here according to the policy in MTC Resolution 4321.



Photo: SFMTA, Jeremy Menzies



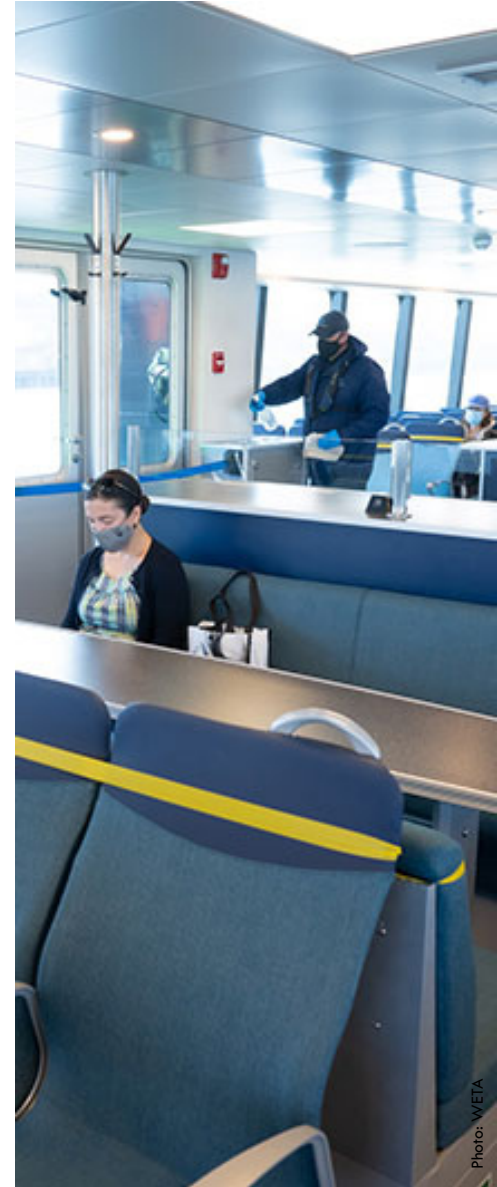
## FY 2021-22 Fund Estimate

Programming and Allocations Committee  
February 10, 2021

Agenda Item 3d

# MTC's Fund Estimate

- State law requires MTC to complete a Fund Estimate by March 1<sup>st</sup> annually
- Assists transit operators in budgeting
- Approx. 40% of Bay Area transit operating revenues are based on sales taxes
- As expected, caution is warranted in budgeting for FY 2021-22 given uncertainties around the ongoing impacts of COVID-19 on public transit
- **FY 2021-22 Fund Estimate will program approx. \$790 million, mostly for transit operations**

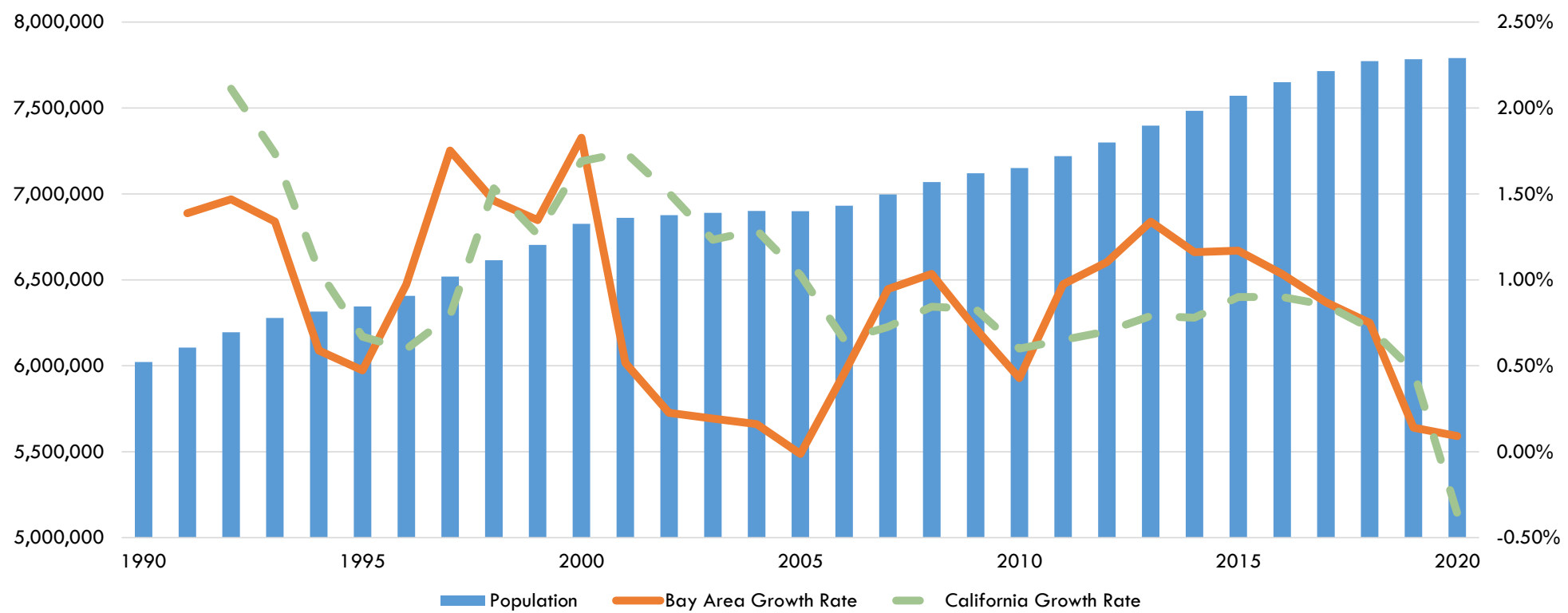


# Fund Estimate Overview

	Program	Description	FY 2020-21 Original Estimate (\$, in millions)	FY 2020-21 Revised Estimate (\$, in millions)	FY 2021-22 Estimate (\$, in millions)
Sales Taxes and Tolls	Transportation Development Act (TDA) ¼ ¢ Sales Tax	¼ ¢ sales tax in each county	\$436	\$405	\$416
	AB 1107 ½ ¢ Sales Tax	MTC administers 25% of the revenue from the ½ ¢ sales tax in the three BART district counties	\$94	\$83	\$83
	Bridge Tolls	MTC 2% Toll Revenues and 5% State General Fund Revenues	\$5	\$5	\$5
STA Formula	State Transit Assistance (STA)	Sales tax on diesel fuel in CA	\$253	\$194	\$201
	State of Good Repair (SGR) Program	Transportation Improvement Fee (vehicle registration fee)	\$40	\$43	\$43
	Low Carbon Transit Operations Program (LCTOP)	5% of Cap-and-Trade auction revenues	\$46	\$37	\$39

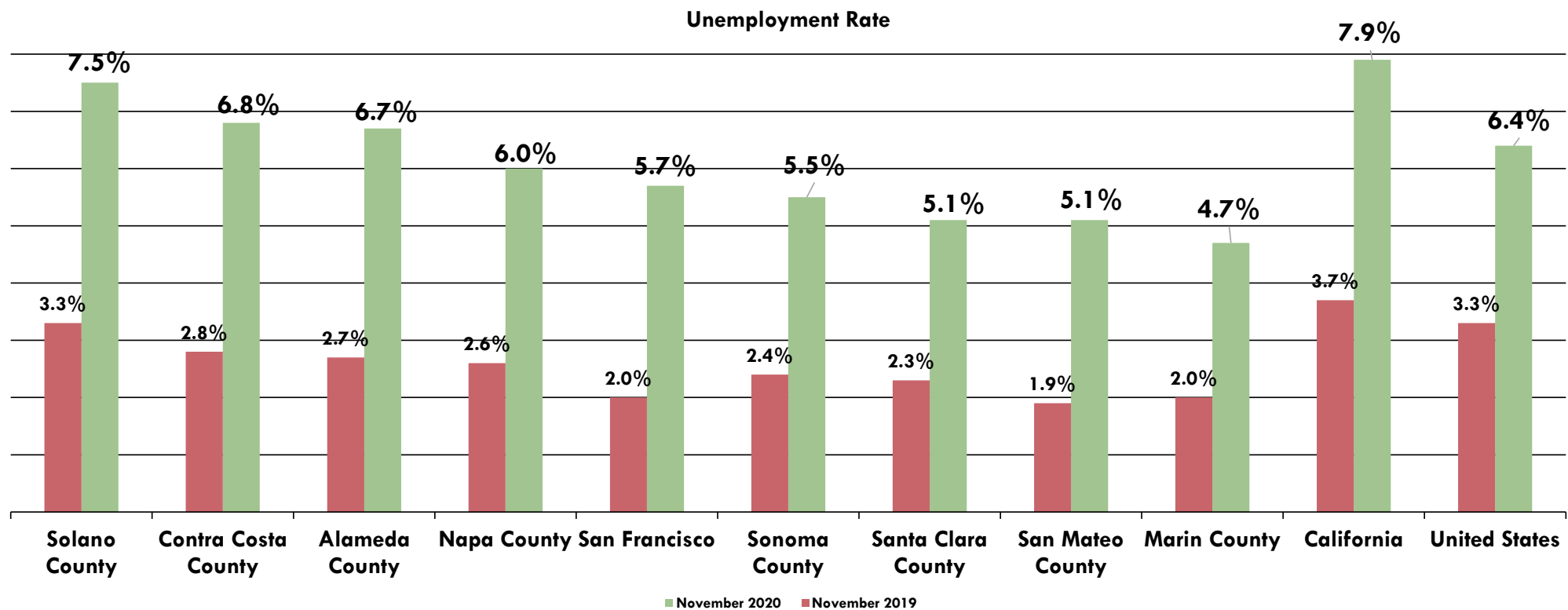
Note: Estimated revenue amounts are rounded to nearest million.

# Bay Area Population



Source: California Department of Finance

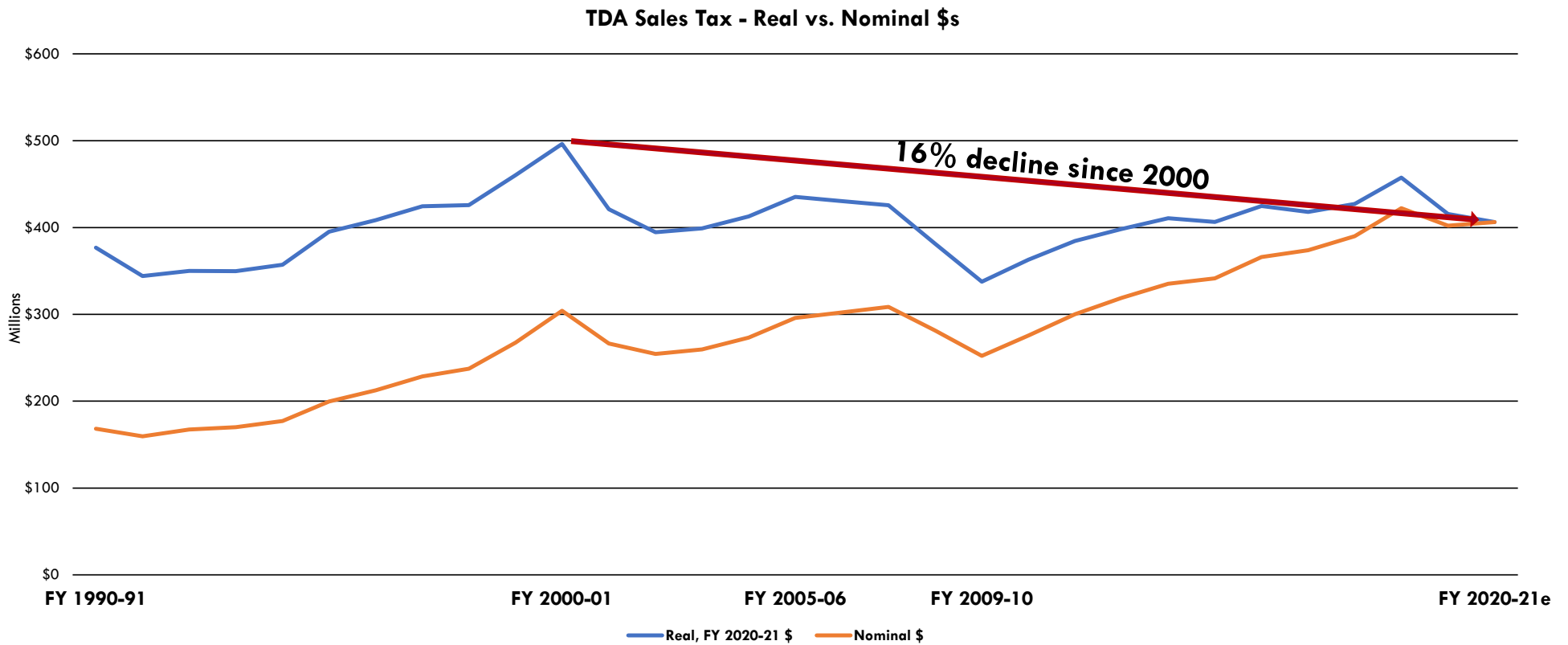
# Unemployment Rate: Substantially Higher Year over Year



Source: US Bureau of Labor Statistics, January 2021



# Real Sales Tax Revenue: 16% Drop Since 2000 When Adjusted for Inflation

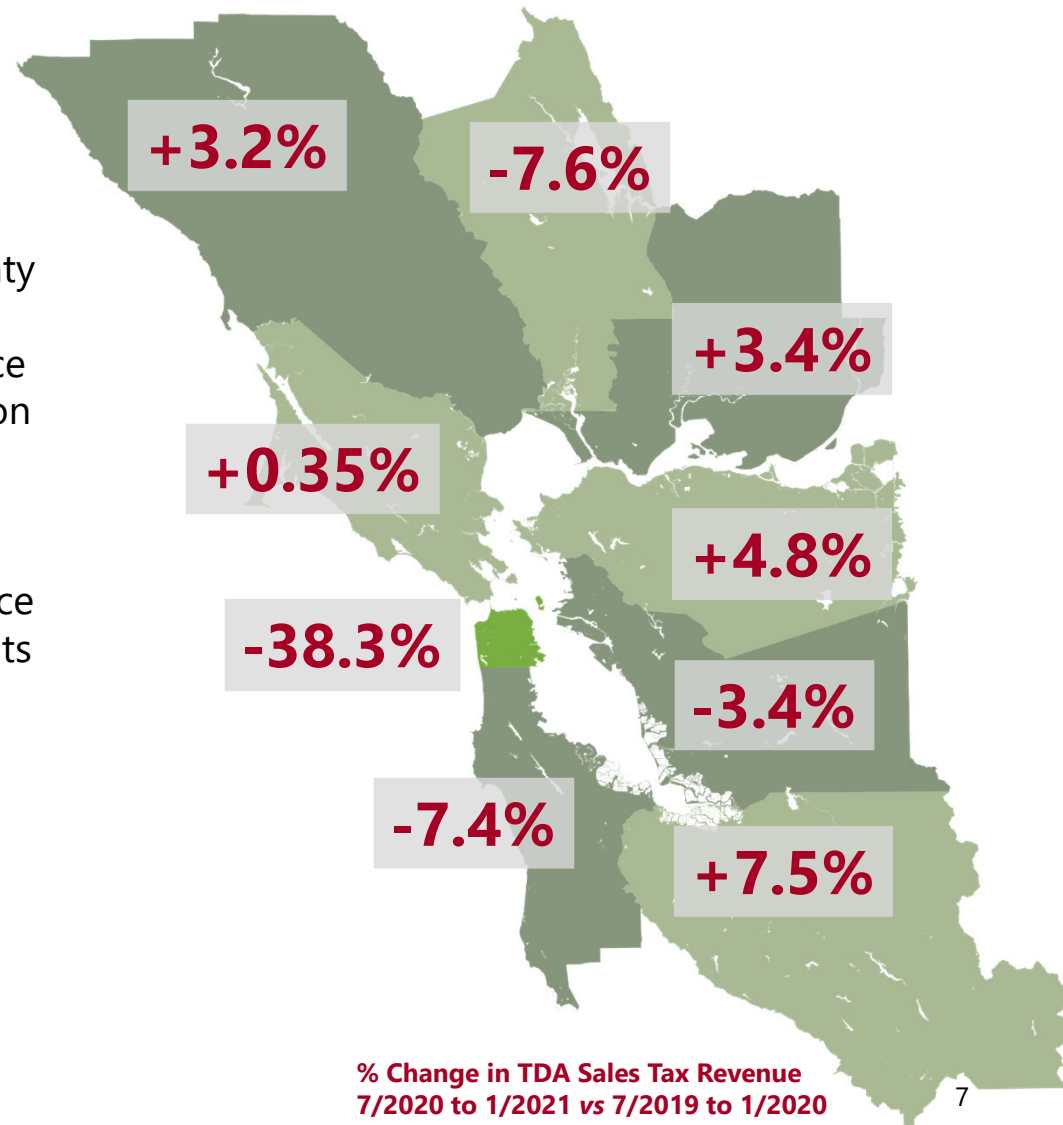


Source:

1. Actuals reported by CA Dept. of Tax & Fee Admin.
2. FY 2019-20 estimates from FY 2019-20 Fund Estimate

# TDA Sales Tax Revenue Uneven Impacts

- So far over the course of the pandemic sales tax revenue impacts have varied significantly by county
- Changes in daytime population, the disappearance of tourism, and the impacts of the *Wayfair* decision have likely played key role in the differing performance of the sales tax around the Bay Area
- As the sales tax is the single most important source of funding for transit operations in the Bay Area, its overall all resilience during the pandemic is a positive for many transit operators



# TDA Sales Tax Forecast FY 2021-22



Estimates for each county prepared by individual county Auditor/Controllers



Return to source, revenue earned in a county is spent in that county



Revenue primarily used for transit operations and capital expenses



Operators should be extra cautious due to uncertainty in County Auditor forecasts resulting from sales tax distribution changes



**FY 2021-22 forecast of \$419 million** is a **3.6% increase** above the Auditor/Controllers' revised forecast for FY 2020-21 (\$404.7 million)

- Revised FY 2020-21 Auditor/Controllers' forecast represents a 7.1% decrease from original forecast
- *Wayfair* decision likely providing significant boost to revenue



# AB 1107 Sales Tax Forecast FY 2021-22

- 25% of total revenue from BART's sales tax in Alameda, Contra Costa, and San Francisco counties
- MTC estimates revenue and establishes funding policy
- Only AC Transit, BART, and SFMTA eligible to receive AB 1107 funds per state statute
- Historically, Commission policy is to distribute 50% of funds to AC Transit and 50% to SFMTA
- **FY 2021-22 forecast of \$83 million** is a **6.7% decrease** from the actuals for FY 2019-20 (\$88.96 million)  
  
**FY 2020-21 forecast is revised downwards to \$83 million from \$93.5 million as shown in the FY 2020-21 Fund Estimate**



# STA Formula Programs

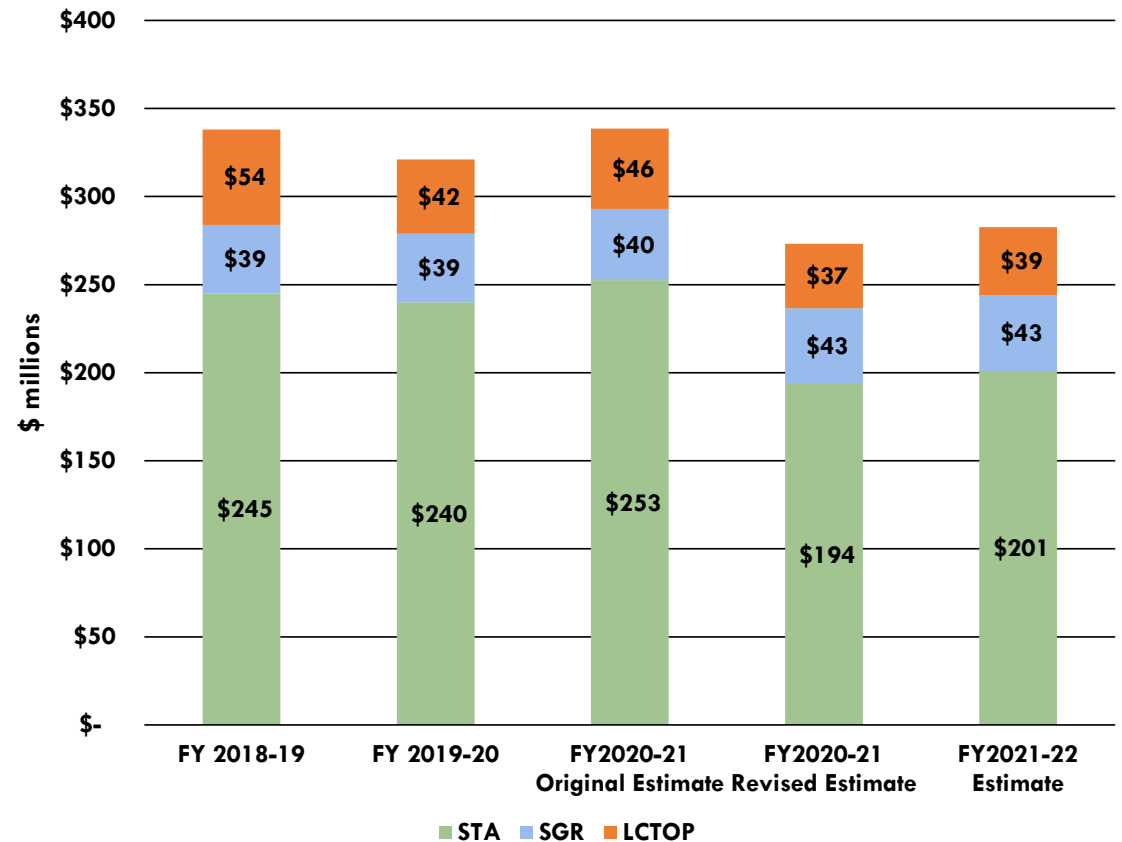
## FY 2021-22

State Transit Assistance (STA) formula splits statewide revenue 50/50 between a Revenue-Based program and a Population-Based program

Revenue-Based funds flow to transit operators via MTC based on their qualifying local revenue

Population-Based funds flow to the Bay Area based on our 19.5% share of the state's population and are programmed by MTC

**FY 2021-22 forecast of \$283 million for the Bay Area** in STA, State of Good Repair (SGR) Program and Low Carbon Transit Operations Program (LCTOP) revenue



**Staff recommendation is to forward to the Commission for approval:**

MTC Resolution 4450 (FY 2021-22 Fund Estimate)





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 21-0148      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 12/28/2020      **In control:** Programming and Allocations Committee  
**On agenda:** 2/10/2021      **Final action:**  
**Title:** MTC Resolution Nos. 4474 and 4475. Adoption of the 2021 Transportation Improvement Program (TIP) and Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 (Plan) and the 2021 TIP.

The federally required TIP is a comprehensive listing of all Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant for air quality conformity purposes. MTC is required to make a positive air quality conformity determination for the TIP and Plan in accordance with EPA's transportation conformity regulations and MTC's Bay Area Air Quality Conformity Procedures.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [11d - 21-0148 - Resos 4474-4475 Adoption of TIP.pdf](#)  
[4b - 21-0148 - Resos 4474-4475 Adoption of TIP.pdf](#)  
[4b - Public Comment - Mayben.pdf](#)

Date	Ver.	Action By	Action	Result
2/10/2021	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution Nos. 4474 and 4475. Adoption of the 2021 Transportation Improvement Program (TIP) and Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 (Plan) and the 2021 TIP.

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**Presenter:**

Adam Crenshaw

**Recommended Action:**

Commission Approval



## Metropolitan Transportation Commission Programming and Allocations Committee

February 10, 2021

Agenda Item 4b - 21-0148

### MTC Resolution Nos. 4474 and 4475

<b>Subject:</b>	Adoption of the 2021 Transportation Improvement Program (TIP) and Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 (Plan) and the 2021 TIP.
<b>Background:</b>	<p>The federally required Transportation Improvement Program (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 in line with the state-wide schedule. The 2021 TIP contains approximately 330 projects with funding totaling about \$10.3 billion over the four-year period from FY 2020-21 through 2023-24, as well as over 400 projects shown for informational purposes. The 2021 TIP is financially constrained by year, meaning that the amount of dollars committed to the projects (or “programmed”) does not exceed the amount of dollars estimated to be available. The 2021 TIP includes a financial constraint analysis and a financial plan that demonstrates that the programmed projects can be implemented with the funding available. The TIP is also designed such that, once implemented, it makes progress toward achieving the performance targets established per federal regulations and includes a description of the anticipated effect of the TIP toward achieving those targets. A summary of the performance report is attached.</p> <p>To further assist the public in assessing the equity implications of the 2021 TIP, staff has conducted an investment analysis with a focus on low income and minority residents. MTC conducted an investment analysis of long-term investments as part of the Equity Analysis for Plan Bay Area 2040 among other efforts to fulfill the region’s Title VI and environmental justice responsibilities. Staff conducted the investment analysis on the TIP to provide further transparency for short-term investments. However, when compared to the Plan, the 2021 TIP only reflects about 20% of average annual transportation spending in the Bay Area.</p> <p>The 2021 TIP Investment Analysis concludes that, in the aggregate, there is a relatively higher proportionate investment in transportation facilities that serve minority and low-income populations than the proportional share of trips taken by minority and low-income populations. However, it also suggests a variance in the share of transit investments by trips for passengers living in low-income households and in the per-rider benefit of investments for minority transit riders. As with the 2019 TIP, staff believes that this variance is due to the programming of funding for a handful of large capital projects within the active years of the TIP. A summary of the Investment Analysis is also attached.</p>



Under Federal law and regulation, regional transportation plans (RTPs) and Transportation Improvement Programs (TIPs) must be analyzed to determine if they conform to federal air quality standards and plans (known as the State Implementation Plan or SIP). The new Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 (Plan) and the 2021 TIP was prepared in accordance with the U.S. Environmental Protection Agency's (EPA) transportation conformity regulations and MTC's Bay Area Air Quality Conformity Procedures (MTC Resolution No. 3757, Revised). These projects have been modeled in the appropriate analysis year using the latest planning assumptions. MTC staff consulted with the Air Quality Conformity Task Force on the approach to the conformity analysis, draft conformity analysis, response to public comments on the draft conformity analysis, and final conformity analysis. Based on the conformity analysis, a positive conformity determination can be made because the Plan and the TIP conform to the federal air quality standards and plans.

Federal regulations, including 23 CFR §630.106, and state statutes, including Streets and Highways Code Section 182, as well as California Transportation Commission (CTC) policies and guidance prescribe requirements for the timely use of state and federal funds. Sponsors with projects in the federal TIP must meet these timely use of funds requirements and comply with the provisions and requirements of the regional project funding delivery policy, MTC Resolution 3603, Revised.

#### **Public Comments and Responses**

The 2021 TIP and accompanying Transportation-Air Quality Conformity Analysis were released for public review and comment beginning November 9, 2020. The documents were presented at a public meeting on December 9, 2020, and the review and comment period ended on December 14, 2020. Staff received one comment on the 2021 TIP and one comment on the Transportation-Air Quality Conformity Analysis. A summary of the comments received and staff's responses is included as Attachment C. The comments pertaining to the 2021 TIP and the Transportation-Air Quality Conformity Analysis as well as staff's responses to these comments have also been incorporated into the respective documents.

During the comment period, staff also received updated project and funding information from sponsors. Changes resulting from those updates are listed in Attachment D.

#### **Next Steps**

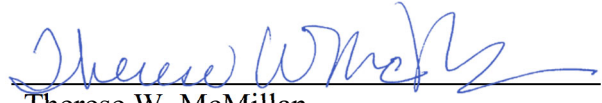
Following Commission consideration later this month, if approved, the 2021 TIP and Transportation-Air Quality Conformity Analysis will be forwarded to Caltrans, the Federal Highway Administration and Federal Transit Administration for review. Federal approval would be expected in April.

**Issues:**

None

**Recommendation:** Refer MTC Resolution No. 4474 and MTC Resolution No. 4475 to the Commission for approval.

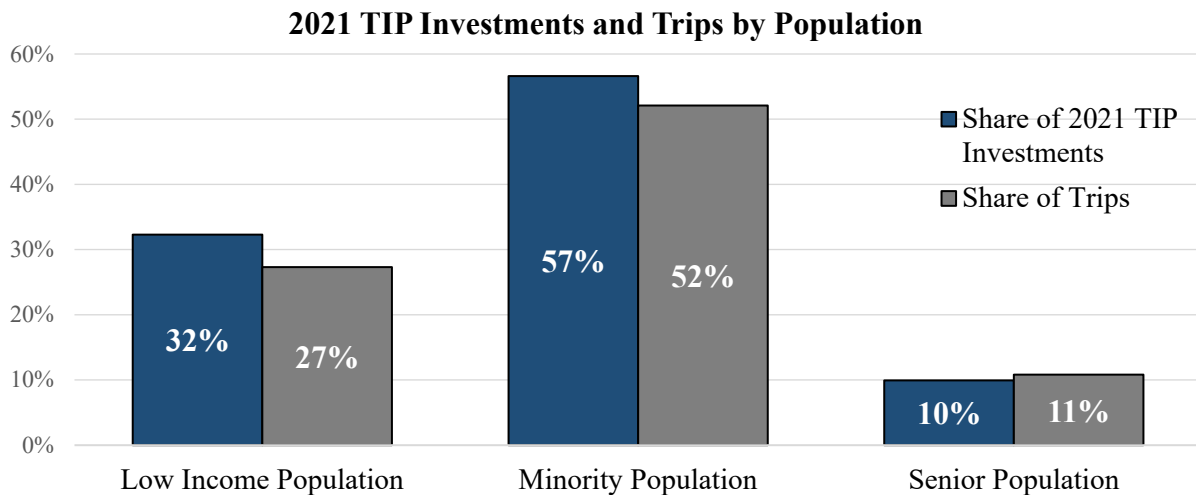
**Attachments:** Attachment A – Performance Report Summary  
Attachment B – Investment Analysis Key Findings  
Attachment C – Responses to public comments  
Attachment D – List of project changes in response to comments  
MTC Resolution No. 4474: Adoption of the Transportation-Air Quality  
Conformity Analysis for the Amended Plan Bay Area 2040 and 2021 TIP  
MTC Resolution No. 4475: Adoption of the 2021 TIP  
Appendix 1: Comments Received

  
Therese W. McMillan

## 2021 TIP Investment Analysis Key Findings

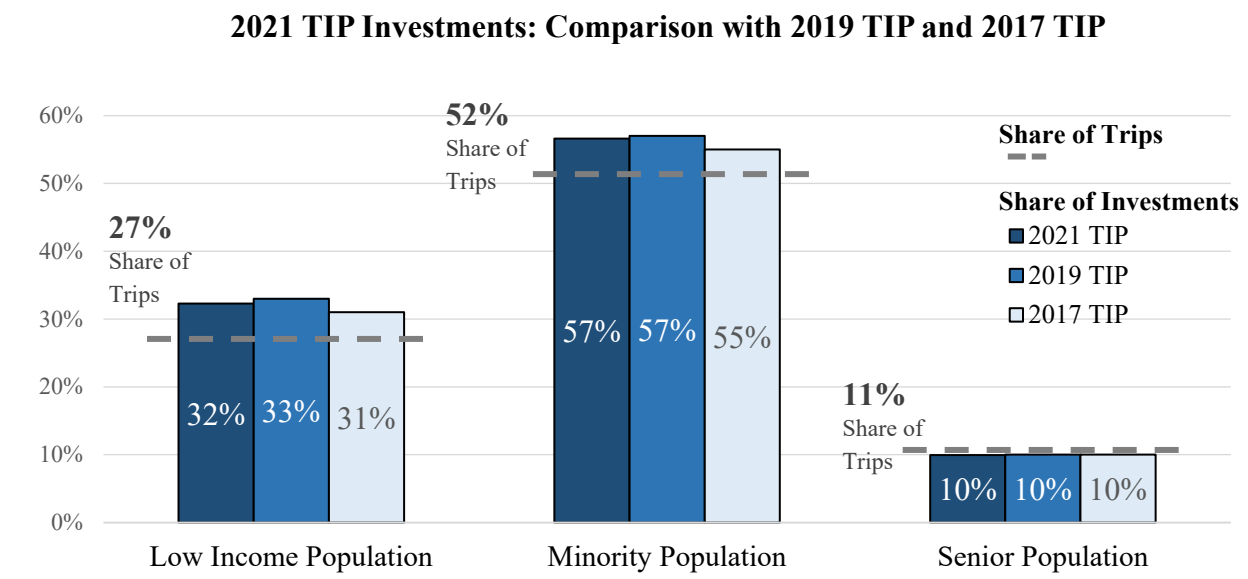
### *Equitable distribution of investments overall*

The results of the population use-based analysis indicate that overall, the investments in the 2021 TIP direct an equitable proportion of investments to projects that support the transportation of residents of low-income households, racial or ethnic minorities, and seniors.



### Comparison with Prior Analyses

The equitable distribution of investments in the 2021 TIP is largely consistent with results of recent analyses, with levels of investment to support the mobility of specific population groups changing less than two percentage points between each TIP.



## Attachment A

### ***Variable results for transit, due to small number of very large investments***

There are a few variances worth noting in the population used-based analysis and disparate impact analysis of the 2021 TIP, specifically related to transit.

- The share of transit investments that support trips made by passengers in low-income households (33%) falls somewhat short of these passengers' relative share of the transit trips taken (47%).
- Federal and state transit investments result in a per capita benefit for minorities that slightly exceeds the per capita benefit for non-minorities (102% of non-minority per capita benefit). However, on a per transit rider basis, federal and state transit investments fall short, with a minority per rider benefit of 95% of the non-minority per rider benefit.

The varied transit results in the 2021 TIP are attributed to a small number of very large projects, particularly the BART Berryessa to San Jose Extension. With \$3.2 billion programmed to the project, the BART extension alone accounts for 64% of all transit funding in the 2021 TIP. When focusing only on state and federal funds, this project accounts for approximately 33% of funding in the TIP period. While BART ridership approximately mirrors the regional ridership share for minority populations, the share of BART riders from low-income households is less than the regional average share.

In addition, FTA formula funding of approximately \$1.9 billion for the four-years of the 2021 TIP has not yet been included in the TIP. These funds will be amended into the TIP through the Transit Capital Priorities (TCP) program when the funds are made available by FTA. Minority populations and low-income households benefit from this funding in accordance with the regional TCP funding process.

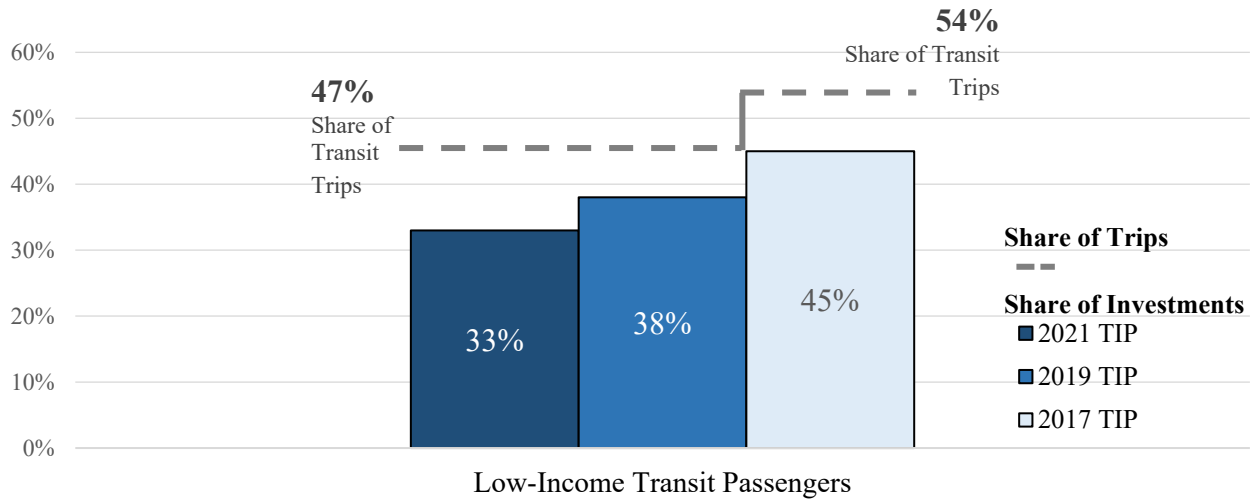
It is also important to re-emphasize that the TIP does not reflect the full picture of transportation investments in the Bay Area. The TIP only includes four years of near-term fund programming and tends not to include operating and maintenance funds, particularly for transit.

### Comparison with Prior Analyses

In the case of transit investments, the share of transit investments in the 2021 TIP that support trips made by passengers in low-income households (33%) continues to fall short of these passengers' relative share of transit trips (47%). This mismatch has increased over recent TIPs, as shown in the table on the following page.

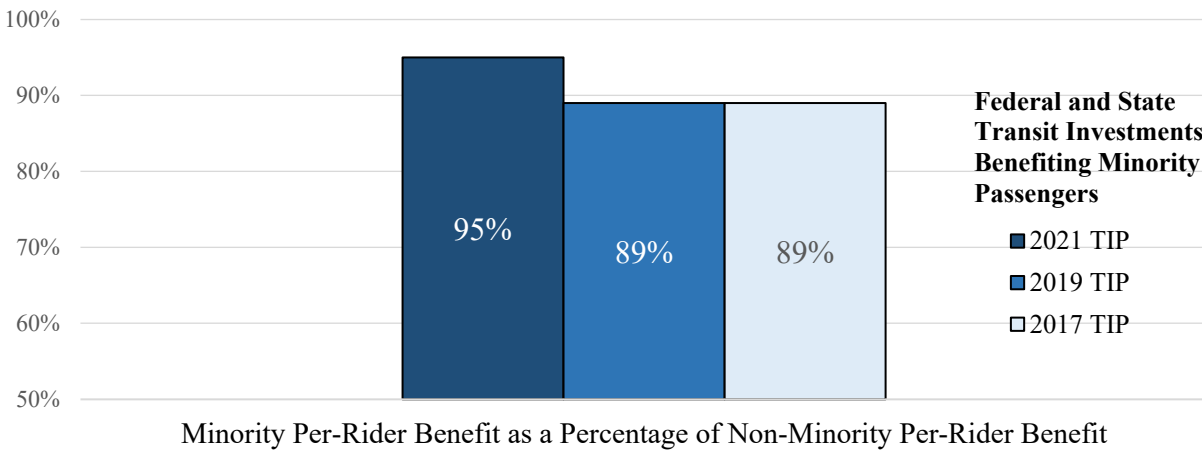


### 2021 TIP Transit Investments: Comparison with 2019 TIP and 2017 TIP



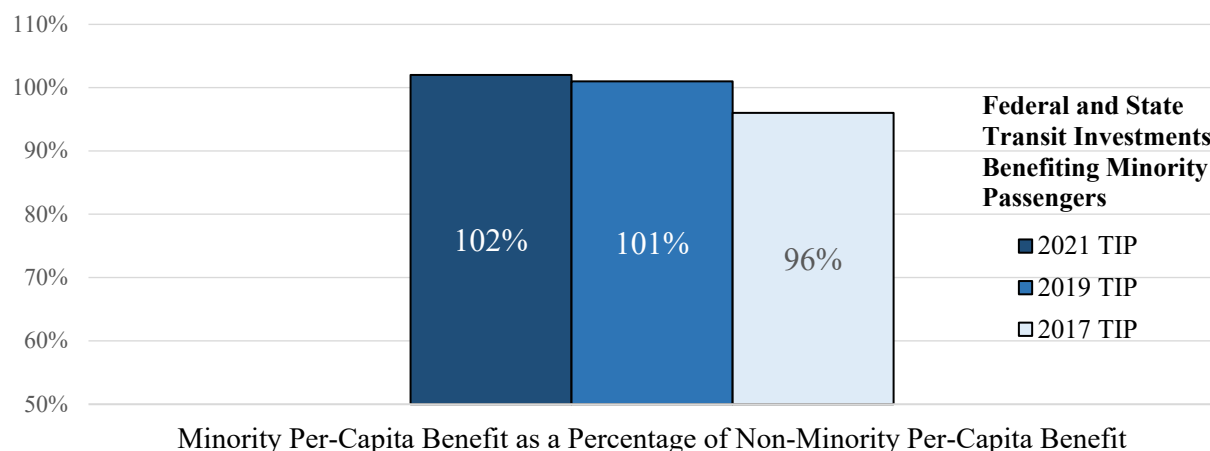
Conversely, the results of the disparate impact transit analysis have improved with the 2021 TIP, as compared to the 2019 TIP. The minority per transit rider investment benefit increased from 89% of non-minority transit investment benefits in the 2019 TIP to 95% benefit in the 2021 TIP.

### 2021 TIP Transit Investments *Per Rider*: Comparison with 2019 TIP and 2017 TIP



Additionally, the per capita transit investment benefit for minorities continues to slightly exceed the per capita for non-minorities (102% of the non-minority per capita benefit in both the 2019 and 2021 TIP), an improvement from minority residents receiving 96% of the benefits received by non-minority residents in the 2017 TIP.

### 2021 TIP Transit Investments *Per Capita*: Comparison with 2019 TIP and 2017 TIP



#### ***Addition of transportation equity measures provides opportunity for better understanding of potential equity impacts***

For the 2021 TIP, additional information is provided on projects that support Plan Bay Area 2040's transportation-focused equity measures: Healthy and Safe Communities, Economic Vitality, Transportation System Effectiveness, and Equitable Access. Although the analysis does not identify direct benefits and burdens resulting from individual investments, it builds upon the population use-based and disparate impact analyses to better understand the nature of the projects included in the 2021 TIP and their anticipated effects on long-term regional goals. Data for the transportation equity measures is self-reported by project sponsors, therefore the resulting information is limited by the quality and consistency of the data provided.

Where possible, projects supporting the transportation-focused equity measures were also mapped to illustrate the location of 2021 investments in relation to adopted COCs as well as census tracts with concentrations of minority populations that are above regional averages. The geographic display of projects allows for examination and identification of any apparent systematic exclusion of communities in the spatial distribution of benefits, or any apparent systematic imbalances between the distribution of projects between communities of concern and the remainder of the region, or between minority and non-minority communities. As noted above, many projects and additional data can be viewed on an interactive webmap available on <https://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

# **Federal Performance Report**

Assessment of 2021 TIP Investments in Addressing  
Federally-Mandated Performance Measures

# INTRODUCTION

---

## Performance-Based Planning and Programming

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (2012), also known as MAP-21, established several performance management requirements for state departments of transportation (DOTs), metropolitan planning organizations (MPOs), and transit agencies. A performance-based approach to transportation planning and programming intends to ensure the most efficient investment of transportation funds, support improved investment decision-making, and increase accountability and transparency. MAP-21 and subsequent federal legislation require DOTs, MPOs, and transit agencies to establish performance targets for each of the following national goal areas:

- Safety
- Infrastructure Condition
- System Reliability
- Freight Movement and Economic Vitality
- Congestion Reduction
- Environmental Sustainability

## MTC's Role

Under the federal performance management rules, MTC is responsible for setting short-range targets and incorporating the targets into its planning processes – most notably, the Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP).

- **TIP Requirements**

There are two primary requirements for incorporating performance management into the TIP. For all federally-required targets, MTC must show that the TIP “makes progress towards achieving the performance targets” and that the TIP includes, “to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets” (23 CFR § 450.326). MTC must show that it is moving in the right direction based on the package of investments included in the TIP and must also describe how much of an effect the TIP investments are expected to have on the targets.

- ➔ **Federal Performance Report:** This report reflects all of the federally-required performance targets and seeks to quantify impacts to the greatest extent practicable, while at the same time focusing on consistency and accuracy across projects.
- ➔ **2021 TIP:** The Bay Area's 2021 TIP covers the four-year period of FY 2020-21 through FY 2023-24 and includes approximately 330 transportation projects with \$10.3 billion in committed funding during the four-year period. For the 2021 TIP, MTC collected self-reported data from project sponsors to complete the performance analysis.





- **RTP Requirements**

Starting with Plan Bay Area 2050 (anticipated for adoption in mid-2021), MTC will be required to report on the condition and performance of the transportation system in relation to its adopted performance targets (23 CFR § 450.324). MTC will also have to comply with other new federal requirements related to long-range planning, including any potential scenario planning.

- **Reporting**

In addition to quantifying progress made towards performance targets in the context of its TIP and RTP, MTC is required to report regional targets to Caltrans. To meet this requirement, MTC has expanded its Vital Signs performance monitoring website

(<http://www.vitalsigns.mtc.ca.gov/targets>) to incorporate federal performance targets, as well as additional performance indicators. Additionally, MTC publishes its regional targets as they are adopted on MTC's website (<https://mtc.ca.gov/our-work/plans-projects/major-regional-projects/federal-performance-targets>).

## **2021 TIP Federal Performance Report Structure**

This report is organized by goal area and supporting performance measures.

- **Goal and Performance Measure Background:** Each section includes an introduction to the national goal area, a description of each of the federally-required performance measures for that goal, information on the target-setting process, and a status update on the state and regional targeting-setting process. Where possible, recent trend data for the performance measures is also provided.
- **2021 TIP Investments:** Data collected from project sponsors for the 2021 TIP is presented for each goal area and performance measure. This includes the level of investment in projects that have identified the goal area as the project's primary purpose, as well as a summary of the performance benefits from all projects included in the 2021 TIP, regardless of project purpose.
- **Performance Assessment:** For each goal area and performance measure, the report includes an overall assessment of the anticipated effect of the 2021 TIP on achieving performance targets and a discussion of ongoing and future efforts related to the goal area.

# SAFETY

Federal performance management regulations identify two distinct areas of transportation safety – road safety from traffic collisions (including collisions involving bicyclists and pedestrians), and transit safety resulting from collisions, other safety events, or major mechanical failures. The overall goal of the transportation safety performance area is to make the nation’s transportation systems safer for all users.

## Road Safety

Goal: Significantly reduce traffic fatalities and serious injuries on all public roads.

### Performance Measures

Five performance measures were established to identify trends and assess progress towards reducing traffic-related fatalities and serious injuries on public roads.

Goal Area	Road Safety
Performance Measures	<ul style="list-style-type: none"><li>• Number of fatalities</li><li>• Rate of fatalities per 100 million vehicle miles traveled</li><li>• Number of serious injuries</li><li>• Rate of serious injuries per 100 million vehicle miles traveled</li><li>• Number of non-motorized fatalities and non-motorized serious injuries</li></ul> <p><i>For all measures: 5-year rolling average; all public roads</i></p>

### Performance Targets

State DOTs are required to set numerical targets each year for each safety measure to comply with the regulation. MPOs have the option of supporting State targets or setting their own region-specific numerical targets on a target-by-target basis.

For the third round of annual target-setting, Caltrans set statewide 2020 targets to align with a trajectory of achieving zero deaths by 2050. For the Bay Area, MTC set 2020 regional targets based on a linear decline to zero fatalities and serious injuries by 2030, in line with a full adoption of Vision Zero. The 2020 targets and corresponding anticipated annual performance changes for each measure are detailed in the table on the following page.

Performance Measures	2020 Targets			
	Caltrans		Bay Area	
	Statewide	Annual Reduction	Regional 2020	Annual Reduction
	2020 Targets		Targets	
	2016-2020 average	2016-2020	2016-2020 average	2016-2020
Fatalities – total	<b>3,518.0</b>	-3% fatalities	<b>404.1</b>	-7% fatalities
Fatalities – per 100 million VMT	<b>1.023</b>	-3% fatalities; +1% traffic volumes	<b>0.622</b>	-7% fatalities; +1% traffic volumes
Serious Injuries – total	<b>13,740.4</b>	-1.5% injuries	<b>1,800.9</b>	-7% injuries
Serious Injuries – per 100 million VMT	<b>3.994</b>	-1.5% injuries; +1% traffic volumes	<b>2.793</b>	-7% injuries; +1% traffic volumes
Non-motorized fatalities + serious injuries – total	<b>4,147.4</b>	-3% fatalities; -1.5% injuries	<b>702.0</b>	-7% fatalities; -7% injuries

Note: Targets rely on forecast data for 2019-2020 annual fatalities and injuries, based on the annual reduction or increase rates noted. Observed fatality and injury data is available for 2015-2018, observed annual average daily traffic (AADT) data is available for 2017.

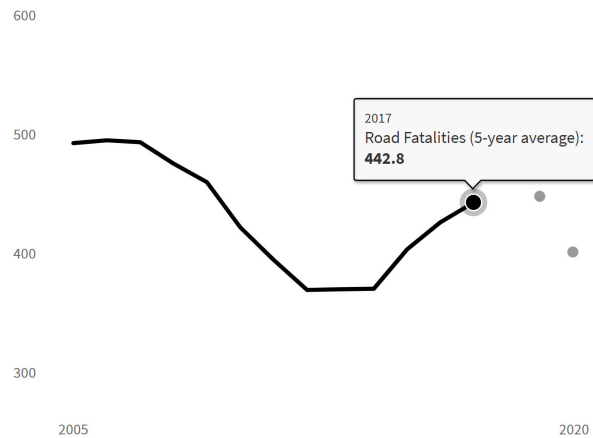
In August 2020, Caltrans adopted statewide targets for 2021. MTC has until February 2021 to adopt regional safety targets and may choose to support the new state targets or to adopt its own regional numeric targets.

Regional trends for each roadway safety performance measure is provided in charts on the following page. Trend lines are in black, with grey dots representing regional targets (2019 and 2020).

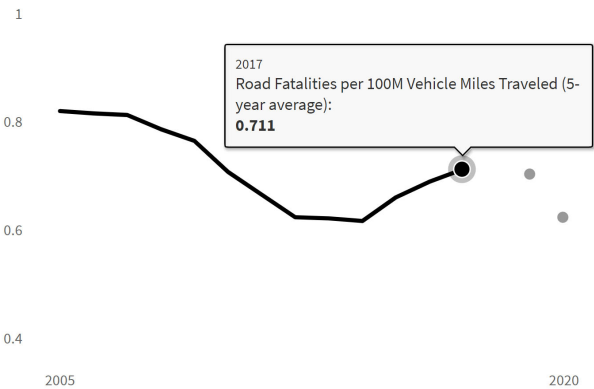


# Bay Area Regional Road Safety Trends

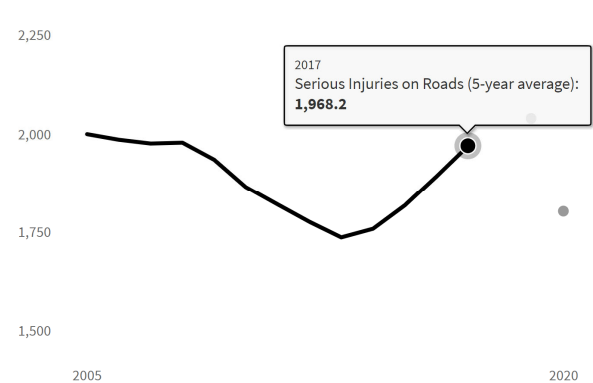
Number of Fatalities



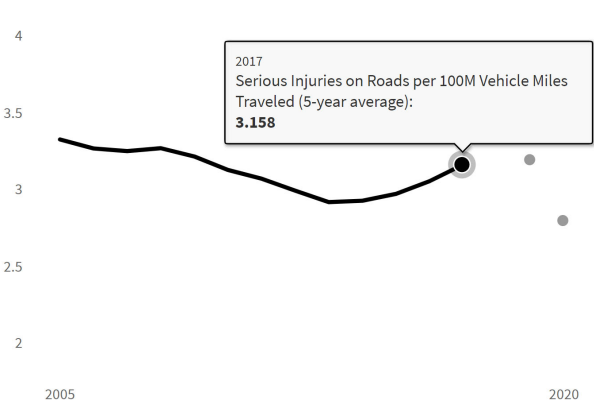
Fatalities per 100 million VMT



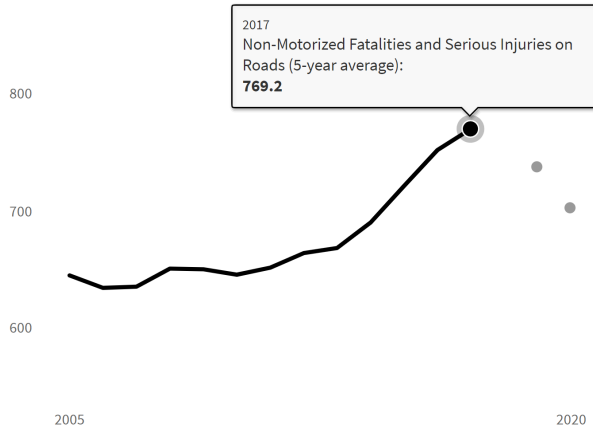
Number of Serious Injuries



Serious Injuries per 100 million VMT



Number of Non-Motorized Fatalities and Serious Injuries



Source: <http://www.vitalsigns.mtc.ca.gov/targets>

## 2021 TIP Investments

In the 2021 TIP, nearly \$1 billion in federal, state, regional and local funds are directed to projects that have a primary purpose of improving roadway safety for all users (Table 1). Funding for safety-focused projects account for 9% of the dollars in the 2021 TIP, and 22% of all projects in the 2021 TIP have a primary purpose of improving road safety.



**\$1.0  
billion**

<b>Table 1</b>				
2021 TIP Projects with Primary Purpose to Improve Road Safety				<i>\$ in millions</i>
	Safety Investments	% of TIP Investments	Safety Projects	% of TIP Projects
Alameda	\$68	1%	10	18%
Contra Costa	\$52	28%	8	21%
Marin	\$13	10%	5	29%
Napa	\$5	6%	3	19%
San Francisco	\$110	14%	4	13%
San Mateo	\$35	8%	9	25%
Santa Clara	\$122	3%	20	28%
Solano	\$24	12%	7	27%
Sonoma	\$12	40%	4	27%
Multiple Counties	\$514	15%	4	14%
	<b>\$954</b>	<b>9%</b>	<b>74</b>	<b>22%</b>

Note: Project purpose data provided by project sponsors through the 2021 TIP. Project totals include one or more "grouped listings," which combine numerous projects into a single listing in the TIP.

This significant investment in road safety projects includes \$511 million from three key state-funded safety programs: State Highway Operation and Protection Program (SHOPP) – Collision Reduction Program, Safety Improvements (SHOPP) – Emergency Repair, and State Highway Safety Improvement Program (HSIP). In addition to the state safety investments directed to projects throughout the region, a sampling of other significant road safety investments in the 2021 TIP include:

- \$35 million for Caltrain Rengstorff Grade Separation in Mountain View
- \$20 million for Willow-Keyes Complete Streets Improvements in Santa Clara County
- \$17 million for the Iron Horse Trail Bike and Pedestrian Overcrossing in Contra Costa County
- \$15 million for Powell Street Safety Improvements in San Francisco

Transportation projects that are primarily focused on other non-safety objectives, such as congestion reduction or operational improvements, can often contribute to a safer roadway environment. Table 2 details the project investments in the TIP, regardless of the project's primary purpose, that are expected to reduce fatalities or serious injuries for all modes, as well as projects that result in safer travel environments specifically for bicyclists and pedestrians. Many of these projects have a primary objective other than road safety.

Table 2												
2021 TIP Projects Anticipated to Result in Road Safety Benefits											\$ in millions	
Benefit:	Reduction in the Number and Rate of Fatalities				Reduction in the Number and Rate of Serious Injuries				Reduction in Non-Motorized Fatalities and Serious Injuries			
	Investments		Projects		Investments		Projects		Investments		Projects	
Alameda	\$427	56%	30	54%	\$430	57%	33	59%	\$430	57%	33	59%
Contra Costa	\$106	56%	15	39%	\$106	56%	15	39%	\$61	33%	12	32%
Marin	\$13	10%	6	35%	\$14	11%	7	41%	\$15	12%	8	47%
Napa	\$48	64%	6	38%	\$59	78%	7	44%	\$63	84%	10	63%
San Francisco	\$169	22%	6	19%	\$169	22%	6	19%	\$173	22%	8	26%
San Mateo	\$43	10%	12	33%	\$43	10%	12	33%	\$46	10%	14	39%
Santa Clara	\$696	16%	37	52%	\$696	16%	37	52%	\$614	14%	36	51%
Solano	\$117	60%	10	38%	\$117	60%	10	38%	\$45	23%	10	38%
Sonoma	\$14	47%	6	40%	\$15	49%	7	47%	\$17	58%	8	53%
Multiple	\$880	26%	5	17%	\$880	26%	5	17%	\$880	26%	5	17%
	\$2,513	24%	133	40%	\$2,529	25%	139	41%	\$2,345	23%	144	43%

Note: Anticipated effect of projects on road safety provided by project sponsors through the 2021 TIP. Project totals include one or more “grouped listings,” which combine numerous projects into a single listing in the TIP.

Combined into a single measure, more than 150 projects programmed in the 2021 TIP, accounting for nearly \$2.6 billion in investments, are anticipated to reduce traffic fatalities and/or serious injuries (Table 3). The data in Table 2 is not additive for Table 3, as individual projects may benefit more than one road safety performance measure.



<b>Table 3</b>				
2021 TIP Projects Anticipated to Result in Road Safety Benefits				\$ in millions
Reduction in Fatalities or Serious Injuries (including non-motorized)				
	Investments		Projects	
Alameda	\$430	57%	34	61%
Contra Costa	\$117	62%	17	45%
Marin	\$15	12%	8	47%
Napa	\$63	84%	10	63%
San Francisco	\$173	22%	8	26%
San Mateo	\$46	10%	14	39%
Santa Clara	\$701	16%	40	56%
Solano	\$122	62%	11	42%
Sonoma	\$17	58%	8	53%
Multiple	\$880	26%	5	17%
	\$2,565	25%	155	46%

Note: Anticipated effect of projects on road safety provided by project sponsors through the 2021 TIP. Project totals include one or more “grouped listings,” which combine numerous projects into a single listing in the TIP.

Underscoring MTC's commitment to address roadway safety in the region, MTC adopted a Regional Safety/Vision Zero Policy in July 2020. The policy recognizes that MTC is uniquely positioned to facilitate region-wide safety planning and coordination to eliminate traffic fatalities and serious injuries in the Bay Area by 2030. The policy establishes a framework for MTC to:

- 1) Provide regional leadership to promote safety, engaging and incentivizing leadership across jurisdictions to prioritize safety and work towards aligning funding policy with safety goals.
- 2) Apply a data-driven approach to inform safety policy and strategic use of available funds and resources. Establish a regional safety data system at MTC that enables local jurisdictions to benefit from consistent and reliable data.
- 3) Promote equity in regional safety policies by considering and analyzing impacts on historically disadvantaged and under-invested communities and protecting vulnerable roadway users.
- 4) Support beneficial safety policies and legislation that target evidence-based solutions to safety problems.
- 5) Engage key regional stakeholders for safety policy development, implementation, and collaboration on safety best practices. Provide education and technical assistance.

## TRANSIT SAFETY

Goal: Improve the safety of all public transportation systems, specifically in the areas of fatalities, injuries, safety events (ex.: collisions, derailments), and system reliability.

### Performance Measures

The National Public Transportation Safety Plan includes seven performance measures that transit operators and MPOs will be required to track and report. These measures will be used to identify trends and assess progress towards making reductions in transit fatalities, injuries, safety events, and mechanical failures. Each performance measure is tracked and reported by mode of public transportation (i.e. bus, heavy rail).

Goal Area	Transit Safety
Performance Measure(s)	<ul style="list-style-type: none"><li>• Number of fatalities, by mode</li><li>• Rate of fatalities per vehicle revenue miles, by mode</li><li>• Number of injuries, by mode</li><li>• Rate of injuries per vehicle revenue miles, by mode</li><li>• Number of transit safety events, by mode</li><li>• Rate of transit safety events per vehicle revenue miles, by mode</li><li>• Mean distance between major mechanical failures, by mode</li></ul>

### Performance Targets

The final rule for these performance measures went into effect in July 2019. Transit operators are required to establish a Public Transportation Agency Plan, including safety performance targets, by July 2021. At this

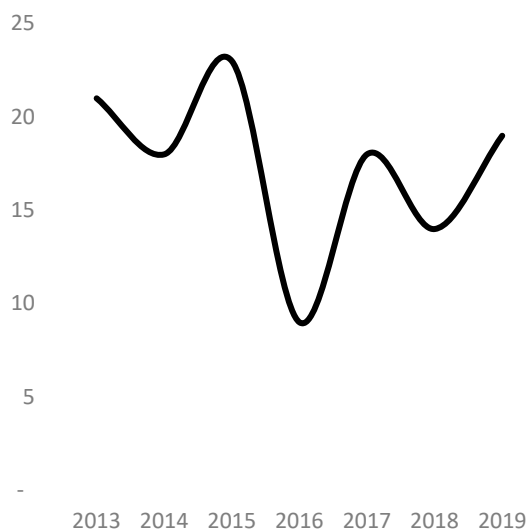


time, not all Bay Area transit operators have established their safety targets. Once all operators have established their targets, MTC will have 180 days to set regional transit safety targets.

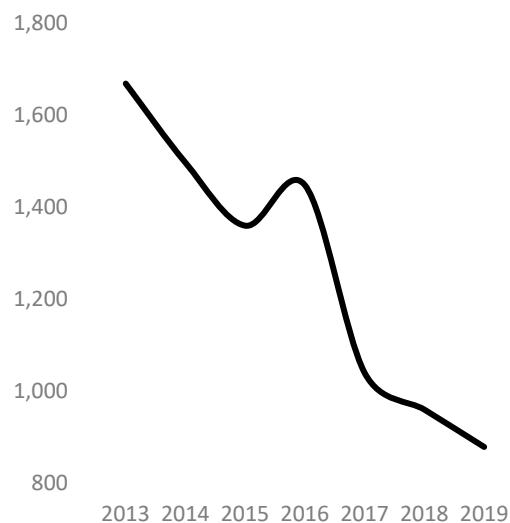
Performance Measures	MTC Regional Targets
Fatalities – total, by mode	Pending
Fatalities – rate per vehicle revenue miles, by mode	
Injuries – total, by mode	
Injuries – rate per vehicle revenue miles, by mode	
Transit safety events – total, by mode	
Transit safety events – rate per vehicle revenue miles, by mode	
Major mechanical failures – mean distance between, by mode	

### Bay Area Regional Transit Safety Trends

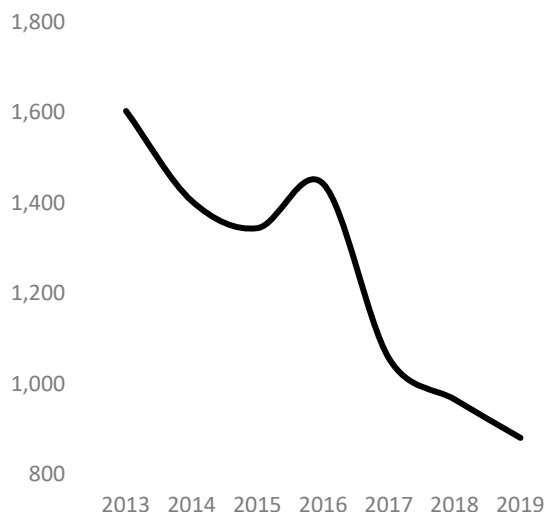
Number of Fatalities - All modes



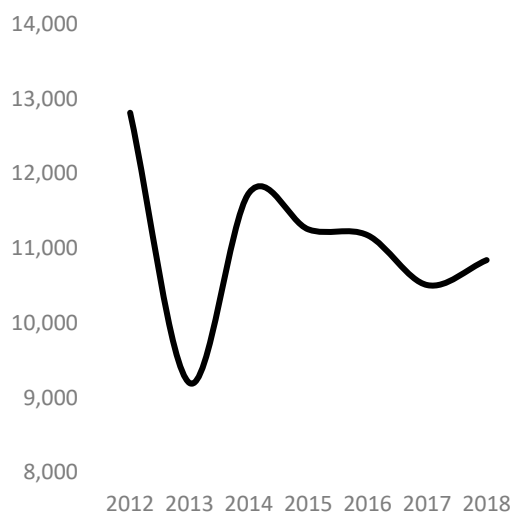
Number of Injuries - All modes



Number of Transit Safety Events - All modes



Number of Major Mechanical Failures - All modes



Source: National Transit Database





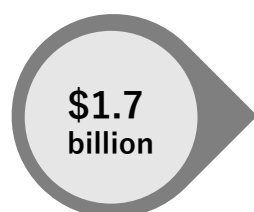
## 2021 TIP Investments

In the 2021 TIP, \$53 million is committed to projects that have a primary purpose of improving transit safety (Table 4).

<b>Table 4</b>				
2021 TIP Projects with Primary Purpose to Improve Transit Safety				<i>\$ in millions</i>
	Safety Investments	% of 2021 TIP Investments	Safety Projects	% of 2021 TIP Projects
Regional total	\$53	1%	5	1%
	\$53	1%	5	1%

Note: Project purpose data provided by project sponsors through the 2021 TIP.

However, more than \$1.7 billion of 2021 TIP investments are anticipated to improve performance of one or more transit safety performance measures, regardless of overall project purpose (Table 5). This accounts for 17% of the investments included in the 2021 TIP. The bulk of these investments are state of good repair and modernization projects that are also expected to improve the performance of one or more of the transit safety performance measures.



<b>Table 5</b>				
2021 TIP Projects Anticipated to Result in Transit Safety Benefits				<i>\$ in millions</i>
Investments improving performance outcomes for transit safety				
	Investments		Projects	
Regional total	\$1,742	17%	71	21%
	\$1,742	17%	71	21%

Note: Anticipated effect of projects on transit safety provided by project sponsors through the 2021 TIP. Project totals include one or more "grouped listings," which combine numerous projects into a single listing in the TIP.

A few projects in the 2021 TIP with anticipated transit safety benefits include:

- \$41 million for the SFMTA Train Control and Trolley Signal Rehabilitation/Replacement project
- \$35 million for Caltrain Rengstorff Grade Separation in Mountain View
- \$21 million for the Geneva Harney BRT Infrastructure-East Segment in San Francisco
- \$15 million for Powell Street Safety Improvements in San Francisco
- \$14 million for CCTA's Automated Driving System

# INFRASTRUCTURE CONDITION

The maintenance and preservation of our existing transportation infrastructure are critical for supporting a safe and efficient transportation system. The overall goal of the infrastructure condition performance area is to improve the condition of existing pavements, bridges, and transit assets.

## Pavement Condition

Goal: Maintain the condition of highway infrastructure assets in a state of good repair

### Performance Measures

Four performance measures were established to identify trends and assess progress towards maintaining a state of good repair on the Interstate and Non-Interstate National Highway System (NHS).

Goal Area	Pavement Condition
Performance Measures	<ul style="list-style-type: none"><li>Percentage of pavements on the Interstate in good condition (<i>lane miles</i>)</li><li>Percentage of pavements on the Interstate in poor condition (<i>lane miles</i>)</li><li>Percentage of pavements on the non-Interstate NHS in good condition (<i>lane miles</i>)</li><li>Percentage of pavements on the non-Interstate NHS in poor condition (<i>lane miles</i>)</li></ul>

### Performance Targets

State DOTs are required to develop a Transportation Asset Management Plan to develop long-range investment strategies for assets on the National Highway System, including pavement condition. The plan establishes 10-year performance goals and interim two- and four-year performance targets to monitor progress. MPOs are required to set four-year targets and may choose to adopt the statewide target or adopt quantifiable performance targets for the region.

Caltrans adopted its statewide two- and four-year targets for pavement condition in May 2018. In November 2018, MTC chose to support state targets for the four-year performance period.

Performance Measure <i>Percentage of system total</i>	Baseline Condition 2016	2 Year Targets			4 Year Targets		
		Caltrans		MTC	Caltrans		MTC
		Statewide Targets 2019	2-year Change	Regional Targets 2019	Statewide Targets 2021	4-year Change	Regional Targets 2021
Interstate in good condition	44.9%	45.1%	+0.2%	N/A	44.5%	-0.5%	Support State Targets
Interstate in poor condition	3.1%	3.5%	+0.4%		3.8%	+0.7%	
Non-Interstate NHS in good condition	25.5%	28.2%	+2.7%		29.9%	+4.4%	
Non-Interstate NHS in poor condition	7.1%	7.3%	+0.2%		7.2%	+0.1%	



## 2021 TIP Investments

In the 2021 TIP, \$785 million is directed to projects with a primary purpose of improving pavement condition on the NHS (Table 6). Of this total amount, \$762 million is programmed to various projects in the SHOPP-Roadway Preservation program.

**Table 6**

2021 TIP Projects with Primary Purpose to Improve Pavement Condition on the NHS

*\$ in millions*

	Investments		Projects	
Regional total	\$785	8%	11	3%
	<b>\$785</b>	<b>8%</b>	<b>11</b>	<b>3%</b>

Note: Project purpose data provided by project sponsors through the 2021 TIP. Project totals include one or more "grouped listings," which combine numerous projects into a single listing in the TIP.

A total of \$1.9 billion is programmed to projects in the 2021 TIP that will improve pavement condition on the Interstate or non-Interstate NHS, regardless of the primary purpose of the projects. These investments are anticipated to bring 845.1 lane-miles of the Interstate and 150.9 lane-miles of the non-Interstate NHS from fair or poor condition into good condition (Table 7). However, the precise impact of these investments on reaching regional performance targets will be affected both by ongoing deterioration of pavement conditions throughout the TIP period as well as additional locally funded pavement preservation and rehabilitation projects that are not reflected in the TIP.

**\$1.9  
billion**

**Table 7**

2021 TIP Anticipated Improvements in Pavement Condition on NHS

Interstate lane-miles Improved <i>% of regional total</i>			Non-Interstate NHS lane-miles Improved <i>% of regional total</i>		
Fair to Good	Poor to Good	Total Improved to Good	Fair to Good	Poor to Good	Total Improved to Good
817.3	27.8	<b>845.1</b>	93.9	57.0	<b>150.9</b>
<i>36.6%</i>	<i>1.2%</i>	<b><i>37.8%</i></b>	<i>1.6%</i>	<i>1.0%</i>	<b><i>2.6%</i></b>

Note: Pavement condition improvements data provided by project sponsors through the 2021 TIP.

## Bridge Condition

Goal: Maintain the condition of bridge assets in a state of good repair

### Performance Measures

Two performance measures were established to identify trends and assess progress towards maintaining a state of good repair of bridges on the National Highway System (NHS).



<b>Goal Area</b>	Bridge Condition
<b>Performance Measures</b>	<ul style="list-style-type: none"> <li>Percentage of NHS bridges classified in good condition (<i>deck area square meters</i>)</li> <li>Percentage of NHS bridges classified in poor condition (<i>deck area square meters</i>)</li> </ul>

## Performance Targets

State DOTs are required to develop a Transportation Asset Management Plan to develop long-range investment strategies for assets on the National Highway System, including bridge condition. The plan establishes 10-year performance targets as well as targets for years 2 and 4 to monitor progress. MPOs are required to set four-year targets and may choose to adopt the statewide target or adopt quantifiable performance targets for the region.

Caltrans finalized the statewide bridge condition targets in May 2018. In November 2018, MTC chose to support state targets for the four-year performance period.

Performance Measure <i>Percentage of system total</i>	Baseline Conditions 2017	2 Year Targets			4 Year Targets		
		Caltrans		MTC	Caltrans		MTC
		Statewide Target 2019	2-year change	Regional Target 2019	Statewide Target 2021	2-year change	Regional Target 2021
NHS bridges in good condition	<b>66.5%</b>	<b>69.1%</b>	+2.6%	N/A	<b>70.5%</b>	+4.0%	Support
NHS bridges in poor condition	<b>4.8%</b>	<b>4.6%</b>	-0.2%		<b>4.4%</b>	-0.4%	State Targets

## 2021 TIP Investments

The 2021 TIP includes project investments totaling \$1.5 billion on projects with a primary purpose of improving bridge conditions on the NHS (Table 8). Of this amount, \$509 million is programmed to various projects through the SHOPP-Bridge Rehabilitation and Reconstruction program.

**Table 8**  
2021 TIP Projects with Primary Purpose to Improve Bridge Condition on the NHS  
*\$ in millions*

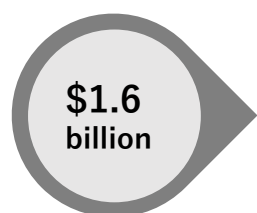
	Investments		Projects	
Regional Total	\$1,459	14%	22	7%
	\$1,459	14%	22	7%

Note: Project purpose data provided by project sponsors through the 2021 TIP. Project totals include one or more "grouped listings," which combine numerous projects into a single listing in the TIP.

More than \$1.6 billion is directed to all projects, regardless of project purpose, that will improve bridge deck conditions on the NHS (Table 9). These investments are anticipated to bring 526,161 square meters of bridge deck area, or 0.9% of the regional total, from fair or poor condition into good condition. As compared with bridge conditions from 2017, the projects included in the 2021 TIP can be expected to improve regional



performance on bridge condition by 0.9%. However, the precise impact of these investments on performance will be affected by ongoing deterioration of bridge conditions throughout the TIP period as well as other locally funded bridge projects not captured in the TIP.



<b>Table 9</b> 2021 TIP Investments in Bridge Condition on NHS <i>\$ in millions</i>		
<b>Bridge Deck Square Meters Improved</b> <i>% of regional total</i>		
Fair to Good	Poor to Good	Total Improved to Good
377,884 <i>0.6%</i>	148,277 <i>0.2%</i>	526,161 <i>0.9%</i>

Note: Bridge deck condition improvement data provided by project sponsors through the 2021 TIP.

## Transit Asset Management

Goal: Maintain the condition of public transit assets in a state of good repair

### Performance Measures

Four performance measures were established to identify trends and assess progress towards maintaining a state of good repair (SGR) for public transit assets, including rolling stock, equipment, infrastructure, and facilities.

Goal Area	Transit Asset Condition
Performance Measures	<ul style="list-style-type: none"> <li>Percentage of revenue vehicles that have met or exceeded their useful life benchmark (<i>by asset class</i>)</li> <li>Percentage of facilities with a condition rating below fair (<i>by asset class</i>)</li> <li>Percentage of rail fixed-guideway with speed restrictions (<i>directional route-miles</i>)</li> <li>Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark</li> </ul>

### Performance Targets

Transit operators and MPOs are required to set annual targets for each transit asset performance measure. In the case of rolling stock and facilities, the major asset categories are further broken down into distinct asset classes. To develop regional targets, MTC consolidates the targets set by individual operators for each asset class. Targets established by operators reflect realistic forecasts for the coming fiscal year for funding that will be available for the repair or replacement of transit assets.

MTC established its latest regional transit asset performance targets in April 2020 based on an aggregation of individual targets set by operators. The regional targets anticipate modest improvements in the percentage of assets in a state of good repair for three of the four asset classes, which represents a



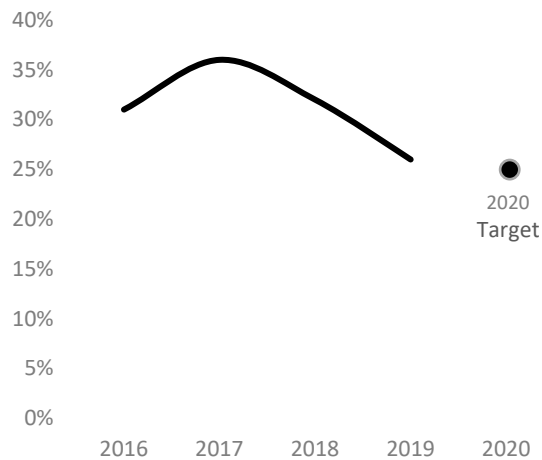
continuation of progress made over the previous year. However, guideway assets are expected to see a slight decline in state of good repair in 2020, though guideway condition improved significantly from 2018 to 2019. The targets for each measure are detailed in the table below, followed by Bay Area regional trend charts for each performance measure.

Performance Measures	Baseline Condition	MTC Target
	2019	2020
Revenue Vehicles – percent exceeding useful life benchmark (ULB)	26%	24%
<i>Articulated bus</i>	12%	1%
<i>Automated guideway vehicle</i>	0%	0%
<i>Automobile</i>	18%	1%
<i>Bus</i>	17%	17%
<i>Cable car</i>	70%	70%
<i>Commuter rail – locomotive</i>	56%	56%
<i>Commuter rail – passenger car</i>	41%	41%
<i>Commuter rail – self-propelled passenger coach</i>	0%	0%
<i>Cutaway bus</i>	26%	1%
<i>Double decker bus</i>	0%	0%
<i>Ferryboat</i>	21%	15%
<i>Heavy rail</i>	78%	73%
<i>Light rail</i>	0%	0%
<i>Minivan</i>	29%	0%
<i>Over-the-road bus</i>	35%	35%
<i>Trolley bus</i>	21%	24%
<i>Van</i>	10%	10%
<i>Vintage trolley</i>	100%	100%
Facilities – percent with condition rating below fair	6%	6%
<i>Administrative and maintenance facilities</i>	5%	6%
<i>Passenger facilities</i>	7%	6%
Rail fixed-guideway – percent with speed restrictions	1.0%	1.3%
Non-Revenue Vehicles – percent exceeding ULB	56%	53%

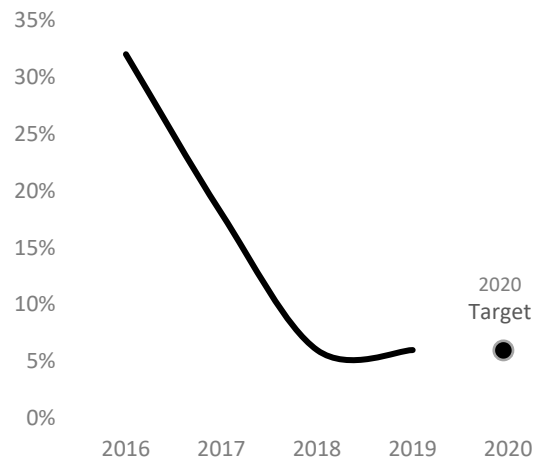


## Bay Area Transit Asset Management Trends

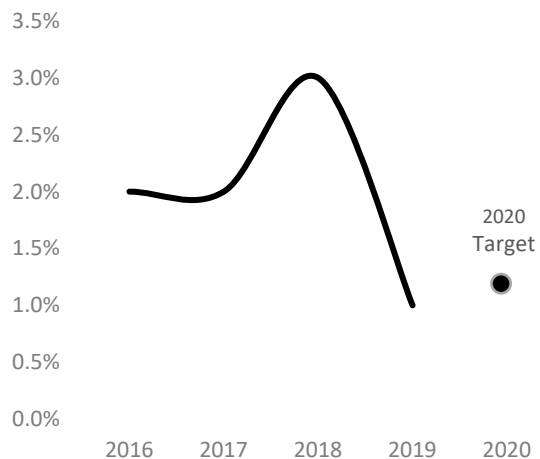
**Revenue Vehicles That Have Met or Exceeded Their Useful Life Benchmark (all vehicle classes)**



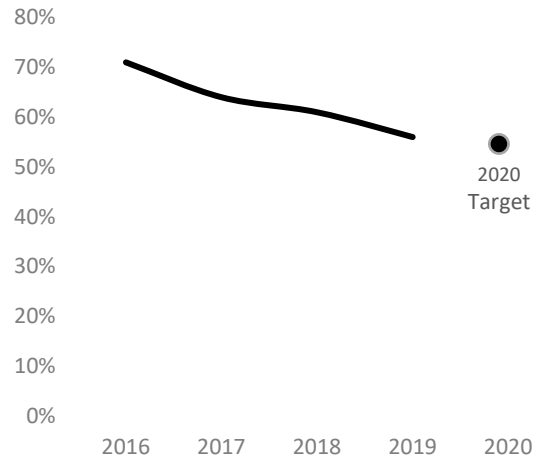
**Facilities with a Condition Rating Below Fair**



**Guideway Route-Miles with Performance Restrictions**



**Non-Revenue Vehicles That Have Met or Exceeded Their Useful Life Benchmark**



### 2021 TIP Investments

Roughly \$563 million is invested in the 2021 TIP on projects with a primary purpose of transit asset management (Table 10).

A total of \$3.9 billion is invested in transit maintenance, rehabilitation, or expansion projects regardless of the primary project purpose. Transit rehabilitation or replacement projects directly affect regional transit asset conditions by increasing the share of assets in a state of good repair. Adding new assets as part of a transit service expansion also has an impact on the share of transit assets in a state of good repair by increasing the total number of assets in a particular class.

**Table 10**

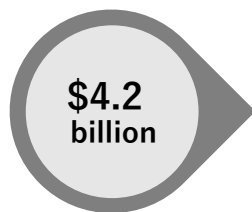
2021 TIP Projects with Primary Purpose of Transit Asset Management

\$ in millions

	Investments	% of 2021 TIP Investments	Projects	% of 2021 TIP Projects
ACE	\$7	<1%	1	<1%
BART	\$447	4%	4	1%
Fairfield	\$0	<1%	1	<1%
GGBHTD	\$1	<1%	1	<1%
NVTA	\$4	<1%	1	<1%
SFMTA	\$49	<1%	3	1%
SolTrans	\$3	<1%	1	<1%
STA	\$23	<1%	2	1%
Union City Transit	\$7	<1%	1	<1%
VTA	\$20	<1%	7	2%
<b>Total</b>	<b>\$563</b>	<b>5%</b>	<b>22</b>	<b>7%</b>

Note: Project purpose data provided by provided by project sponsors through the 2021 TIP.

Some of the largest investments in transit assets, including expansion projects, in the 2021 TIP include:



- \$3.2 billion – BART Berryessa to San Jose Extension
- \$425 million – BART Transbay Core Capacity Improvements
- \$259 million – Caltrain Electrification & expansion projects
- \$34 million – SFMTA Light Rail Vehicle Procurement
- \$9.5 million – Concord BART Station Modernization
- \$4 million – NVTA Vine Transit Bus Maintenance Facility

Rail transit accounts for the majority of the transit asset investment in the 2021 TIP, with the BART extension from Berryessa to San Jose, alone, programmed to receive 76% of the funds programmed to transit asset projects in the 2021 TIP.

The specific impact of these transit investments on annual performance will be heavily influenced by the rate of continued wear and tear on existing transit assets during the TIP period as well as additional investments made by transit operators that are not captured in the 2021 TIP.

In the Bay Area, FTA formula funding for transit capital assets are programmed through the Transit Capital Priorities (TCP) program. The next cycle of the TCP program will begin in early 2021, with a significant influx of FTA-funded transit asset management projects anticipated to be programmed into the TIP at that time.



**Table 11. 2021 TIP Anticipated Effect on Transit Asset Management Performance**

Performance Measures/Assets	Baseline Condition	MTC Target	Asset Totals	New Assets in 2021 TIP		Performance with 2021 TIP
	2019	2020	2020	Expansion	Replacement	
Revenue Vehicles (% past ULB)						
Articulated bus	12%	1%	489	12		12%
Automated guideway vehicle	0%	0%	4			0%
Automobile	18%	1%	151			18%
Bus	17%	17%	2787	12	41	15%
Cable car	70%	70%	42			70%
Commuter rail – locomotive	56%	56%	42			56%
Commuter rail – passenger coach	41%	41%	177			38%
Commuter rail – self-propelled passenger car	0%	0%	18	40	96	0%
Cutaway bus	26%	1%	409			26%
Double decker bus	0%	0%	13			0%
Ferryboat	21%	15%	23			21%
Heavy rail	78%	73%	669	412	669	0%
Light rail	0%	0%	250	109		0%
Minivan	29%	0%	218			29%
Over-the-road bus	35%	35%	156		13	27%
Trolley bus	21%	24%	309			21%
Van	10%	10%	351			10%
Vintage trolley	100%	100%	43			100%
Facilities (% with condition rating below fair)						
Administrative and maintenance facilities	5%	6%	223	1	31	0%
Passenger facilities	7%	6%	238	9	43	0%
Rail fixed-guideway (% with speed restrictions)						
Rail fixed-guideway	1.0%	1.30%	501	6.5	18.1	0%
Non-Revenue Vehicles (% past ULB)						
Non-Revenue Vehicles	56%	53%	1941			56%

Note: Data provided by project sponsors through the 2021 TIP.

Blue = meets 2020 target

Green = does not meet 2020 target



# CONGESTION REDUCTION

Goal: Achieve a significant reduction in congestion on the National Highway System

## Performance Measures

Two performance measures were established to identify trends and assess progress towards reducing traffic congestion on the National Highway System in urban areas.

<b>Goal Area</b>	Congestion Reduction
<b>Performance Measure</b>	<ul style="list-style-type: none"><li>• Annual hours of peak-hour excessive delay per capita by urbanized area</li><li>• Percent of non-single occupancy vehicle (non-SOV) travel by urbanized area</li></ul>

## Performance Targets

State DOTs and MPOs are required to set two- and four-year targets every four years for both congestion measures. Both targets are federally-required to be fully consistent between the state DOT and the MPO for each urbanized area.

For the first performance period, targets must be set by urbanized areas (UAs) with populations over one million that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. In the Bay Area, the San Francisco-Oakland and San Jose urbanized areas meet these thresholds. In the second performance period, beginning in 2022, three more urbanized areas in the San Francisco Bay Area will be required to set targets.

For the first round of target-setting, Caltrans and MTC are responsible for setting four-year targets (2022) for the excessive delay measure and two- and four-year targets (2020 and 2022) for the mode share measure.

Caltrans adopted statewide targets in May 2018. The state's targets for the delay measure in the Bay Area's urbanized areas aim to reduce peak-hour excessive delay per capita by 4% over 2017 conditions. The non-SOV share targets set by Caltrans for the Bay Area urbanized areas align with the mode shift targets adopted by MTC through Plan Bay Area 2040. MTC adopted targets for urbanized areas within its region in November 2018; however, given the requirement for full consistency between the MPO and the state DOT targets for each urbanized area, the state targets shown below effectively serve as the regional targets as well.



Performance Measures	Baseline 2017	2-year Targets	4-year Targets
		Caltrans & MTC 2019	Caltrans & MTC 2021
Peak-hour excessive delay – annual, per capita			
San Francisco-Oakland UA	31.3 hours	Not required to set two- year targets this cycle	30.0 hours (-4.0%)
San Jose UA	27.5 hours		26.4 hours (-4.0%)
Concord UA	Not required to set two- or four-year targets this cycle		
Santa Rosa UA			
Antioch UA			
Non-SOV travel – percent			
San Francisco-Oakland UA	44.3%	45.3% (+1.0%)	46.3% (+2.0%)
San Jose UA	24.5%	25.5% (+1.0%)	26.5% (+2.0%)
Concord UA	N/A	Not required to set two- or four-year targets this cycle	
Santa Rosa UA			
Antioch UA			

## 2021 TIP Investments

Nearly \$2.9 billion is invested through the 2021 TIP in projects that are intended to improve congestion throughout the region (Table 12). Approximately 13% of that total amount is directed to projects located within the San Francisco-Oakland or San Jose urban areas. An additional 8% of the total is programmed on projects that aim to improve congestion in more than one urban area (Table 13).



Table 12. 2021 TIP Congestion Reduction Projects				<i>\$ in millions</i>
	Investments	% of 2021 TIP Investments	Projects	% of 2021 TIP Projects
Significant improvement	\$1,115	11%	47	14%
Moderate improvement	\$1,750	17%	86	26%
	<b>\$2,865</b>	<b>28%</b>	<b>133</b>	<b>40%</b>

Note: Anticipated effect of projects on congestion provided by project sponsors through the 2021 TIP. Project totals include one or more “grouped listings,” which combine numerous projects into a single listing in the TIP.

Table 13. 2021 TIP Congestion Reduction Projects, by Urbanized Areas				<i>\$ in millions</i>
	Investments	% of 2021 TIP Investments	Projects	% of 2021 TIP Projects
San Francisco-Oakland UA	\$647	6%	50	15%
San Jose UA	\$694	7%	23	7%
Concord UA	\$260	3%	9	3%
Santa Rosa UA	\$6	0%	2	1%
Antioch UA	\$0	0%	0	0%
Other Areas	\$450	4%	25	7%
Multiple areas or regional	\$809	8%	24	7%
	\$2,865	28%	133	40%

Note: Location of congestion reduction projects provided by project sponsors through the 2021 TIP. Project totals include one or more “grouped listings,” which combine numerous projects into a single listing in the TIP.

Projects intended to reduce congestion in the 2021 TIP include:

- \$356 million – for various projects in the SHOPP Mobility Improvements program
- \$242 million – I-80 Managed Lanes in Solano County
- \$218 million – Caltrain Electrification
- \$201 million – SR 84 Widening, South of Ruby Hill Drive to I-680 in Alameda County
- \$154 million – US 101/Zanker Rd Skyport Drive-North Fourth St Improvements in San Jose
- \$94 million – BART Bay Fair Connection project in Alameda County
- \$27 million – SR12/29/221 Soscol Junction Interchange Improvements in Napa County

In terms of shifting travel away from single-occupancy vehicle modes, more than \$5.4 billion is invested through the 2021 TIP in projects primarily supporting non-auto modes (Table 15).



Table 15 2021 TIP Projects with Primary Mode other than Auto					<i>\$ in millions</i>
	Investments	% of 2021 TIP Investments	Projects	% of 2021 TIP Projects	
Alameda	\$393	4%	28	8%	
Contra Costa	\$107	1%	17	5%	
Marin	\$64	1%	11	3%	
Napa	\$22	<1%	9	3%	
San Francisco	\$555	5%	26	8%	
San Mateo	\$304	3%	14	4%	
Santa Clara	\$3,426	33%	39	12%	
Solano	\$48	<1%	17	5%	
Sonoma	\$24	<1%	12	4%	
Multiple Counties	\$477	5%	12	4%	
	\$5,420	53%	185	55%	

Note: Primary mode information provided by project sponsors through the 2021 TIP.



When considering all investments in the TIP, regardless of project's primary focus, a total of \$5.6 billion is invested in bicycle, pedestrian, or transit travel (Table 16). An example of a project that supports multiple modes is a pavement preservation rehabilitation project that adds sidewalks, bicycle facilities or transit stop improvements. While the pavement rehabilitation is the primary focus of the scope and cost of the project, additional investments are directed to elements that support non-auto modes.

<b>Table 16</b>		
2021 TIP Investments in Non-Auto Modes <i>\$ in millions</i>		
	Investments	% of 2021 TIP Investments
Alameda	\$390	4%
Contra Costa	\$105	1%
Marin	\$65	1%
Napa	\$26	<1%
San Francisco	\$564	5%
San Mateo	\$325	3%
Santa Clara	\$3,544	34%
Solano	\$55	1%
Sonoma	\$22	<1%
Multiple Counties	\$467	5%
	\$5,564	54%

Note: Investments by mode provided by project sponsors through the 2021 TIP.

# SYSTEM RELIABILITY

Goal: Improve the efficiency of the surface transportation system

## Performance Measures

Two performance measures were established to identify trends and assess progress towards improving reliability of the Interstate system and non-Interstate National Highway System (NHS).

<b>Goal Area</b>	System Reliability
<b>Performance Measures</b>	<ul style="list-style-type: none"> <li>Percentage of person-miles traveled on the Interstate highway system that are reliable</li> <li>Percentage of person-miles traveled on the non-Interstate NHS that are reliable</li> </ul>

## Performance Targets

State DOTs and MPOs are required to set two- and four-year targets every four years for each reliability measure. MPOs have the option of supporting State targets or setting their own region-specific numerical targets on a target-by-target basis.

Caltrans set their targets in May 2018, which aim for small improvements in reliability for passenger transportation on both the Interstate and non-Interstate NHS. In November 2018, MTC elected to support the state four-year targets for both measures of reliability.

Performance Measure <i>Percentage of system total</i>	Caltrans			MTC		
	Baseline 2017	2-year Targets 2019	4-year Targets 2021	Baseline 2017	2-year Targets 2019	4-year Targets 2021
Reliable person-miles traveled on Interstate system	64.6%	<b>65.1%</b> (+0.5%)	<b>65.6%</b> (+1.0%)	63.3%	N/A	Supported State Targets
Reliable person-miles traveled on non-Interstate NHS	73.0%	N/A	<b>74.0%</b> (+1.0%)	64.7%	N/A	Supported State Targets

## 2021 TIP Investments

In the 2021 TIP, nearly \$2.9 billion is invested in projects that are expected to improve system reliability on the Interstate system (Table 18). On the non-Interstate NHS, a similar level of investment, \$2.7 billion, is directed to system reliability improvements (Table 19).



Table 18 2021 TIP Interstate System Reliability Projects				\$ in millions	
	Investments	% of 2021 TIP Investments	Projects	% of 2021 TIP Projects	
Significant improvement	\$1,516	15%	23	7%	
Moderate improvement	\$1,372	13%	37	11%	
	\$2,888	28%	60	18%	

Note: Anticipated effect of projects on reliability provided by project sponsors through the 2021 TIP. Project totals include one or more "grouped listings," which combine numerous projects into a single listing in the TIP.





<b>Table 19</b> 2021 TIP Non-Interstate NHS System Reliability Projects <span style="float: right;"><i>\$ in millions</i></span>				
	Investments	% of 2021 TIP Investments	Projects	% of 2021 TIP Projects
Significant improvement	\$1,969	19%	34	10%
Moderate improvement	\$701	7%	52	16%
	\$2,670	26%	125	37%

Note: Anticipated effect of projects on reliability provided by project sponsors through the 2021 TIP. Project totals include one or more “grouped listings,” which combine numerous projects into a single listing in the TIP.

Reliability projects in the 2021 TIP that support improvements in Interstate and the non-Interstate NHS system include:

- \$3.2 billion – BART’s Berryessa to San Jose extension
- \$356 million for various projects in the SHOPP Mobility Program
- \$319 million for various projects in the SHOPP Collision Reduction Program
- \$243 million – BATA’s Toll Bridge Rehabilitation and Maintenance programs

## FREIGHT MOVEMENT AND ECONOMIC VITALITY

Goal: Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development

### Performance Measures

One performance measure was created to identify trends and assess progress towards improving reliability of the Interstate system specifically for freight trucks.

<b>Goal Area</b>	Freight Movement and Economic Vitality
<b>Performance Measure</b>	<ul style="list-style-type: none"><li>Percentage of Interstate highway system mileage providing reliable truck travel times (Truck Travel Time Reliability Index)</li></ul>

### Performance Targets

State DOTs and MPOs are required to set 2- and 4-year numerical targets for the freight movement target. MPOs have the option of supporting State targets or setting their own region-specific numerical targets on a target-by-target basis.

Caltrans set statewide targets in May 2018. These targets reflect a slight degradation of truck travel time reliability, with the percent of reliable Interstate miles decreasing by one tenth of a percentage point in both 2020 and 2022. In November 2018, MTC elected to support the state four-year target.

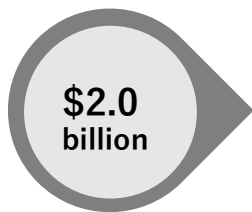
Performance Measure	Caltrans			MTC		
	Baseline 2017	2-year Targets 2019	4-year Targets 2021	Baseline 2017	2-year Targets 2019	4-year Targets 2021
Reliable Interstate miles of truck travel – Truck Travel Reliability Index	1.69	<b>1.68</b> (-0.6%)	<b>1.67</b> (-1.2%)	2.30	N/A	Supported State Target

### 2021 TIP Investments

Reliability improvement projects for Interstate truck travel account for \$2.0 billion of investments in the 2021 TIP (Table 20). Many of the investments that improve reliability on the Interstate for all travelers also improve reliability specifically for truck travel.







**Table 20**

2021 TIP Interstate System Truck Travel Reliability Projects

*\$ in millions*

	Investments	% of 2021 TIP Investments	Projects	% of 2021 TIP Projects
Significant improvement	\$953	9%	18	5%
Moderate improvement	\$1,097	11%	24	7%
	\$2,050	20%	42	13%

Note: Anticipated effect of projects on reliability provided by project sponsors through the 2021 TIP. Project totals include one or more "grouped listings," which combine numerous projects into a single listing in the TIP.

A few reliability projects in the 2021 TIP that target freight travel specifically include:

- \$77 million – I-80/I-680/SR 12 Interchange Phase 2A in Solano County
- \$29 million – I-880/Industrial Parkway West Interchange in Alameda County
- \$9.2 million – Reconstruct I-80/San Pablo Dam Rd Interchange in Contra Costa County

# ENVIRONMENTAL SUSTAINABILITY

Goal: Enhance the performance of the transportation system while protecting and enhancing the natural environment

## Performance Measures

One performance measure was created to identify trends and assess progress towards improving emissions reductions under the Congestion Mitigation Air Quality Improvement (CMAQ) Program,

<b>Goal Area</b>	Environmental Sustainability
<b>Performance Measure</b>	<ul style="list-style-type: none"> <li>Total emissions reductions from CMAQ-funded projects, by pollutant</li> </ul>

## Performance Targets

State DOTs and MPOs are required to set 2- and 4-year numerical targets for the emissions reduction measure for each applicable pollutant. MPOs have the option of supporting State targets or setting their own region-specific numerical targets on a target-by-target basis.

Caltrans set statewide targets for emissions reductions in May 2018. These targets reflect a steady increase in the daily kilograms reduced for each pollutant for projects funded through the CMAQ program. MTC adopted regional targets in November 2018, based on the results of MTC's emissions reductions model, which accounts for projects within the CMAQ pipeline and vehicle fleet characteristics, among other factors.

Performance Measure	Caltrans			MTC		
	Baseline (2014-17)	2-year Targets (2018-19)	4-year Targets (2018-21)	Baseline (2014-17)	2-year Targets (2018-19)	4-year Targets (2018-21)
Total emissions reductions from CMAQ-funded projects, by pollutant						
Fine particulate matter – PM2.5 (kg/day)	904.25	<b>913.29</b> (+1%)	<b>922.34</b> (+2%)	24.5	<b>8.66</b>	<b>16.53</b>
Particulate matter – PM10 (kg/day)	2,431.21	<b>2,455.52</b> (+1%)	<b>2,479.83</b> (+2%)	31.29	<b>10.99</b>	<b>21.00</b>
Carbon monoxide – CO* (kg/day)	6,683.26	<b>6,931.90</b> (+1%)	<b>7,000.54</b> (+2%)	31,046.04	<b>8,373.38</b>	<b>14,963.60</b>
Volatile organic compounds – VOCs (kg/day)	951.83	<b>961.35</b> (+1%)	<b>970.87</b> (+2%)	2,248.93	<b>528.31</b>	<b>897.70</b>
Nitrogen oxide – NOx (kg/day)	1,753.36	<b>1,770.89</b> (+1%)	<b>1,788.43</b> (+2%)	2,179.66	<b>557.61</b>	<b>962.58</b>

\* A regional target for carbon monoxide may not be required, as the San Francisco Bay Area's maintenance period for carbon monoxide ended as of June 30, 2018.

\*\*Two-year target is the expected emissions reduction per day for federal fiscal years 2018 and 2019; 2021 target is expected emissions reduction per day for federal fiscal years 2018 through 2021.



## 2021 TIP Investments

Pollutant reduction calculations are performed for each CMAQ-funded project in the TIP. For emissions benefits targets, only those projects that will obligate CMAQ funds for the first time during the current performance period can be credited towards performance achievements during the period. Projects that have obligated CMAQ funds in prior years can still be credited for performance achievements of the traffic congestion targets (peak-hour excessive delay per capita and percent of non-SOV travel).

There are 20 projects programmed to obligate \$33 million in CMAQ funds for the first time during the 2021 TIP (Table 20). During the first three years of the performance period (2018 through 2020), 59 additional projects contributed to the Bay Area's CMAQ emissions reductions targets for the period.

**\$33  
million**

**Table 20**

2021 TIP CMAQ Investments (2021 – 2024)

Total emissions reductions from CMAQ-funded projects, by pollutant\*

Fine particulate matter – PM2.5 (kg/day)	3.64
Particulate matter – PM10 (kg/day)	5.11
Carbon monoxide – CO (kg/day)	944.81
Volatile organic compounds – VOCs (kg/day)	73.39
Nitrogen oxide – NOx (kg/day)	130.45

Note: Based on latest available emissions reduction calculations; calculated by MTC.

\* Does not include emissions from projects credited in prior years.

The CMAQ-funded projects in the 2021 TIP with the largest emissions reductions for one or more pollutant include:

- San Ramon: Iron Horse Trail Bike and Pedestrian Overcrossing
- San Jose: West San Carlos Urban Village Streets Improvements
- Concord: Monument Boulevard Class I Path
- Santa Clara: Saratoga Creek Trail Phase 1
- Belmont: Ralston Avenue Corridor Bike-Pedestrian Improvements

In the Bay Area, CMAQ funds are programmed to projects through the One Bay Area Grant (OBAG) grant program. The CMAQ projects currently programmed in the 2021 TIP are the last of the projects awarded funding through the current OBAG cycle, OBAG 2. The next cycle of the program, OBAG 3, will begin in 2022. A significant influx of CMAQ projects is anticipated to be programmed into the TIP at that time.

## LIMITATIONS

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- **Limitations of self-reported data:** MTC relies on self-reported data from project sponsors to compile program level effects of investments on regional targets. This approach provides a great deal of new project-level data on a range of topics and in relatively short period of time. However, self-reported data may introduce into the analysis inaccurate data or inconsistent interpretations of the anticipated performance benefits resulting from similar project types. Staff is continuing efforts to improve the analytical approach to evaluating performance for quantification of benefits and improved consistency across projects.
- **External forces at play:** Performance in each goal area is influenced by a variety of factors that are not captured in the assessment of the effect of 2021 TIP investments on regional performance. For road safety and traffic congestion, growth or decline in economic activity is directly related to the total number of traffic fatalities and serious injuries as well as levels of congestion. The COVID-19 pandemic has also had significant effects on travel behavior in the Bay Area in recent months. These changes in roadway and transit safety trends, congestion and reliability, and mode shift are anticipated to continue into the 2021 TIP period as travel conditions start to slowly return to a “new normal.” In the case of asset management, ongoing deterioration rates, and unanticipated events (earthquakes, wildfires, or flooding) can also affect the resulting state of good repair for regional assets.
- **Limitations of Current Tools:** The regional travel demand model was used to calculate performance for several measures in the previous TIP. However, the focus of the model on regional travel behavior, combined with the relatively small number of “modelable” projects included in the TIP (projects that are large enough in scope to be captured in the regional model), make it difficult to draw clear conclusions about the effect of TIP investments on measures for congestion, reliability, and mode share. For these reasons, the model was not used in the 2021 TIP federal performance report to assess potential changes in peak-hour excessive delay and non-auto mode share resulting from transportation investments in the TIP. MTC will continue to pursue new analytical approaches to quantify the impacts of near-term transportation investments on performance. Additionally, new tools may be needed to better analyze the effects of different project and program types on reaching the region’s federal performance targets.

**METROPOLITAN TRANSPORTATION COMMISSION**  
**2021 Transportation Improvement Program (TIP) and Transportation-Air Quality**  
**Conformity Analysis for the Amended Plan Bay Area 2040 and the 2021 TIP**  
**(Conformity Analysis)**  
**Response to Public Comments**

*The Draft 2021 TIP and Conformity Analysis were released for public review and comment from November 9, 2020 through December 14, 2020 and were presented at a public meeting on December 9, 2020 to receive public comment. The following is a list of the public comments submitted to MTC along with staff's responses to these comments. No comments were made during the public hearing. This list does not include the project listing changes requested by project sponsors. The correspondence are available at <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.*

No.	Name	Agency/Organization	Dated	Response
1	Bill Mayben	Public	Email 11/11/2020	#1
2	John Whitehead	Public	Email 11/22/2020	#2

**Comments on the Draft 2021 TIP**

Comment

One commenter did not support the adoption of the 2021 TIP at this time and advised that investments should be re-prioritized. The commenter supported expanded funding for public transit and reduced funding for roadway projects.

Response #1

The TIP itself does not select specific transportation improvements for implementation. It is rather a compilation of projects resulting from actions taken by various governing bodies through a comprehensive planning, project selection process.

Project development typically begins at the local level. Local jurisdictions develop their own processes for priority setting and project selection and typically seek public input during those processes. Once a local jurisdiction has decided that a project or suite of projects is a priority, they submitted it to MTC to be considered for inclusion in the Regional Transportation Plan (Plan).

MTC staff reviews the project to determine if it is consistent with local, regional, state and federal priorities and requirements. Among these, are federal requirements that the Plan and the TIP make progress towards achieving performance targets that cover various modes of travel including bicycles, walking, transit and freight, in addition to automobile travel. If a project is included in the Plan it may then be prioritized for funding and implementation.

The vast majority of funding included in the TIP has specific eligibility requirements established in federal regulations, in state statute, or by voter approval, and are controlled by governing bodies other than MTC, such as the Federal Highway Administration, the California

Transportation Commission, Caltrans, County Transportation Agencies or local Transit Districts. For funds controlled by the Commission, project selection occurs through separate Commission action before being included in the TIP – such as through the Regional Transportation Improvement Program, the Transit Capital Priorities (TCP) Program and the One Bay Area Grant (OBAG) Program.

MTC then includes these projects in the TIP after the project sponsor demonstrates project funding, scope and schedule consistent with the Plan. The decision to include a project in the TIP does not represent an allocation or obligation of funds, or final project approval. Before securing funding and approval for project implementation, the project is subject to environmental review and final approvals from federal, state, regional or local agencies depending on fund sources, and project-specific required actions. The environmental process will include additional opportunities to comment on the scope, design elements and impacts of a project.

MTC's Guide to the San Francisco Bay Area's Transportation Improvement Program outlines the various opportunities available to the public and interested stakeholders to get involved in the transportation planning and project development process (see MTC's website at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program.>)

Further information about funding programs, their specific priorities and their development and project selection processes can be found online at: <http://mtc.ca.gov/our-work/fund-invest.>

### **Comments on the Draft Conformity Analysis**

#### Comment

One commenter suggested that the Conformity Analysis be updated to include more discussion of the health impacts of transportation-related emissions.

#### Response #2

While the current Conformity Analysis meets federal air quality conformity requirements as written, we agree that further information on the health impacts of transportation-related emissions would be useful to stakeholders. We propose to include an additional appendix discussing these impacts in the upcoming conformity analysis on Plan Bay Area 2050 and the 2021 TIP, expected later this year.

**Metropolitan Transportation Commission  
2021 Federal Transportation Improvement Program (TIP)**

<b>Attachment B: Comments/Requested Changes to Draft Project Listings</b>								
<b>Project Sponsor</b>	<b>TIP ID</b>	<b>Project Title</b>	<b>Draft TIP Amount</b>	<b>Draft TIP Year</b>	<b>Revised Amount</b>	<b>Revised Year</b>	<b>Change</b>	<b>Reason</b>
<b>Alameda County</b>								
Alameda County	ALA130018	Alameda Co-Various Streets and Roads Preservation	\$2,171,000	2022	\$2,171,000	2021	Reprogram funds from FY22 to FY21	Update the funding plan to reflect planned obligations
Alameda County	ALA130018	Alameda Co-Various Streets and Roads Preservation	\$282,000	2022	\$282,000	2021	Reprogram funds from FY22 to FY21	Update the funding plan to reflect planned obligations
Emeryville	ALA170072	Frontage Rd, 65th St and Powell St Pavement Maint	\$225,000	2021	\$225,000	2022	Reprogram funds from FY21 to FY22	Update the funding plan to reflect planned obligations
Emeryville	ALA170072	Frontage Rd, 65th St and Powell St Pavement Maint	\$30,000	2021	\$30,000	2022	Reprogram funds from FY21 to FY22	Update the funding plan to reflect planned obligations
Hayward	ALA170065	Hayward - Main Street Complete Street	\$1,000,000	2021	\$1,000,000	2022	Reprogram funds from FY21 to FY22	Update the funding plan to reflect planned obligations
Hayward	ALA170065	Hayward - Main Street Complete Street	\$500,000	2021	\$500,000	2022	Reprogram funds from FY21 to FY22	Update the funding plan to reflect planned obligations
Hayward	ALA170065	Hayward - Main Street Complete Street	\$375,000	2021	\$375,000	2022	Reprogram funds from FY21 to FY22	Update the funding plan to reflect planned obligations
Oakland	ALA170063	Lakeside Family Streets	\$1,946,000	2021	\$1,946,000	2022	Reprogram funds from FY21 to FY22	Update the funding plan to reflect planned obligations
Oakland	ALA170063	Lakeside Family Streets	\$2,446,000	2021	\$2,446,000	2022	Reprogram funds from FY21 to FY22	Update the funding plan to reflect planned obligations
Oakland	ALA170063	Lakeside Family Streets	\$570,000	2021	\$570,000	2022	Reprogram funds from FY21 to FY22	Update the funding plan to reflect planned obligations
Piedmont	ALA170084	Piedmont - Oakland Avenue Improvements	\$168,000	2022	\$168,000	2021	Reprogram funds from FY22 to FY21	Update the funding plan to reflect planned obligations
Piedmont	ALA170084	Piedmont - Oakland Avenue Improvements	\$281,000	2022	\$281,000	2021	Reprogram funds from FY22 to FY21	Update the funding plan to reflect planned obligations
San Leandro	ALA170075	San Leandro Washington Avenue Rehabilitation	\$975,000	2021	\$975,000	2022	Reprogram funds from FY21 to FY22	Update the funding plan to reflect planned obligations
San Leandro	ALA170075	San Leandro Washington Avenue Rehabilitation	\$127,000	2021	\$127,000	2022	Reprogram funds from FY21 to FY22	Update the funding plan to reflect planned obligations
<b>Contra Costa County</b>								
Brentwood	CC-170034	Brentwood Various Streets and Roads Preservation	\$628,000	2021	\$628,000	2022	Reprogram funds from FY21 to FY22	Update the funding plan to reflect planned obligation
Brentwood	CC-170034	Brentwood Various Streets and Roads Preservation	\$142,000	2021	\$142,000	2022	Reprogram funds from FY21 to FY22	Update the funding plan to reflect planned obligation
CC County	CC-170020	Fred Jackson Way First Mile/Last Mile Connection	\$360,762	2020	\$238,000	2019	Remove \$123K in ENV Sales Tax	Update the funding plan to reflect the latest programming decisions
CC County	CC-170020	Fred Jackson Way First Mile/Last Mile Connection	\$95,238	2019	\$218,000	2020	Add \$123K in PSE Sales Tax	Update the funding plan to reflect the latest programming decisions
CC County	CC-170020	Fred Jackson Way First Mile/Last Mile Connection	\$261,000	2020	\$261,000	2019	Reprogram funds to FY19	Update the funding plan to reflect the latest programming decisions
CC County	CC-170020	Fred Jackson Way First Mile/Last Mile Connection	\$70,000	2019	\$70,000	2020	Reprogram funds to FY20	Update the funding plan to reflect the latest programming decisions

**Metropolitan Transportation Commission  
2021 Federal Transportation Improvement Program (TIP)**

<b>Attachment B: Comments/Requested Changes to Draft Project Listings</b>								
<b>Project Sponsor</b>	<b>TIP ID</b>	<b>Project Title</b>	<b>Draft TIP Amount</b>	<b>Draft TIP Year</b>	<b>Revised Amount</b>	<b>Revised Year</b>	<b>Change</b>	<b>Reason</b>
CC County	CC-170020	Fred Jackson Way First Mile/Last Mile Connection	\$200,000	2020	\$0	2020	Remove \$200K in ROW ATP	Update the funding plan to reflect the latest programming decisions
CC County	CC-170020	Fred Jackson Way First Mile/Last Mile Connection	\$244,000	2019	\$144,000	2020	Remove \$100K in ROW Sales Tax and reprogram remainder to FY20	Update the funding plan to reflect the latest programming decisions
CC County	CC-170020	Fred Jackson Way First Mile/Last Mile Connection	\$2,937,000	2021	\$3,137,000	2021	Add \$200K in CON ATP	Update the funding plan to reflect the latest programming decisions
CC County	CC-170020	Fred Jackson Way First Mile/Last Mile Connection			\$100,000	2021	Add \$100K in CON Local	Update the funding plan to reflect the latest programming decisions
CC County	CC-170020	Fred Jackson Way First Mile/Last Mile Connection	\$200,000	2020	\$200,000	2021	Reprogram \$200K in Local from FY20 ROW to FY21 CON	Update the funding plan to reflect the latest programming decisions
CC County	CC-170020	Fred Jackson Way First Mile/Last Mile Connection	\$164,000	2020	\$164,000	2021	Reprogram funds to FY21	Update the funding plan to reflect the latest programming decisions
Danville	CC-170001	San Ramon Valley Blvd Slurry Seal and Striping	n/a	n/a	n/a	n/a	Change Air Quality Description from "Non-Exempt" to "Exempt"	Reconcile Air Quality Description with project scope
Pittsburg	CC-170042	City of Pittsburg Pavement Improvements	\$2,410,000	2021	\$2,410,000	2022	Reprogram funds from FY21 to FY22	Update the funding plan to reflect planned obligation
Richmond	CC-170057	Richmond: Roadway Preservation and ADA Improvement	\$2,205,000	2021	\$2,205,000	2020	Reprogram funds from FY21 to FY20	Update the funding plan to reflect obligation
<b>Marin County</b>								
Larkspur	MRN190011	Old Redwood Highway Multi-Use Path	\$1,120,000	2021	\$1,120,000	2022	Reprogram funds from FY21 to FY22	Update the funding plan to reflect planned obligation
Larkspur	MRN190011	Old Redwood Highway Multi-Use Path	\$150,000	2021	\$150,000	2022	Reprogram funds from FY21 to FY22	Update the funding plan to reflect planned obligation
Marin County	MRN110035	Mountain View Rd Bridge Replacement - 27C0154	\$72,952	2020	\$72,952	2021	Reprogram funds from FY20 to FY21	Update the funding plan based on the latest information from Caltrans
Marin County	MRN110035	Mountain View Rd Bridge Replacement - 27C0154	\$2,233,000	2021	\$2,233,000	2024	Reprogram funds from FY21 to FY24 and change the source from HBP to Local	Update the funding plan based on the latest information from Caltrans
Marin County	MRN170027	Hicks Valley/MarshallPetaluma/Wilson Hill Rd Rehab	\$1,181,000	2021	\$1,181,000	2022	Reprogram funds from FY21 to FY22	Update the funding plan to reflect planned obligation
Marin County	MRN170027	Hicks Valley/MarshallPetaluma/Wilson Hill Rd Rehab	\$2,364,000	2021	\$2,364,000	2022	Reprogram funds from FY21 to FY22	Update the funding plan to reflect planned obligation
San Anselmo	MRN110032	San Anselmo - Center Blvd Bridge Replace (27C0079)	\$729,200	2020	\$729,200	2021	Reprogram \$646K in HBP PE and \$84K in Local PE from FY20 to FY21	Update the funding plan based on the latest information from Caltrans



**Metropolitan Transportation Commission  
2021 Federal Transportation Improvement Program (TIP)**

**Attachment B: Comments/Requested Changes to Draft Project Listings**

<b>Project Sponsor</b>	<b>TIP ID</b>	<b>Project Title</b>	<b>Draft TIP Amount</b>	<b>Draft TIP Year</b>	<b>Revised Amount</b>	<b>Revised Year</b>	<b>Change</b>	<b>Reason</b>
San Anselmo	MRN110032	San Anselmo - Center Blvd Bridge Replace (27C0079)	\$1,250,000	2023	\$1,250,000	2024	Reprogram \$1.1M in HBP ROW and \$143K in Local ROW from FY23 to FY24	Update the funding plan based on the latest information from Caltrans
San Anselmo	MRN110032	San Anselmo - Center Blvd Bridge Replace (27C0079)	\$3,615,388	2024	\$3,615,388	2024	Change the source for \$3.6M from HBP to Local	Update the funding plan based on the latest information from Caltrans
<b>Napa County</b>								
Napa County	NAP110026	Hardin Rd Bridge Replacement - 21C0058	\$900,000	2021	\$900,000	2024	Reprogram funds from FY21 to FY24	Update the funding plan to reflect planned obligation
Napa County	NAP110026	Hardin Rd Bridge Replacement - 21C0058	\$200,000	2023	\$200,000	2024	Reprogram funds from FY23 to FY24 and change the source to Local	Update the funding plan based on the latest information from Caltrans
Napa County	NAP110026	Hardin Rd Bridge Replacement - 21C0058	\$5,000,000	2023	\$5,000,000	2024	Reprogram funds from FY23 to FY24 and change the source to Local	Update the funding plan based on the latest information from Caltrans
Sant Helena	NAP170005	Main Street St. Helena Pedestrian Improvements	\$1,206,000	2021	\$1,206,000	2022	Reprogram funds from FY21 to FY22	Update the funding plan to reflect planned obligation
<b>San Francisco City/County</b>								
No changes								
<b>San Mateo County</b>								
CCAG	SM-070002	SM Countywide ITS Improvements - SSF Segment	\$4,058,000	2022	\$2,044,000	2022	Remove \$2M in CON STIP funds	Update the funding plan to reflect the latest programming decisions
CCAG	SM-070002	SM Countywide ITS Improvements - SSF Segment	\$802,000	2022	\$917,000	2022	Add \$115K in VRF funds	Update the funding plan to reflect the latest programming decisions
CCAG	SM-070002	SM Countywide ITS Improvements - SSF Segment	\$2,700,000	2022	\$3,598,000	2022	Add \$898K in Prop-1B TLSP funds	Update the funding plan to reflect the latest programming decisions
CCAG	SM-070002	SM Countywide ITS Improvements - SSF Segment	n/a	n/a	n/a	n/a	Update implementing agency to SSF	Update the funding plan to reflect the latest programming decisions
Portola Valley	SM-170044	Portola Valley Street Preservation	\$201,000	2021	\$201,000	2022	Reprogram funds from FY21 to FY22	Update the funding plan to reflect planned obligation
SF City/County	SM-130031	Southern Skyline Blvd. Ridge Trail Extension	\$1,000,000	2021	\$1,000,000	2022	Reprogram funds from FY21 to FY22	Update the funding plan to reflect planned obligation
SF City/County	SM-130031	Southern Skyline Blvd. Ridge Trail Extension	\$2,000,000	2021	\$2,000,000	2022	Reprogram funds from FY21 to FY22	Update the funding plan to reflect planned obligation

**Metropolitan Transportation Commission  
2021 Federal Transportation Improvement Program (TIP)**

<b>Attachment B: Comments/Requested Changes to Draft Project Listings</b>								
<b>Project Sponsor</b>	<b>TIP ID</b>	<b>Project Title</b>	<b>Draft TIP Amount</b>	<b>Draft TIP Year</b>	<b>Revised Amount</b>	<b>Revised Year</b>	<b>Change</b>	<b>Reason</b>
<b>Santa Clara County</b>								
Campbell	SCL190042	Harriet Avenue Sidewalk Improvements	\$405,900	2022	\$958,572	2022	Change the source for \$553K in FY22 CON Funds from Local to CMAQ	Update the funding plan to reflect the latest programming decisions
Campbell	SCL190042	Harriet Avenue Sidewalk Improvements	\$744,100	2022	\$191,428	2022	Change the source for \$553K in FY22 CON Funds from Local to CMAQ	Update the funding plan to reflect the latest programming decisions
Los Altos	SCL170038	Los Altos: Fremont Ave Pavement Preservation	\$1,210,042	2021	\$1,364,646	2021	Add \$155K in FY21 CON Local funds	Update the funding plan to reflect the latest programming decisions
Mountain View	SCL190032	Rengstorff Grade Separation	\$3,850,000	various	\$7,020,000	various	Change the source for \$3.2M from Sales Tax to Local and reprogram funds between years and phases	Update the funding plan to reflect the latest programming decisions
Mountain View	SCL190032	Rengstorff Grade Separation	\$131,500,000	various	\$109,500,000	various	Change the source for \$3.2M from Sales Tax to Local, for \$2M from Sales Tax to RTP-LPR, reprogram funds between years and phases and remove \$16.8M in Sales Tax funds	Update the funding plan to reflect the latest programming decisions
Mountain View	SCL190032	Rengstorff Grade Separation	\$15,000,000	various	\$17,000,000	various	Change the source for \$2M from Sales Tax to RTP-LPR reprogram funds between years and phases	Update the funding plan to reflect the latest programming decisions
San Jose	SCL030006	US 101/Blossom Hill Interchange Improvements	\$3,000,000	2018	\$5,000,000	2018	Add \$2M in FY18 PSE Local	Update the funding plan to reflect the latest programming decisions
San Jose	SCL030006	US 101/Blossom Hill Interchange Improvements	\$500,000	2018	\$120,000	2018	Remove \$380K in FY18 ROW Local	Update the funding plan to reflect the latest programming decisions
San Jose	SCL030006	US 101/Blossom Hill Interchange Improvements	\$18,914,000	2025	\$20,880,000	2020	Change the source and program year for \$19M in CON funds from FY25 RTP-LRP to FY20 Sales Tax and add \$2M in FY20 CON Sales Tax	Update the funding plan to reflect the latest programming decisions
San Jose	SCL130004	San Jose - Better Bikeways	\$1,150,000	2020	\$908,132	2020	Remove \$242K in FY20 CON CMAQ	Update the funding plan to reflect the latest programming decisions
San Jose	SCL130004	San Jose - Better Bikeways	\$149,000	2020	\$118,000	2020	Remove \$31K in FY20 CON Local	Update the funding plan to reflect the latest programming decisions
San Jose	SCL170031	Mt Pleasant Ped & Bike Traffic Safety Improvements	\$831,793	2021	\$831,793	2022	Reprogram CON from FY21 to FY22	Update the funding plan to reflect planned obligations
San Jose	SCL170031	Mt Pleasant Ped & Bike Traffic Safety Improvements	\$160,000	2021	\$160,000	2022	Reprogram CON from FY21 to FY22	Update the funding plan to reflect planned obligations
Sunnyvale	SCL170022	Java Dr Road Diet and Bike Lanes	\$157,212	2022	\$157,212	2021	Reprogram unobligated PE from FY22 to FY21	Update the funding plan to reflect planned obligations

**Metropolitan Transportation Commission  
2021 Federal Transportation Improvement Program (TIP)**

<b>Attachment B: Comments/Requested Changes to Draft Project Listings</b>								
<b>Project Sponsor</b>	<b>TIP ID</b>	<b>Project Title</b>	<b>Draft TIP Amount</b>	<b>Draft TIP Year</b>	<b>Revised Amount</b>	<b>Revised Year</b>	<b>Change</b>	<b>Reason</b>
Sunnyvale	SCL170022	Java Dr Road Diet and Bike Lanes	\$21,000	2022	\$21,000	2021	Reprogram unobligated PE from FY22 to FY21	Update the funding plan to reflect planned obligations
Sunnyvale	SCL170022	Java Dr Road Diet and Bike Lanes	\$128,788	2021	\$128,788	2022	Reprogram CON from FY21 to FY22	Update the funding plan to reflect planned obligations
Sunnyvale	SCL170022	Java Dr Road Diet and Bike Lanes	\$233,212	2021	\$233,212	2022	Reprogram CON from FY21 to FY22	Update the funding plan to reflect planned obligations
Sunnyvale	SCL170027	Sunnyvale Traffic Signal Upgrades/Replacements	\$2,366,000	2022	\$2,366,000	2021	Reprogram CON from FY22 to FY21	Update the funding plan to reflect obligation
Sunnyvale	SCL170043	Homestead Rd at Homestead High School Improvements	\$1,000,000	2022	\$1,000,000	2021	Reprogram CON from FY22 to FY21	Update the funding plan to reflect obligation
<b>Solano County</b>								
Benicia	SOL170011	Benicia - Park Road Improvements	\$2,000,000	2021	\$2,000,000	2022	Reprogram CON from FY21 to FY22	Update the funding plan to reflect planned obligations
Benicia	SOL170011	Benicia - Park Road Improvements	\$731,000	2021	\$731,000	2022	Reprogram CON from FY21 to FY22	Update the funding plan to reflect planned obligations
Benicia	SOL170011	Benicia - Park Road Improvements	\$2,627,000	2021	\$2,627,000	2022	Reprogram CON from FY21 to FY22	Update the funding plan to reflect planned obligations
Solano County	SOL090015	Redwood-Fairgrounds Dr Interchange Imps	\$428,000	2025	\$428,000	2021	Change the program year and source for \$428K from FY25 RTP-LRP to FY21 Repurposed Earmark funds	Update the funding plan to reflect the latest programming decisions
Solano County	SOL090015	Redwood-Fairgrounds Dr Interchange Imps	\$65,000	2025	\$65,000	2021	Change the program year and source for \$65K from FY25 RTP-LRP to FY21 Local funds	Update the funding plan to reflect the latest programming decisions
SolTrans	SOL090034	SolTrans: Bus Replacement (Alternative Fuel)	\$2,000,000	2018	\$1,156,299	2018	Remove \$844K in FY18 5307 funds	Update the funding plan to reflect the latest programming decisions
SolTrans	SOL090034	SolTrans: Bus Replacement (Alternative Fuel)	\$521,125	2018	\$335,922	2018	Remove \$185K in FY18 Local funds	Update the funding plan to reflect the latest programming decisions
SolTrans	SOL090034	SolTrans: Bus Replacement (Alternative Fuel)	\$457,580	2019	\$0	2019	Remove \$458K in FY19 5339 funds	Update the funding plan to reflect the latest programming decisions
SolTrans	SOL090034	SolTrans: Bus Replacement (Alternative Fuel)	\$100,445	2019	\$0	2019	Remove \$100K in FY19 Local funds	Update the funding plan to reflect the latest programming decisions
SolTrans	SOL190017	SolTrans Electric Bus Charging Infrastructure	\$0	n/a	\$1,850,000	2021	Add \$1.85M in FY21 5339 Discretionary funds	Update the funding plan to reflect the latest programming decisions
SolTrans	SOL190017	SolTrans Electric Bus Charging Infrastructure	\$0	n/a	\$112,500	2021	Add \$113K in FY21 TDA funds	Update the funding plan to reflect the latest programming decisions
SolTrans	SOL190017	SolTrans Electric Bus Charging Infrastructure	\$0	n/a	\$250,000	2021	Add \$250K in FY21 LCTOP funds	Update the funding plan to reflect the latest programming decisions

**Metropolitan Transportation Commission  
2021 Federal Transportation Improvement Program (TIP)**

<b>Attachment B: Comments/Requested Changes to Draft Project Listings</b>								
<b>Project Sponsor</b>	<b>TIP ID</b>	<b>Project Title</b>	<b>Draft TIP Amount</b>	<b>Draft TIP Year</b>	<b>Revised Amount</b>	<b>Revised Year</b>	<b>Change</b>	<b>Reason</b>
SolTrans	SOL190017	SolTrans Electric Bus Charging Infrastructure	\$0	n/a	\$457,580	2021	Add \$458K in FY21 5339 funds	Update the funding plan to reflect the latest programming decisions
STA	SOL110001	Solano I-80 Managed Lanes	\$0	various	\$101,700,000	various	Add \$101.7M in Other Local funds	Update the funding plan to reflect the latest programming decisions
STA	SOL110001	Solano I-80 Managed Lanes	\$34,000,000	various	\$17,300,000	various	Remove \$16.7M in RIP funds	Update the funding plan to reflect the latest programming decisions
STA	SOL110001	Solano I-80 Managed Lanes	\$0	various	\$123,400,000	various	Add \$123.4M in SB1-TCEP funds	Update the funding plan to reflect the latest programming decisions
STA	SOL110001	Solano I-80 Managed Lanes	\$123,000,000	various	\$0	various	Remove \$123M in RTP-LRP funds	Update the funding plan to reflect the latest programming decisions
STA	SOL110001	Solano I-80 Managed Lanes	\$79,600,000	various	\$7,000,000	various	Remove \$72.6M in Bridge Toll funds	Update the funding plan to reflect the latest programming decisions
Vacaville	SOL110005	Jepson: Leisure Town Road from Vanden to Commerce	\$118,377	2019	\$0	2019	Remove \$118K in FY19 HBP	Update the funding plan to reflect the latest programming decisions
Vacaville	SOL110005	Jepson: Leisure Town Road from Vanden to Commerce	\$15,337	2019	\$0	2019	Remove \$15K in FY19 Local	Update the funding plan to reflect the latest programming decisions
<b>Sonoma County</b>								
SCTA	SON070004	US 101 Marin/Sonoma Narrows (Sonoma)	\$60,787,000	2025	\$36,011,000	2025	Remove \$25M in FY25 CON RTP-LRP	Update the funding plan to reflect the latest project cost estimates
Sebastopol	SON170021	Bodega Avenue Bike Lanes and Pavement Rehab	\$1,195,000	2021	\$1,195,000	2022	Reprogram CON from FY21 to FY22	Update the funding plan to reflect planned obligations
Sebastopol	SON170021	Bodega Avenue Bike Lanes and Pavement Rehab	\$785,729	2021	\$785,729	2022	Reprogram CON from FY21 to FY22	Update the funding plan to reflect planned obligations
Sebastopol	SON170021	Bodega Avenue Bike Lanes and Pavement Rehab	\$285,000	2021	\$285,000	2022	Reprogram CON from FY21 to FY22	Update the funding plan to reflect planned obligations
Sebastopol	SON170021	Bodega Avenue Bike Lanes and Pavement Rehab	\$175,000	2021	\$175,000	2022	Reprogram CON from FY21 to FY22	Update the funding plan to reflect planned obligations
Sonoma County Regional Parks	SON170025	Joe Rodota Trail Bridge Replacement	\$529,000	2021	\$529,000	2022	Reprogram CON from FY21 to FY22	Update the funding plan to reflect planned obligations
Sonoma County Regional Parks	SON170025	Joe Rodota Trail Bridge Replacement	\$69,000	2021	\$69,000	2022	Reprogram CON from FY21 to FY22	Update the funding plan to reflect planned obligations

**Metropolitan Transportation Commission  
2021 Federal Transportation Improvement Program (TIP)**

<b>Attachment B: Comments/Requested Changes to Draft Project Listings</b>								
<b>Project Sponsor</b>	<b>TIP ID</b>	<b>Project Title</b>	<b>Draft TIP Amount</b>	<b>Draft TIP Year</b>	<b>Revised Amount</b>	<b>Revised Year</b>	<b>Change</b>	<b>Reason</b>
<b>Regional/Multiple County</b>								
BART	REG170017	BART Transbay Core Capacity Improvements	\$1,961,300,000	2025	\$1,710,600,000	2025	Change the program year and source for \$250.7M in CON funds from FY25 RTP-LRP to FY21 5309 Core Capacity	Update the funding plan to reflect the award of FTA Core Capacity funds
BART	REG170017	BART Transbay Core Capacity Improvements	\$0	n/a	\$250,700,000	2021	Change the program year and source for \$250.7M in CON funds from FY25 RTP-LRP to FY21 5309 Core Capacity	Update the funding plan to reflect the award of FTA Core Capacity funds
MTC	REG170002	Connected Bay Area	\$1,840,000	2021	\$1,840,000	2021	Change the source for \$1.84M in STP from CON to PE	Update the funding plan to reflect planned obligations
MTC	REG170013	511 Next Gen	\$5,372,000	2021	\$5,372,000	2022	Reprogram CON from FY21 to FY22	Update the funding plan to reflect planned obligations
MTC	VAR170024	Bike Share Capital Program	\$700,000	2021	\$700,000	2022	Reprogram CON from FY21 to FY22	Update the funding plan to reflect planned obligations
Various	VAR170002	GL: Highway Safety Improvement Program	\$66,755,637	various	\$84,378,510	various	Add \$17.6M in HSIP funds and reprogram between years	Update the funding plan and back-up listing to reflect the latest information from Caltrans
Various	VAR170002	GL: Highway Safety Improvement Program	\$6,080,896	various	\$6,551,027	various	Add \$470K in Local funds and reprogram between years	Update the funding plan and back-up listing to reflect the latest information from Caltrans
Various	VAR170012	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	\$696,492,966	Various	\$720,753,092	Various	Add \$24M in HBP funds in various years	Update the funding plan to reflect the latest information from Caltrans
Various	VAR170012	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	\$55,533,823	Various	\$59,966,098	Various	Add \$4.4M in Local funds in various years	Update the funding plan to reflect the latest information from Caltrans
Various	VAR170012	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	\$6,434,091	Various	\$6,079,338	Various	Remove \$355K in LBSRA funds from various years	Update the funding plan to reflect the latest information from Caltrans
Various	VAR170012	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	\$55,833,011	Various	\$126,637,784	Various	Add \$71M in AC-Local in various years	Update the funding plan to reflect the latest information from Caltrans
Various	VAR190009	GL: Transit Operating Assistance	\$0	n/a	\$343,701	2018	Add \$344K in FY18 5307 funds	Update the funding plan to reflect the latest programming decisions
Various	VAR190009	GL: Transit Operating Assistance	\$0	n/a	\$343,701	2018	Add \$344K in FY18 5307 funds	Update the funding plan to reflect the latest programming decisions

# **Programming and Allocations Committee**

**February 10, 2021**

**Item 4b – Adoption of the 2021 TIP and Transportation-Air  
Quality Conformity Analysis for the Amended Plan Bay Area  
2040 and the 2021 TIP**

**Appendix 1 – Comments Received**

From: Bill Mayben [REDACTED]  
Sent: Wednesday, November 11, 2020 7:33 AM  
To: MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>  
Subject: Public comment to the Draft 2021 MTC "Transportation Improvement Program" (TIP)

\*External Email\*

Dear MTC Board;

Before you affirm allocation of \$10.3 Billion dollars with your votes; consider our present context:

- We are in the darkest throes of a raging pandemic. This is not, should not be, by any stretch of the imagination, business as usual.
- We are in what is looking like a long term drought.
- Our forests, whole towns are burning for months. Our water supply will be threatened in many areas.
- We cannot provide housing for our population. This is foundational to human needs; food, clothing, shelter.
- Our statewide population of 175,000 homeless is growing.
- Family members are dying, our hospitals are near capacity, businesses and public agencies are going bankrupt, breadwinners are unemployed, families are being evicted, food insecurity is rampant.
- San Francisco has lost 20% of its population; with equivalent dislocation Bay Area wide. Public transportation ridership has dwindled. The streets are awash in red ink.
- If \$10.3 billion dollars were to be spent to further our sustainability and resilience; in line with where we are headed verses where we were; it should all be spent in public transportation and expanded internet access and capability. We need to both decentralize and reduce vehicle use rather than facilitate it.
- 70 years of roadway expansion efforts have proven that we cannot "improve" a failed transportation concept. Consider that every roadway improvement strategy has ultimately made the situation worse. This is called a poor track record for such investments.

You need to consider the possibility that approving the allocation of \$10.3 billion dollars in transportation infrastructure improvements at this point in time, in our present situation appears to some as failing to consider the context, our collective crisis.

We need to reorder our priorities. It may well be that on the inception of the TIP needs analysis; these improvements had the highest priority.

That was then, this is now.

I strongly suggest the MTC put this work in hold, and collaborate with the office of the Governor to ascertain potential reallocation of these funds toward the highest and best current needs, beginning in early 2021.

We have no obligation, given present societal and environmental facts, to support any preconceived established economic interests. It is our responsibility to yield to the highest and best current needs of the people of California.

Very Truly Yours,  
Bill Mayben

From: John Whitehead [REDACTED]  
Sent: Sunday, November 22, 2020 8:22 AM  
To: MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>  
Cc: [REDACTED]; [REDACTED]; [REDACTED]  
Subject: Draft 2021 TIP Update (Air quality public comment)

\*External Email\*

Hi,

Below are my suggestions to MTC, regarding the Draft Air Quality Conformity Analysis at the following URLs, related to future Bay Area transportation.

<https://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program-tip/draft-2021-tip>  
[https://mtc.ca.gov/sites/default/files/AQ%20Conformity\\_2021TIP.pdf](https://mtc.ca.gov/sites/default/files/AQ%20Conformity_2021TIP.pdf)

I am sending cc's to people in Senator Nancy Skinner's office in the East Bay. I have talked with her in her office in the Capitol, so I know how much she cares about clean air for human health.

My first suggestion is that the first few pages of the document shall (must) have some paragraphs that explain why air quality matters for human health, using all the words and phrases in my list of missing words below. Air quality is not just about complying with Federal and State laws. Please find the appropriate public health official to write the suggested paragraphs which are obviously needed for any air quality document to be complete.

Also, the document should specifically point out that transportation emissions include tobacco toxins from open car windows, and that we need to plan for ending tobacco pollution.

I was amazed to find none of the following words and phrases in the document.

human health  
lungs  
pollution  
smoke  
smoke inhalation  
exhaust  
breath  
breathe  
breathing  
toxin  
toxic  
respiration  
healthy  
particle  
chemicals  
tobacco  
cancer



asthma  
respiratory  
health hazard  
lung cancer  
disease  
health (only in the phrase "public health emergency," 27 times) hazard (only in the phrase "hazardous location," 51 times)

I did find the following in the document, but these only refer indirectly to the importance of clean air for human health.

emissions (78 times)  
greenhouse gas (only once)  
volatile organic compounds and VOC's (12 times) particulate (only once, regarding buses) clean air (only once, regarding the 1990 Clean Air Act Amendments) human (only twice, in a mention of human trafficking) diesel (24 times, mostly about replacing diesel buses)

Thank you for sending the postcard to my Bay Area address, to let me know about the public comment period for our Bay Area future.

Please let me know when the revised draft is available on the website, with my suggestions implemented.

Thanks for keeping our world going despite all the challenges of Covid-19 season.

John Whitehead

[REDACTED]

Date: February 24, 2021  
W.I.: 1412  
Referred by: PAC

ABSTRACT

Resolution No. 4474

This resolution finds that the Amended Plan Bay Area 2040 and the 2021 Transportation Improvement Program are in conformance with the State Implementation Plan to achieve National Ambient Air Quality Standards.

Further discussion of the Air Quality Conformity Analysis approval is contained in the Programming & Allocations Committee summary sheet dated February 10, 2021.

Date: February 24, 2021  
W.I.: 1412  
Referred by: PAC

Re: Approval of the Transportation-Air Quality Conformity Analysis of the Amended Plan Bay Area 2040 and the 2021 Transportation Improvement Program to the State Implementation Plan for Achieving and Maintaining National Ambient Air Quality Standards

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4474

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, Part 450 of Title 23 of the Code of Federal Regulations (CFR), require MTC as the MPO to prepare and update a long-range Regional Transportation Plan (RTP) every four years; and

WHEREAS, California Government Code § 65080 *et seq.* (Senate Bill 375) requires MTC to prepare and update a long-range RTP, including a Sustainable Communities Strategy (SCS) prepared in conjunction with the Association of Bay Area Governments (ABAG), every four years; and

WHEREAS, the current Regional Transportation Plan (RTP) is Plan Bay Area 2040, adopted by the Commission on July 26, 2017 (MTC Resolution No. 4300) and amended by the Commission on March 28, 2018 (MTC Resolution No. 4327) and on May 28, 2020 (MTC Resolution No. 4425), ; and

WHEREAS, MTC has prepared the 2021 Transportation Improvement Program (TIP) (MTC Resolution 4475), to be approved the same day as this Resolution; and

WHEREAS, the Amended Plan and the TIP must conform to the federal air quality plan, which is also referred to as the State Implementation Plan (SIP); and

WHEREAS, the Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the 2021 TIP meets all required EPA guidance criteria and, therefore, the region must demonstrated conformity for the 2015 Ozone NAAQS; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency (U.S. EPA) as nonattainment for the fine particulate matter (PM<sub>2.5</sub>) standard in December 2009, and so MTC must demonstrate conformance to this standard through an interim emission test until a PM<sub>2.5</sub> SIP is approved by U.S. EPA; and

WHEREAS, MTC has conducted a transportation-air quality conformity analysis for the Amended Plan and the TIP in accordance with U.S. EPA conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757, Revised); and

WHEREAS, MTC conducted a transportation-air quality conformity analysis for the Amended Plan and the 2021 TIP utilizing the latest planning assumptions, emissions model, and consultation provisions, including a quantitative regional emissions analysis that meets emissions budget requirements of the U. S. Environmental Protection Agency transportation conformity rule, and the Plan contributes to all required emissions reductions; and

WHEREAS, said conformity analysis is included as Attachment A of this resolution, and is incorporated herein as though set forth at length; and

WHEREAS, the conformity analysis has been circulated for a 36-day public review period from November 9, 2020, through December 14, 2020; now, therefore be it

RESOLVED, that MTC makes the following conformity findings for the Amended Plan Bay Area 2040 and the 2021 Transportation Improvement Program:

- (A) Conforms to the applicable provisions of the State Implementation Plan and the applicable transportation conformity budgets in the State Implementation Plan

approved for the national 8-hour ozone standard, and to the interim emissions test for the national fine particulate matter standard; and

- (B) Provides for the timely implementation of transportation control measures (TCMs) pursuant to the applicable State Implementation Plan;

RESOLVED, that Executive Director shall forward a copy of this Resolution to the U.S. Department of Transportation for its approval of MTC's conformity findings, along with a copy of the 2021 Transportation Improvement Program and to such other agencies as appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

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Chair

This resolution was entered into by the Metropolitan Transportation Commission at a meeting of the Commission held in San Francisco, California and at other remote locations, on February 24, 2021.

Date: February 24, 2021  
W.I.: 1412  
Referred by: PAC

Attachment A  
Resolution No. 4474  
Page 1 of 1

**Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and  
the 2021 Transportation Improvement Program**

The Transportation-Air Quality Conformity Analysis for the  
Amended Plan Bay Area 2040 and the  
2021 Transportation Improvement Program is on file in the offices  
of the Metropolitan Transportation Commission, Bay Area Metro Center,  
375 Beale Street, Suite 800, San Francisco, CA 94105, or available upon request to  
[info@bayareametro.gov](mailto:info@bayareametro.gov) while the COVID-19 shelter-in-place orders are in effect.

# The Final Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the 2021 Transportation Improvement Program

February 2021



METROPOLITAN  
TRANSPORTATION  
COMMISSION



Association of  
Bay Area Governments

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

(415) 778-6700  
info@bayareametro.gov  
www.mtc.ca.gov

*phone*  
*e-mail*  
*web*

## Project Staff

**Matt Maloney**

Acting Director, Planning

**Therese Trivedi**

Assistant Director

**Harold Brazil**

Senior Planner, Project Manager



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# I. Summary of Conformity Analysis

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of all Bay Area transportation projects that receive federal funds or are subject to a federally required action or are considered regionally significant for air quality conformity purposes. The 2019 TIP was amended to add the I-680 Express Lane Gap Closure project in May 2020. The required conformity analysis was adopted by the Commission on May 27, 2020 (MTC Resolution No. 4423) and approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on July 21, 2020.

MTC must adopt a new TIP at least once every four years; and the California Department of Transportation (Caltrans) requires MTC to update its TIP every two years. In accords with federal programming requirements, MTC has prepared the 2021 TIP, which is the subject of this conformity analysis.

The 2021 TIP covers four years of programming, starting with fiscal years 2020-21 through 2023-24. The 2021 TIP predominantly includes the Amended 2019 TIP projects. It does add in new exempt and non-exempt phases (right-of-way and construction) for projects derived from the financially constrained Amended Plan Bay Area 2040 so long as the total project cost (including those project costs that are programmed outside the TIP period), scope and the analysis year for the project (as modeled in the latest conformity analysis) are consistent with the Amended Plan Bay Area 2040. Note that all projects to be included in the 2021 TIP are consistent with the Amended Plan Bay Area 2040 and meet all the financial constraint requirements.

Since the 2021 TIP does not include any new regionally significant projects beyond those currently included in the Amended Plan Bay Area 2040, and these projects have been modeled in the appropriate horizon year using the latest planning assumptions, the conformity rule allows for the reliance on the previous regional emissions analysis for conformity determinations on TIPs that are consistent with the RTP (40 CFR §93.122(g)). Therefore, MTC staff proposes to use the latest conformity analysis for the Amended Plan Bay Area 2040 and the Amended 2019 TIP as the basis for the conformity determination for the 2021 TIP. The latest conformity analysis is included in the report “Final Transportation-Air Quality Conformity Analysis (Redetermination) for the Amended Plan Bay Area 2040 and the Amended 2019 Transportation Improvement Program,” which was approved by FHWA/FTA, in consultation with US EPA, on July 21, 2020.

For purposes of the conformity analysis, MTC states for the record:

1. **Latest Planning Assumptions, Emissions Model and Budget Comparison:** No new regional emissions analysis is necessary for the conformity determination for the 2021 TIP. This conformity determination is based on the regional emissions analysis performed for the Amended Plan Bay Area 2040 and the Amended 2019 TIP. The latest planning assumptions, emissions model and budget comparisons are as reflected in the regional emissions analysis. Please refer to the above referenced conformity report for details on this analysis.
2. **TCM Implementation:** The Transportation Control Measures (TCMs) A through E in the approved 2001 Ozone Attainment Plan are fully implemented. All information on the timely implementation of the TCMs in the above referenced conformity report is current.

3. **Reliance on the Previous Regional Emissions Analysis:** Since the conformity determination for the 2021 TIP relies on the previous regional emissions analysis, MTC is required to meet the requirements of 40 CFR §93.122(g), as follows:

*(g) Reliance on previous regional emissions analysis.*

*(1) Conformity determinations for a new transportation plan and/or TIP may be demonstrated to satisfy the requirements of §§93.118 (“Motor vehicle emissions budget”) or 93.119 (“Interim emissions in areas without motor vehicle emissions budgets”) without new regional emissions analysis if the previous regional emissions analysis also applies to the new plan and/or TIP. This requires a demonstration that:*

- (i) The new plan and/or TIP contain all projects which must be started in the plan and TIP's timeframes in order to achieve the highway and transit system envisioned by the transportation plan;*
- (ii) All plan and TIP projects which are regionally significant are included in the transportation plan with design concept and scope adequate to determine their contribution to the transportation plan's and/or TIP's regional emissions at the time of the previous conformity determination;*
- (iii) The design concept and scope of each regionally significant project in the new plan and/or TIP are not significantly different from that described in the previous transportation plan; and*
- (iv) The previous regional emissions analysis is consistent with the requirements of §§93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 93.119, as applicable.*

*(2) A project which is not from a conforming transportation plan and a conforming TIP may be demonstrated to satisfy the requirements of §93.118 or §93.119 without additional regional emissions analysis if allocating funds to the project will not delay the implementation of projects in the transportation plan or TIP which are necessary to achieve the highway and transit system envisioned by the transportation plan, the previous regional emissions analysis is still consistent with the requirements of §93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or §93.119, as applicable, and if the project is either:*

- (i) Not regionally significant; or*
- (ii) Included in the conforming transportation plan (even if it is not specifically included in the latest conforming TIP) with design concept and scope adequate to determine its contribution to the transportation plan's regional emissions at the time of the transportation plan's conformity determination, and the design concept and scope of the project is not significantly different from that described in the transportation plan.*

4. **Results of Previous Regional Emissions Analysis Comparing the Motor Vehicle Emissions to Budgets:** Motor vehicle emissions in the Bay Area must not exceed the applicable budgets measured in tons per day for the volatile organic compounds (VOCs) and nitrogen oxides (NOx) as contained in the State Implementation Plan (SIP). To demonstrate PM<sub>2.5</sub> conformance, a PM<sub>2.5</sub> regional emissions analysis was conducted employing the “baseline year test”. In this test, conformity is demonstrated if in each analysis year, the RTP or TIP (the “build” scenarios) on-road motor vehicle emissions are less than or equal to emissions in the “baseline year” emission

inventory. The “baseline year” for the 2006 24-hour PM<sub>2.5</sub> standard is the year 2008<sup>1</sup>. Relevant tables from the previous regional emissions analysis are provided below. Please refer to the above referenced “Final Transportation-Air Quality Conformity Analysis (Redetermination) for the Amended Plan Bay Area 2040 and the Amended 2019 Transportation Improvement Program” for details on this analysis.

*Table 1: VOC and NO<sub>x</sub> Emissions Budgets from 2001 Ozone Attainment Plan (tons/day)*

<i>VOC</i>	
2006 On Road Motor Vehicle Emissions	168.5
2006 Mobile Source Control Measure Benefits	(4.0)
2006 TCM Benefits	(0.5)
2006 Emissions Budget	164.0
<i>NO<sub>x</sub></i>	
2006 On Road Motor Vehicle Emissions	271.0
2006 TCM Benefits	(0.7)
2006 Emissions Budget	270.3

*Table 2: Vehicle Activity Forecasts*

	2020	2030	2040
Vehicles in use	4,349,915	5,268,777	6,115,830
Daily VMT (1000s)	156,513	170,448	184,361
Daily Engine Starts	21,679,855	26,213,115	30,299,263

*Table 3: Emissions Budget Comparisons for Ozone Precursors – Summertime Conditions (tons/day)*

<i>Year</i>	<i>VOC Budget<sup>1</sup></i>	<i>On-Road Motor Vehicles Net VOC Emissions<sup>3</sup></i>	<i>On-Road Motor Vehicles Net VOC Emissions with CARB Adjustment Factors<sup>3</sup></i>
2020	164.0	32.20	32.20
2030	164.0	21.47	21.54
2040	164.0	17.27	17.45
<i>Year</i>	<i>NO<sub>x</sub> Budget<sup>1</sup></i>	<i>On-Road Motor Vehicles Net NO<sub>x</sub><sup>3</sup></i>	<i>On-Road Motor Vehicles Net NO<sub>x</sub> Emissions with CARB Adjustment Factors<sup>3</sup></i>
2020	270.3	56.58	56.58
2030	270.3	33.31	33.34
2040	270.3	33.11	33.18

<sup>1</sup> 2001 Ozone Attainment Plan

<sup>2</sup> The transit services for TCM A Regional Express Bus Program were modeled. The emission benefits from TCM A are therefore included in the On-Road Motor Vehicles VOC and NO<sub>x</sub> emission inventories for 2006 and beyond.

<sup>3</sup> TCM Reduction Benefits of (0.5) tons/day of ROG and (0.7) tons/day of NO<sub>x</sub> applied to all On-Road Motor Vehicles emission inventories in the Table 3 above

<sup>1</sup> Additional information is available here: <https://www.epa.gov/state-and-local-transportation/baseline-year-baseline-year-test-40-cfr-93119>

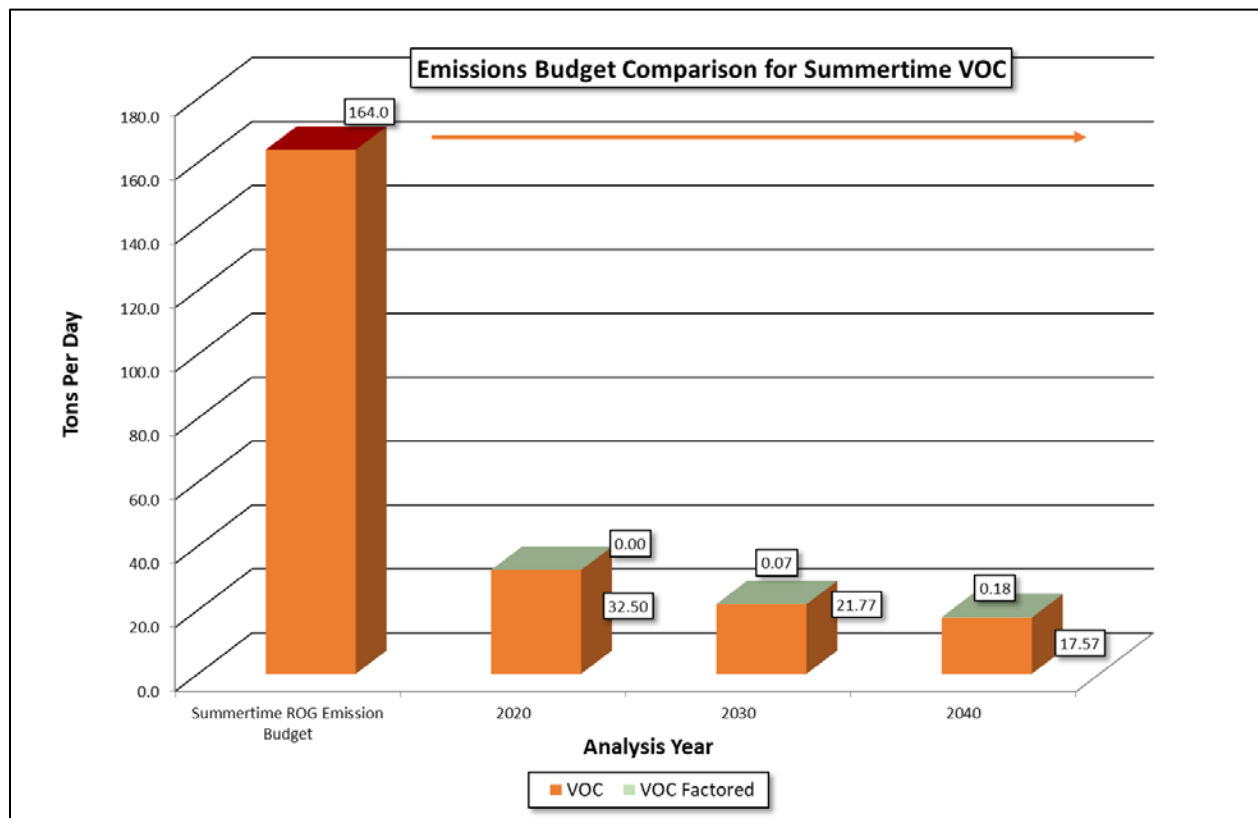


Figure 1: Emissions Budget Comparisons for Ozone Precursors (VOC)

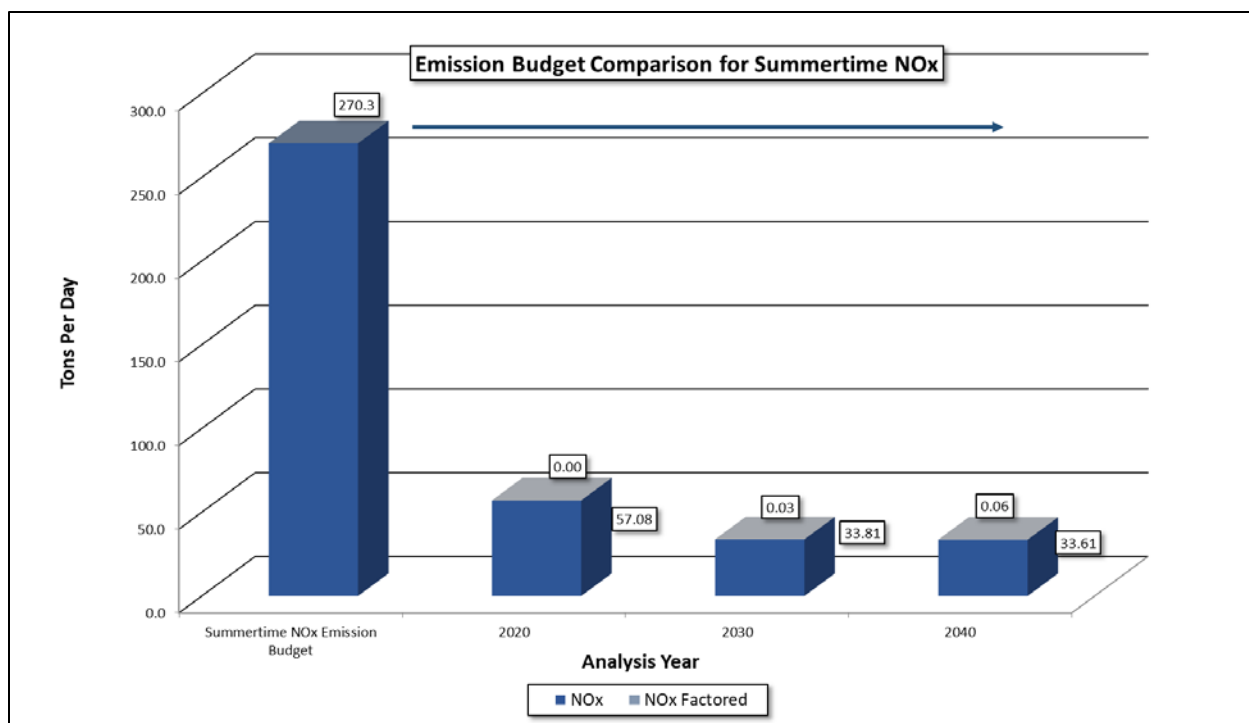


Figure 2: Emissions Budget Comparisons for Ozone Precursors (NO<sub>x</sub>)

Table 4: Emission Reductions for Transportation Control Measures A – E in State Implementation Plan (tons/day)

TCM	VOC Emission Reductions through December 2006	NO <sub>x</sub> Emission Reductions through December 2006
TCM A: Regional Express Bus Program	0.20	0.20
TCM B: Bicycle/Pedestrian Program	0.04	0.03
TCM C: Transportation for Livable Communities	0.08	0.12
TCM D: Expansion of Freeway Service Patrol	0.10	0.25
TCM E: Transit Access to Airports	0.09	0.13
<b>Total Reductions</b>	<b>0.5</b>	<b>0.7</b>

Table 5: Vehicle Activity Forecasts for the PM<sub>2.5</sub> Baseline Year Test

	2008 Baseline Year	2020	2030	2040
Vehicles in Use	4,631,001	4,349,915	5,268,777	6,115,830
Daily VMT (1000s)	154,100	156,513	170,448	184,361
Engine Starts	29,299,933	21,679,855	26,213,115	30,299,263

Table 6: Emissions Comparison for the PM<sub>2.5</sub> Baseline Year Test

	2008 Baseline Year	2020	2020 <sup>2</sup>	2030	2030 <sup>2</sup>	2040	2040 <sup>2</sup>
PM <sub>2.5</sub>	8.26	4.30	N/A	4.10	4.10	4.36	4.36
NO <sub>x</sub>	194.58	51.72	N/A	27.13	27.13	26.49	26.49

<sup>1</sup> Emissions for wintertime only

<sup>2</sup> CARB Adjustment Factors applied to years 2030 and 2040 – no CARB Adjustment Factors available for the year 2020

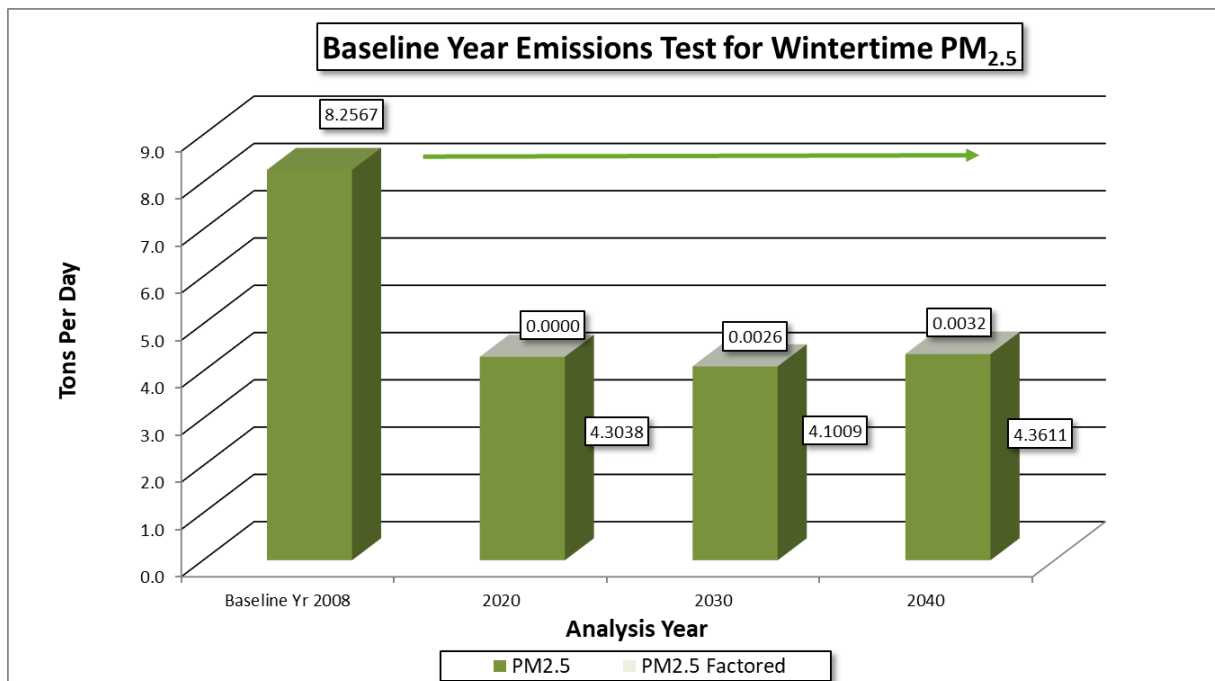


Figure 3: Baseline Year Emissions Test for PM<sub>2.5</sub>

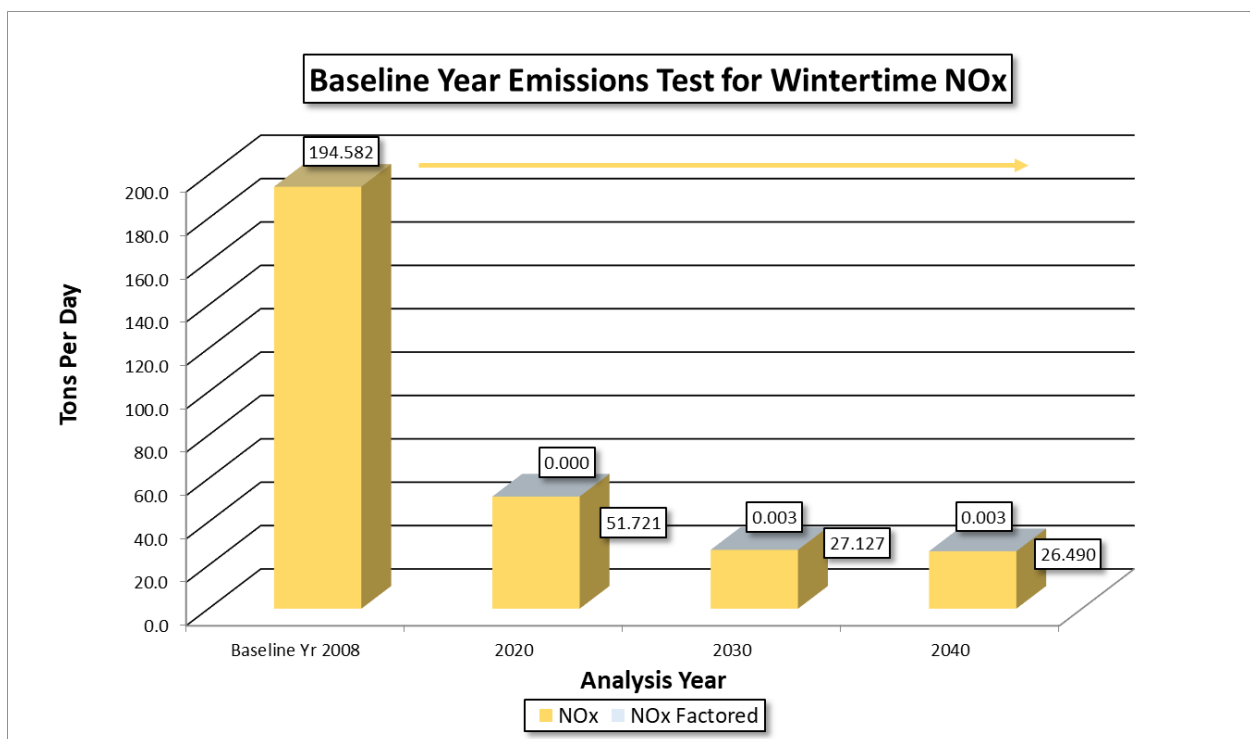


Figure 4: Baseline Year Emissions Test for Wintertime NO<sub>x</sub>

5. **Financial Constraint:** The 2021 TIP is financially constrained based on revenue estimates from the State at the time of its preparation.
6. **Interagency and Public Consultation:** Given that there are no significant changes being made as part of the 2021 TIP and the Amended 2019 TIP continues to reflect the projects listed in the Amended Plan Bay Area 2040, this Conformity Analysis meets the outreach requirements as specific in the MTC Public Participation Plan.

Metropolitan Planning Organizations (MPOs) such as MTC are required to follow these regulations, and any other procedures and criteria contained in the EPA-approved Conformity SIP (Transportation-Air Quality Conformity Protocol) for the Bay Area. In the Bay Area, procedures were first adopted in September 1994 to comply with the 1990 Clean Air Act Amendments (CAAA). Four subsequent amendments to the transportation conformity procedures in August 1995, November 1995, August 1997, and July 2006 have been adopted by the three co-lead agencies (MTC, Association of Bay Area Governments (ABAG), and Bay Area Air Quality Management District (BAAQMD)). MTC Resolution 3757 represents the latest San Francisco Bay Area Transportation-Air Quality Conformity Protocol adopted by the three agencies in July 2006.

## II. Transportation Control Measures

### History of Transportation Control Measures

TCMs are strategies to reduce vehicle emissions. They include such strategies as improved transit service and transit coordination, ridesharing services and new carpool lanes, signal timing, freeway incident management, increased gas taxes and bridge tolls to encourage use of alternative modes, etc. The original set of TCMs plus the five most recent TCMs (A-E) have been fully implemented. The TCMs were added over successive revisions to the SIP (see Table 7). For more information on TCMs 1-28, which are completed, see the *Transportation-Air Quality Conformity Analysis for the 2001 Regional Transportation Plan and FY 2001 Transportation Improvement Program Amendment 01-32 (February 2002)*. This report can be found in the MTC/ABAG Library.

- Twelve (12) ozone measures were originally listed in the 1982 Bay Area Air Quality Plan.
- In response to a 1990 lawsuit in the federal District Court, sixteen (16) additional TCMs were subsequently adopted by MTC in February 1990 as contingency measures to bring the region back on the “Reasonable Further Progress” (RFP) line. The Federal District order issued on May 11, 1992, found that these contingency TCMs were sufficient to bring the region back on the RFP track anticipated in the SIP. These measures became part of the SIP when EPA approved the 1994 Ozone Maintenance Plan.
- Two (2) transportation control measures from the 1982 Bay Area Air Quality Plan apply to Carbon Monoxide control strategies, for which the region is in attainment with the federal standard, and primarily targeted downtown San Jose (which had the most significant CO problem at that time.) MTC also adopted a set of TCM enhancements in November 1991 to eliminate a shortfall in regional carbon monoxide emissions identified in the District Court’s April 19, 1991, order. Carbon monoxide standards have been achieved primarily through the use of oxygenated/reformulated fuels in cars and with improvements in the Smog Check program.



- As part of EPA's partial approval/partial disapproval of the 1999 Ozone Attainment Plan, four (4) TCMs were deleted from the ozone plan (but two of these remain in the Carbon Monoxide Maintenance Plan).
- Five (5) new TCMs were adopted as part of the new 2001 1-Hour Ozone Attainment Plan and were fully funded in the 2001 TIP and 2001 Regional Transportation Plan.

With respect to TCM 2 from the 1982 SIP, there was a protracted debate, leading to a citizens lawsuit in federal court, about the obligations associated with this TCM. On April 6, 2004, MTC prevailed in the U.S. Court of Appeals for the Ninth Circuit which concluded that TCM 2 does not impose any additional enforceable obligation on MTC to increase ridership on public transit ridership by 15% over 1982-83 levels by November 2006 (*Bayview Hunters Point Community Advocates v. Metropolitan Transportation Com'n*, (2004 WL 728247, 4 Cal. Daily Op. Serv. 2919, 2004 Daily Journal D.A.R. 4209, 9<sup>th</sup> Cir.(Cal.), Apr 06, 2004)). Thus TCM 2 has been resolved, and there are no further implementation issues to address in this TCM.

Table 7: Transportation Control Measure in the State Implementation Plan

TCM	Description
<b>Original TCMs from 1982 Bay Area Air Quality Plan</b>	
TCM 1	Reaffirm Commitment to 28 percent Transit Ridership Increase Between 1978 and 1983
TCM 2	Support Post-1983 Improvements in the Operators' Five-Year Plans and, After Consultation with the Operators, Adopt Ridership Increase Target for the Period 1983 through 1987
TCM 3	Seek to Expand and Improve Public Transit Beyond Committed Levels
TCM 4	High Occupancy Vehicle (HOV) Lanes and Ramp Metering
TCM 5	Support RIDES Efforts
TCM 6 <sup>1</sup>	Continue Efforts to Obtain Funding to Support Long Range Transit Improvements
TCM 7	Preferential Parking
TCM 8	Shared Use Park and Ride Lots
TCM 9	Expand Commute Alternatives Program
TCM 10	Information Program for Local Governments
TCM 11 <sup>2</sup>	Gasoline Conservation Awareness Program (GasCAP)
TCM 12 <sup>2</sup>	Santa Clara County Commuter Transportation Program
<b>Contingency Plan TCMs Adopted by MTC in February 1990 (MTC Resolution 2131)</b>	
TCM 13	Increase Bridge Tolls to \$1.00 on All Bridges
TCM 14	Bay Bridge Surcharge of \$1.00
TCM 15	Increase State Gas Tax by 9 Cents
TCM 16 <sup>1</sup>	Implement MTC Resolution 1876, Revised — New Rail Starts
TCM 17	Continue Post-Earthquake Transit Services
TCM 18	Sacramento-Bay Area Amtrak Service
TCM 19	Upgrade Caltrain Service
TCM 20	Regional HOV System Plan
TCM 21	Regional Transit Coordination
TCM 22	Expand Regional Transit Connection Ticket Distribution
TCM 23	Employer Audits
TCM 24	Expand Signal Timing Program to New Cities
TCM 25	Maintain Existing Signal Timing Programs
TCM 26	Incident Management on Bay Area Freeways
TCM 27	Update MTC Guidance on Development of Local TSM Programs
TCM 28	Local Transportation Systems Management (TSM) Initiatives
<b>New TCMs in 2001 Ozone Attainment Plan</b>	
TCM A	Regional Express Bus Program
TCM B	Bicycle/Pedestrian Program
TCM C	Transportation for Livable Communities
TCM D	Expansion of Freeway Service Patrol
TCM E	Transit Access to Airports

<sup>1</sup> Deleted by EPA action from ozone plan

<sup>2</sup> Deleted by EPA action from ozone plan, but retained in Carbon Monoxide Maintenance Plan.

Source: Bay Area Air Quality Management District, Metropolitan Transportation Commission, 2001.

## Status of Transportation Control Measures

TCMs A-E were approved into the SIP as part of EPA's Finding of Attainment for the San Francisco Bay Area (April 2004). The conformity analysis must demonstrate that TCMs are being implemented on schedule (40 CFR 93.113). TCMs A-E have specific implementation steps which are used to determine progress in advancing these TCMs (see Table 8). TCMs A-E are now fully implemented.

Table 8: Implementation Status of Federal Transportation Control Measures for Ozone (A – E)

#	TCM	Description	Ozone Attainment Plan Implementation Schedule	Implementation Status
A	Regional Express Bus Program	Program includes purchase of approximately 90 low emission buses to operate new or enhanced express bus services. Buses will meet all applicable CARB standards, and will include particulate traps or filters. MTC will approve \$40 million in funding to various transit operators for bus acquisition. Program assumes transit operators can sustain service for a five-year period. Actual emission reductions will be determined based on routes selected by MTC.	FY 2003. Complete once \$40 million in funding pursuant to Government Code Section 14556.40 is approved by the California Transportation Commission and obligated by bus operators	\$40 million for this program was allocated by the CTC in August 2001. The participating transit operators have ordered and received a total of 94 buses. All buses are currently in operations.  TCM A is fully implemented.
B	Bicycle / Pedestrian Program	Fund high priority projects in countywide plans consistent with TDA funding availability. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission reductions will be determined based on the projects funded.	FY 2004 – 2006. Complete once \$15 million in TDA Article 3 is allocated by MTC.	MTC allocated over \$20 million in TDA Article 3 funds during FY2004, FY2005, and FY2006.  TCM B is fully implemented.
C	Transportation for Livable Communities (TLC)	Program provides planning grants, technical assistance, and capital grants to help cities and nonprofit agencies link transportation projects with community plans. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission	FY 2004 – 2006. Complete once \$27 million in TLC grant funding is approved by MTC	In December 2003, the Commission reaffirmed its commitment of \$27 million annually over 25 years for the TLC program as part of Phase 1 of the Transportation 2030 Plan.  MTC and the county Congestion Management Agencies (CMAs) have approved over \$27 million in TLC grant funding by FY 2006. In November 2004, MTC approved \$500,000 for regional TLC

reductions will be based on the projects funded.

Community Design Planning Program, and in December 2004, MTC approved \$18.4 million in TLC funding for the regional TLC Capital program. As of December 2006, CMAs in Alameda, Marin and Sonoma counties approved an additional \$12.4 million in their county-level TLC Capital programs for a regional total of \$31.2 million.

TCM C is fully implemented.

FSP continues to maintain the operation of the 55 lane miles of new roving tow truck coverage. This level of service was maintained through 2006. FSP continues to expand its service areas.

TCM D is fully implemented.

Service began June 2003. Service adjustments have been made since start of revenue service. The BART to SFO service has been maintained through 2006 and is continued.

TCM E is fully implemented.

D	Additional Freeway Service Patrol	Operation of 55 lane miles of new roving tow truck patrols beyond routes which existed in 2000. TCM commitment would be satisfied by any combination for routes adding 55 miles. Tow trucks used in service are new vehicles meeting all applicable CARB standards.	FY 2001. Complete by maintaining increase in FSP mileage through December 2006
E	Transit Access to Airports	Take credit for emission reductions from air passengers who use BART to SFO, as these reductions are not included in the Baseline.	BART – SFO service to start in FY 2003. Complete by maintaining service through December 2006

### III. Response to Public Comments

#### Comments Received

Staff received one comment on the Draft Transportation-Air Quality Conformity Analysis. The commenter suggested that the Conformity Analysis be updated to include more discussion of the health impacts of transportation-related emissions. Details of the correspondence are available at <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

#### Response to Comments

While the current Conformity Analysis meets federal air quality conformity requirements as written, we agree that further information on the health impacts of transportation-related emissions would be useful to stakeholders. We propose to include an additional appendix discussing these impacts in the upcoming conformity analysis on Plan Bay Area 2050 and the 2021 TIP, expected later this year.

## IV. Conformity Findings

Based on the analysis, the following conformity findings are made:

- This conformity assessment was conducted consistent with EPA's transportation conformity regulations and with the Bay Area Air Quality Conformity Protocol adopted by MTC as Resolution No. 3757.
- The Amended Plan Bay Area 2040 and the 2021 Transportation Improvement Program provide for implementation of TCMs pursuant to the following federal regulation:
  - (1) *An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are given maximum priority to approval or funding to TCMs over other projects within their control, including projects in locations outside the non-attainment or maintenance area.*
  - (2) *If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvements projects, e.g., the Congestion Mitigation and Air Quality Improvement Program.*
  - (3) *Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan. (40 CFR Part 93.113(c)).*
- For the two ground-level ozone precursors (VOC and NO<sub>x</sub>), motor vehicle emissions in the Amended Plan Bay Area 2040 and the 2021 Transportation Improvement Program are lower than the applicable motor vehicle emission budgets for the 2008 and 2015 national 8- hour ozone standards.
- For PM<sub>2.5</sub> and NO<sub>x</sub>, the Baseline Year test shows that the motor vehicle emissions are lower under the Build scenario for the various analysis years when compared to the baseline year emissions scenario.



# Appendix A

## List of Projects in the 2021 Transportation Improvement Program



**List of 2021 TIP Projects by County**

<b>County</b>	<b>Sponsor</b>	<b>TIP ID</b>	<b>RTP ID</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Air Quality Description</b>	<b>Conformity Analysis Year</b>
Alameda	AC Transit	ALA150004	17-01-0060	AC Transit: East Bay Bus Rapid Transit	Alameda County: Along Broadway/ International/E 14th corridor from Oakland to San Leandro: Implement BRT including 34 stations, transit signal priority, level-boarding, shelters, off-board ticketing,	NON-EXEMPT	2020
Alameda	ACE	ALA170042	17-01-0008	ACE Platform Extensions	ACE System: At Fremont, Pleasanton, Livermore, Vasco, Tracy, and Manteca stations: Extend existing ACE platforms to accommodate longer train sets	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ACTC	ALA050014	17-01-0032	SR 84 Expressway Widening	In Livermore: Widen Route 84 from Jack London Blvd. to Pigeon Pass.	NON-EXEMPT	2020
Alameda	ACTC	ALA050019	17-01-0031	I-880 North Safety Improvements	Oakland: I-880 between 23rd Ave to 29th Ave: Reconfigure Interchange, including new ramps.	NON-EXEMPT	2020
Alameda	ACTC	ALA070009	17-01-0030	Oakland/Alameda Access Project	Oakland and Alameda: Between Oak Street and Union Street: Reconfigure interchange and intersections to improve connections between I-880, the Posey and Webster tubes and the downtown Oakland	NON-EXEMPT	2030
Alameda	ACTC	ALA130034	17-10-0058	I-680 NB HOV/HOT Lane	Route I-680: from South of Auto Mall Parkway to State Route 84 in Alameda County: Construct NB HOV/HOT Lane.	NON-EXEMPT	2030
Alameda	ACTC	ALA150001	17-01-0029	Rte 84 Widening, south of Ruby Hill Dr to I-680	Alameda County: On State Route 84 from south of Ruby Hill Drive to I-680: Upgrade from 2-lane conventional highway to 4-lane expressway, make operational improvements to SR84/I-680 I/C and	NON-EXEMPT	2030
Alameda	ACTC	ALA150008	17-01-0001	East Bay Greenway	Alameda County: Generally along the BART alignment from Lake Merritt BART station to South Hayward BART station: Install a trail facility consisting of Class I & Class IV bikeway facilities. Includes 2 road	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ACTC	ALA170005	17-01-0021	I-880/Whipple Rd Industrial Pkwy SW I/C Imps	In Union City/Hayward: at I-880/Whipple Rd Interchange: Implement full interchange improvements including northbound off-ramp, surface street improvements and realignment, and bike/ped	NON-EXEMPT	2030
Alameda	ACTC	ALA170008	17-01-0028	I-580/680 Interchange HOV/HOT Widening	Alameda County: On I-580 between Hacienda Dr. and San Ramon/Foothill Road and on I-680 between Stoneridge Dr. and Amado: Widen to add one HOV/HOT lane for WB 580 to SB 680 and NB 680 to EB	NON-EXEMPT	2030
Alameda	ACTC	ALA170009	17-10-0065	I-680 Express Lane Gap Closure: SR-84 to Alcosta	Alameda County: SB I-680 from SR-84 to Alcosta Blvd: express lane improvements (Phase 1); NB I-680 from SR-84 to Alcosta Blvd: Widen for express lanes (Phase 2). Project also references the	NON-EXEMPT	2030
Alameda	ACTC	ALA170010	17-10-0057	I-880 NB HOV/HOT: North of Hacienda to Hegenberger	Alameda County: I-880 in the northbound direction from north of Hacienda Ave to Hegenberger Road: Widen to provide one HOV/express lane	NON-EXEMPT	2030
Alameda	ACTC	ALA170086	17-01-0018	7th Street Grade Separation West	Oakland: Within the Port: Implement road and rail improvements, realign and grade separate 7th St and Maritime intersection, reconstruct and widen multi-use path; Between Joint Intermodal Terminal and	NON-EXEMPT	2040
Alameda	ACTC	ALA978004	17-01-0047	East-West Connector in Fremont & Union City	In Fremont & Union City: From I-880 to Route 238 (Mission Blvd): Construct new 4-lane roadway and widen existing roadways. Project is phased.	NON-EXEMPT	2030

\* Projects with a conformity analysis year of 2040 reference programatic projects or projects with a completion date after 2030 in Plan Bay Area 2040

**List of 2021 TIP Projects by County**

<b>County</b>	<b>Sponsor</b>	<b>TIP ID</b>	<b>RTP ID</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Air Quality Description</b>	<b>Conformity Analysis Year</b>
Alameda	Alameda	ALA170049	17-01-0004	Central Avenue Safety Improvements	Alameda: On Central Ave from Main St to Sherman St: construct multimodal street improvements including reduction from 4 to 3 lanes, center turn lane, bike lanes, 2-way separated bikeway, roundabouts	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	BAIFA	ALA170006	17-10-0052	ALA-880 Express Lanes	In Alameda/Santa Clara Counties: On I-880 from Hegenberger to Dixon Landing (Southbound) and Dixon Landing to Lewelling (Northbound): Convert HOV lanes to express lanes. Project also references	NON-EXEMPT	2020
Alameda	BART	ALA110003	17-10-0064	Hayward Shop and Yard Expansion	BART: Hayward Shop and Yard: Expansion facility to accommodate additional rail vehicles for storage, maintenance and repair.	NON-EXEMPT	2040
Alameda	BART	ALA130032	17-10-0005	BART Metro Priority Track Elements	BART: In Lafayette, Dublin and Millbrae: Provide three critical track extensions in order to provide the BART system with additional operational flexibility and additional capacity, all within existing right-of-	NON-EXEMPT	2030
Alameda	BART	ALA170044	17-10-0005	Bay Fair Connection	BART: At and near Bay Fair Station: Modify station and approaches to add one or more additional tracks and one or more passenger platforms for improved train service and operational flexibility	NON-EXEMPT	2030
Alameda	Berkeley	ALA130026	17-01-0004	Shattuck Complete Streets and De-couplet	Berkeley: Shattuck Ave, Shattuck Square and Berkeley Square from Allston Way to University Ave intersection: Reconfigure travel lanes and parking, repair pavement and make other improvements	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	Dublin	ALA130005	17-01-0053	Dougherty Road widening	Dublin: Dougherty Road from Sierra Lane to North City Limit: Widen from 4 lanes to 6 lanes	NON-EXEMPT	2020
Alameda	Dublin	ALA130006	17-01-0057	Dublin Boulevard widening	In Dublin: Dublin Blvd between Sierra Court and Dublin Court: Widen from 4 lanes to 6 lanes and install Class II bike lanes	NON-EXEMPT	2020
Alameda	Dublin	ALA150003	17-01-0048	Dublin Blvd. - North Canyons Pkwy Extension	Alameda County, Dublin and Livermore: Dublin Blvd-North Canyons Parkway from Fallon Rd to Croak Rd: Construct six lane extension; Dublin Blvd-North Canyons Parkway from Croak Rd to Doolan Rd:	NON-EXEMPT	2030
Alameda	Dublin	ALA170045	17-01-0038	I-580 Interchange Imps at Hacienda/Fallon Rd, Ph 2	Dublin: I580/Fallon Rd IC: Ph 2 - Reconstruct overcrossing to widen to 4 lanes in each direction, reconstruct and widen ramps, add bike/ped imp; I580 Hacienda Dr IC: Reconstruct overcrossing to add NB	NON-EXEMPT	2030
Alameda	Fremont	ALA170001	17-01-0020	State Route 262 (Mission Blvd) Improvements	In Fremont: Mission Blvd/I-680 IC: widen Mission Blvd to 3 lanes each direction through IC, rebuild the NB and SB I-680 on and off ramps	NON-EXEMPT	2030
Alameda	Hayward	ALA090016	17-01-0036	Rt 92/Clawiter/Whitesell Interchange Improvements	Hayward: Rt 92/Clawiter Rd: Upgrade existing Clawiter interchange. Add ramps and overcrossing for Whitesell St. extension. Signalize ramp intersections.	NON-EXEMPT	2030
Alameda	Hayward	ALA090020	17-01-0007	I-880 Auxiliary lanes at Industrial Parkway	Hayward: I-880 NB between Industrial Pkwy and Alameda Creek; I-808 SB between Industrial Pkwy and Whipple Rd: Construct auxiliary lanes	NON-EXEMPT	2040
Alameda	Hayward	ALA110002	17-01-0023	I-880/Industrial Parkway West Interchange	In Hayward: At I-880/Industrial Parkway West: Reconstruct interchange, add on/off-ramp lanes, widen ramp lanes, provide HOV bypass lanes and routine accommodation for bicyclists and pedestrians.	NON-EXEMPT	2030

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Alameda	Hayward	ALA170004	17-01-0041	I-880/West Winton Avenue Interchange	Hayward: At I-880/West Winton Avenue I/C: Reconstruct I/C including reconfiguration of eastbound to southbound on ramp and new connection to Southland Mall Drive	NON-EXEMPT	2030
Alameda	Hayward	ALA170046	17-01-0024	I-880/A Street Interchange Reconstruction	Hayward: I-880/A St. I/C: Reconstruct interchange to widen A St from 5 to 6 lanes, add bike lanes, and provide additional lane capacity for potential future freeway widening, modify signals and	NON-EXEMPT	2030
Alameda	MTC	ALA110104	17-01-0001	Bay Bridge Park	Oakland: At the Oakland Touchdown of the new East Span of the Bay Bridge: Bay Bridge Park (Project previously titled "SFOBB Gateway Park")	NON-EXEMPT	2040
Alameda	MTC	ALA170011	17-10-0033	Bay Bridge Forward - West Grand HOV/Bus Only Lane	In Oakland: Grand Avenue on-ramp: Convert shoulder to Bus/HOV only lane	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	MTC	ALA190018	17-10-0033	Freeway Performance Program: Alameda I-580	Alameda County: On I-580 westbound approach to the San Francisco-Oakland Bay Bridge toll plaza from the SR 24/I-980 interchange to I-80: Conduct planning and environmental work to convert one	NON-EXEMPT	2040
Alameda	Oakland	ALA110046	17-01-0016	Oakland Army Base Infrastructure Improvements	In Oakland: At former Oakland Army Base: Implementing Army Base Infrastructure Master Plan including TCIF funded OHIT improvements implemented by City of Oakland. For the related Port project, see	NON-EXEMPT	2040
Alameda	Oakland	ALA150042	17-01-0001	Oakland: Telegraph Ave Bike/Ped Imps and Road Diet	HSIP7-04-014: In Oakland: Telegraph Ave from 29th to 45th St: Install crosswalk enhancements, painted bulb-outs, and painted median refuges; from 29th to 41st St: Implement road diet with buffered	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	Oakland	ALA150043	17-01-0004	Oakland: Shattuck and Claremont Bike/Ped Imps	HSIP7-04-016 Oakland: On Claremont from Telegraph to Clifton: Implement road diet with bike lanes; Shattuck at 49th, 51st, 59th St, Alacraz: Construct crosswalk enhancements, RRFBs, bulb-out,	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	Oakland	ALA150047	17-01-0004	Oakland: Telegraph Avenue Complete Streets	Oakland: on Telegraph Avenue between 20th St and 41st St: Implement complete street project inc. road diet, buffered bike lanes, ped crossing improvements, bulbouts, bus boarding islands, traffic signal	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	Oakland	ALA170052	17-01-0004	Oakland Fruitvale Ave Bike/Ped Imprvmnts H8-04-014	Oakland: Fruitvale Ave from E 10th St to E 23th St: H8-04-014 Install crosswalk enhancements, RRFBs, signal upgrades and modifications, signing, striping, markings. Implement road diet, parking lane	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	Oakland	ALA991081	17-01-0043	42nd Ave. & High St. I-880 Access Improv.	Oakland: In the vicinity of the I-880/42nd & High interchange: Widening and re-alignment of local streets Including modified traffic signals and intersection improvements.	NON-EXEMPT	2020
Contra Costa	Antioch	CC-070008	17-02-0007	Laurel Road Extension	Antioch: On Laurel Road between Kirk Lane and SR4 Bypass: Construct new 4 lane divided extension with bike lanes, sidewalks, and bus stops.	NON-EXEMPT	2040
Contra Costa	Antioch	CC-070009	17-02-0007	Slatten Ranch Road Extension Phase I	Antioch: Slatten Ranch Road between Hillcrest Avenue to Wicklow Road: Phase I - Construct new 4 lane road.	NON-EXEMPT	2040
Contra Costa	BAIFA	CC-170002	17-10-0048	CC-680 Northern Segment Express Lane - Southbound	Contra Costa County: On I-680 Southbound from Benicia-Martinez Toll Plaza to El Cerro: Convert HOV to express lanes and add/modify express lane elements. Project also references RTP ID 17-10-0054	NON-EXEMPT	2020

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Contra Costa	BART	CC-050025	17-02-0047	BART to Antioch - East Contra Costa Rail Extension	Pittsburg/Antioch: East Contra Costa County: Extend Rail Service from the Pittsburg/Bay Point Station into eastern Contra Costa County	NON-EXEMPT	2020
Contra Costa	BART	CC-130002	17-02-0047	eBART Railroad Avenue Station	Pittsburg: on eBART corridor at Railroad Ave: Design and construction of station	NON-EXEMPT	2020
Contra Costa	Brentwood	CC-070011	17-02-0030	Brentwood Boulevard Widening - North (Phase I)	Brentwood: Brentwood Boulevard from Havenwood Avenue to Homecoming Way: Phase I-Widen from 2 to 4 lanes including a new parallel bridge over Marsh Creek, traffic signal modifications, and utilities	NON-EXEMPT	2030
Contra Costa	Brentwood	CC-170015	17-02-0030	Brentwood Boulevard Widening - North (Phase II)	Brentwood: Brentwood Blvd. between Homecoming Way and Lone Tree Way: Widen existing roadway from 2 to 4 lanes	NON-EXEMPT	2030
Contra Costa	CC County	CC-050030	17-02-0004	Vasco Road Safety Improvements	Contra Costa County: Vasco Road from Walnut Blvd to the Alameda/Contra Costa County line: widen road and place concrete median barrier for 2.5 miles. Phase 1 completed a 1 mile widening segment.	NON-EXEMPT	2040
Contra Costa	CC County	CC-070075	17-02-0014	Kirker Pass Road NB Truck Climbing Lanes	Unincorporated Contra Costa County: On Kirker Pass Road from Clearbrook Drive to approximately 1,000 feet beyond the crest of Kirker Pass Road; Construct northbound truck climbing lane and paved	NON-EXEMPT	2020
Contra Costa	CC County	CC-070081	17-02-0015	Byron Highway - Vasco Road Connection	Contra Costa County: between Byron Highway and Vasco Road: Construct an east-west connection road	NON-EXEMPT	2040
Contra Costa	CC County	CC-170016	17-02-0033	Camino Tassajara Realignment, S of Windemere Pkwy	Contra Costa County: Camino Tassajara between Windemere Parkway and the City of Dublin: Realign curves and widen road to four lanes	NON-EXEMPT	2030
Contra Costa	CCTA	CC-010023	17-02-0019	I-680/SR 4 I/C Reconstruction - Ph 1 & 2a	Contra Costa Co: I680/SR4 I/C: Ph1 construct a 2-lane flyover direct connector fr NB680 to WB SR4 & remove NB680 to WB SR4 loop, construct aux lanes, a slip ramp. Ph 2A will extend the SB680 CD ramp.	NON-EXEMPT	2030
Contra Costa	CCTA	CC-070035	17-02-0021	Reconstruct I-80/San Pablo Dam Rd Interchange	San Pablo: I-80/San Pablo Dam Rd I/C: Reconstruct I/C-relocating WB EI Portal on-ramp to the full I/C northwards, providing access to McBryde through a new road from SPDR I/C, and replacing Riverside	NON-EXEMPT	2030
Contra Costa	CCTA	CC-150009	17-10-0015	CCTA - Carshare 4 All	Contra Costa County: Various locations: Expand carshare access at transit locations and conduct outreach	NON-EXEMPT - Not Regionally Significant Project	2040
Contra Costa	CCTA	CC-150013	17-02-0010	SR 4 Integrated Corridor Management	Contra Costa County: Along SR 4 between I-80 in Hercules to the SR 4/SR 160 Interchange in the City of Antioch: Implement Integrated Corridor Management along corridor.	NON-EXEMPT	2030
Contra Costa	CCTA	CC-170017	17-02-0012	I-680 NB Express Lane Completion	Contra Costa County: NB I680 from Livorna Rd to SR242: Extend HOV lane; NB I680 from Livorna to Benicia-Martinez Bridge: Convert HOV to EL; NB I680 from N Main St to Treat Blvd and from Livorna Rd to	NON-EXEMPT	2030
Contra Costa	CCTA	CC-170018	17-02-0020	SR-4 Operational Improvements - Initial Phases	Contra Costa County: On SR-4 between I-680 and Bailey Road: Implement operational improvements including adding general purpose and auxiliary lanes at various locations	NON-EXEMPT	2030
Contra Costa	CCTA	CC-170061	17-02-0051	I-680 Part Time Transit Lane	In Contra Costa County: On I-680 between Ygnacio Valley Rd and Alcosta Blvd: Increase bus service efficiency by implementing bus operations on shoulder (BOS)	NON-EXEMPT	2030
Contra Costa	Concord	CC-070024	17-02-0016	SR 242 / Clayton Road Interchange Improvements	Concord: At the SR242/Clayton Rd Interchange: Construct NB on-ramp and SB off-ramp	NON-EXEMPT	2030

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Contra Costa	Concord	CC-130006	17-02-0003	Concord BART Station Bike/Ped Access Improvements	Concord: Near the Downtown Concord BART Station: Implement bike/ped access improvements including road diets, buffered bike lanes (0.7 mi), Class 2 bike lanes (0.6 mi), and Class 3 bike routes (0.1	NON-EXEMPT - Not Regionally Significant Project	2040
Contra Costa	Danville	CC-170001	17-02-0052	San Ramon Valley Blvd Slurry Seal and Striping	Danville: On San Ramon Blvd between Jewel Terrace and Podva Rd: Slurry seal and restriping	NON-EXEMPT	2020
Contra Costa	El Cerrito	CC-070046	17-02-0005	El Cerrito del Norte Area TOD Complete Street Imps	El Cerrito: El Cerrito del Norte BART Station Area: Complete Streets improvements to access, circulation and safety for bicyclists, pedestrians, local and regional bus, rapid bus, and automobile connections	NON-EXEMPT - Not Regionally Significant Project	2040
Contra Costa	Hercules	CC-030002	17-02-0039	Hercules Intercity Rail Station	Hercules: At future train station: Install multi-use trails, utility relocation, track improvements, construct rail station, and parking facility.	NON-EXEMPT	2030
Contra Costa	Oakley	CC-170019	17-02-0046	Civic Center Railroad Platform Park & Ride Complex	Oakley: Main Street between 2nd Street and O'Hara Avenue: Build 2 parking lots for multi-modal park, ride, and transit activities. Lots will serve train riders for a future train platform which includes	NON-EXEMPT	2030
Contra Costa	Pittsburg	CC-130039	17-02-0005	Pittsburg Multimodal Transit Station Access Imps.	In Pittsburg: At the Northeast corner of Railroad Ave and California Ave: Construct a Kiss-n-Ride lot, add a right-turn lane on California Ave and improve multi-modal access to eBART station.	NON-EXEMPT - Not Regionally Significant Project	2040
Contra Costa	Richmond	CC-050076	17-02-0026	I-80/Central Avenue - Local Portion	Richmond: I-80/Central Ave Interchange: Connect Pierce St to San Mateo and relocate signal at Pierce/Central to San Mateo/Central intersection.	NON-EXEMPT - Not Regionally Significant Project	2030
Contra Costa	San Ramon	CC-190001	17-02-0007	Crow Canyon Road (Alcosta to Indian Rice) Widening	San Ramon: Crow Canyon Rd from Alcosta Blvd to Indian Rice Rd: Widen to three lanes in each direction	NON-EXEMPT	2040
Contra Costa	SJRC	CC-190002	17-02-0046	Oakley Station Platform	Oakley: North of Main Street between 2nd St and O'Hara Ave: Construct a new train station platform for the Amtrak San Joaquins inter-city rail service.	NON-EXEMPT	2030
Marin	GGBHTD	MRN130001	17-03-0014	Larkspur Ferry Terminal Parking Garage	In Larkspur: At the Larkspur Ferry Terminal (LFT): Planning studies for a new three story parking structure	NON-EXEMPT - Not Regionally Significant Project	2040
Marin	GGBHTD	MRN190001	17-10-0010	Golden Gate Ferry: New Vessel	GGBHTD: 1 vehicle: Purchase a new, 500-passenger, high-speed ferry vessel to continue to provide expanded commute service from Larkspur and Tiburon to San Francisco.	NON-EXEMPT	2030
Marin	Marin County	MRN110035	17-10-0024	Mountain View Rd Bridge Replacement - 27C0154	Marin County: On Mountain View Rd. over San Geronimo Creek (Bridge No. 27C0154) near the intersection with Sir Francis Drake Blvd: Replace existing one-lane bridge with a new two-lane bridge. Toll	NON-EXEMPT - Not Regionally Significant Project	2040
Marin	MTC	MRN150009	17-10-0036	Richmond-San Rafael Bridge Access Improvements	In Contra Costa and Marin Counties: On I-580/Richmond-San Rafael Bridge: Convert existing shoulders to an automobile travel lane (EB) and a bike/ped path, construct bike/ped path in Contra Costa	NON-EXEMPT	2020
Marin	Novato	MRN070006	17-03-0011	Novato Boulevard Widening, Diablo to Grant	Novato: Novato Blvd between Diablo and Grant Ave.: Improvements to roadway including including widening existing two/three lanes to four lanes and adding turn lanes, bike lanes, curbs, and sidewalks.	NON-EXEMPT	2030
Marin	San Anselmo	MRN110032	17-10-0024	San Anselmo - Center Blvd Bridge Replace (27C0079)	San Anselmo: Center Blvd Bridge over San Anselmo Creek, at Sycamore Ave: Replace existing 2 lane bridge with 3 lane	NON-EXEMPT - Not Regionally Significant Project	2040

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Marin	TAM	MRN050034	17-03-0006	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	Marin and Sonoma Counties: From SR 37 in Novato to Old Redwood Highway in Petaluma; Convert expressway to freeway and widen to 6 lanes for HOV lanes.	NON-EXEMPT	2030
Napa	American Canyon	NAP110029	17-04-0004	Eucalyptus Drive Realignment Complete Streets	American Canyon: Eucalyptus Dr. from Theresa Rd to Hwy 29: Extend roadway and reconfigure intersection of Eucalyptus Dr and Hwy 29 and Eucalyptus Drive and Theresa Road. Create complete street	NON-EXEMPT - Not Regionally Significant Project	2040
Napa	American Canyon	NAP130006	17-04-0004	Devlin Road and Vine Trail Extension	American Canyon: Devlin Road from the southern terminus 2,500 feet south to Green Island Road: Construct roadway extension and Class I multipurpose path	NON-EXEMPT - Not Regionally Significant Project	2040
Napa	NVTA	NAP050009	17-04-0006	Park & Ride Lots in Napa County	Napa County: American Canyon, and Calistoga/St. Helena/Yountville: Construct Park and Ride Lots. Various existing Park and Ride Lots: Construct improvements	NON-EXEMPT	2040
Napa	NVTA	NAP090003	17-04-0009	SR 12/29/221 Soscol Junction Interchange Imps.	In Napa County: At SR-221/SR-29 Soscol Ferry Road: Construct improvements	NON-EXEMPT	2040
Napa	NVTA	NAP170003	17-04-0006	NVTA- Vine Transit Bus Maintenance Facility	Napa County: At an 8 acre site in south Napa County: Construct a new transit maintenance facility for Vine Transit operations	NON-EXEMPT - Not Regionally Significant Project	2040
Regional/ Multi-County	BAIFA	REG130004	17-10-0054	Regional Express Lane Network	SF Bay Area: Regionwide: Program-level project costs to support the Regional Express Lane Network deployment including program (planning, coordination, & management), centralized toll system,	NON-EXEMPT	2040
Regional/ Multi-County	BAIFA	VAR170003	17-10-0053	ALA/CC-80 and Bay Bridge Approach Express Lanes	In Alameda/Contra Costa counties: On I-80 from the Carquinez Bridge to Powell and the Bay Bridge Approaches: Convert HOV lanes to express lanes. Project also references RTP ID 17-10-0045.	NON-EXEMPT	2030
Regional/ Multi-County	BART	REG090037	17-10-0026	BART: Railcar Procurement Program	BART: Procure 790 Railcars (includes the replacement of 669 Railcars)	NON-EXEMPT	2040
Regional/ Multi-County	BART	REG170017	17-10-0006	BART Transbay Core Capacity Improvements	BART: Systemwide: Implement communication-based train control (CBTC) system, expand rail car fleet by 306 vehicles, add traction power substations (5); At Hayward Maintenance Complex; Expand	NON-EXEMPT	2040
Regional/ Multi-County	MTC	REG090003	17-10-0033	Freeway Performance Initiative (FPI)	SF Bay Area: Regionwide: Design, implement and maintain ramp metering, Traffic Operation Systems (TOS), and other Freeway Performance Initiative (FPI) projects on major congested freeways throughout	NON-EXEMPT	2040
Regional/ Multi-County	MTC	REG170004	17-10-0033	Bay Bridge Forward - Commuter Parking Initiative	Albany and Oakland: At I-80/Buchanan Ave, I-880/High St, I-880/Fruitvale: Establish commuter parking in East Bay including parking management technologies, to encourage carpool and express bus	NON-EXEMPT - Not Regionally Significant Project	2040
Regional/ Multi-County	MTC	REG170005	17-10-0033	Bay Bridge Forward - Flexible On-Demand Transit	SF Bay Area: Region-Wide: Provide on-demand transit services between East Bay and San Francisco, including related supportive transportation demand management strategies.	NON-EXEMPT - Not Regionally Significant Project	2040
Regional/ Multi-County	MTC	REG170012	17-10-0033	Shared Use Mobility	SF Bay Area: Regionwide: Implement innovative projects & initiatives that promote shared forms of technology-based transportation options, may include pilot microtransit programs of no more than five	NON-EXEMPT	2040

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Regional/ Multi-County	MTC	REG170015	17-10-0033	Innovative Deployments to Enhance Arterials Ct 1&2	SF Bay Area: Region-wide: Deploy advanced technologies along arterial to enhance mobility and safety across all modes, including Connected/Automated vehicles, demonstration/pilot queue jump lanes no	NON-EXEMPT - Not Regionally Significant Project	2040
Regional/ Multi-County	MTC	VAR170013	17-10-0033	Bay Bridge Forward - Casual Carpool	San Francisco and the East Bay: Along I-80 corridor: Establish and improve casual carpool pick-up locations at key locations in San Francisco and along I-80 and in East Bay.	NON-EXEMPT - Not Regionally Significant Project	2040
Regional/ Multi-County	MTC	VAR170021	17-10-0033	Freeway Performance Program: I-880 Corridor	Alameda & Santa Clara Counties: I-880 from I-280 to I-80: Deliver operational strategies including adaptive ramp metering, advanced tech, arterial/transit priority signal upgrades & higher vehicle	NON-EXEMPT	2040
Regional/ Multi-County	MTC	VAR170023	17-10-0033	Freeway Performance Program: SR-84	Alameda & San Mateo Counties: SR-84 from I-880 to US-101: Deliver operational strategies including adaptive ramp metering, advanced technologies, arterial/transit priority signal upgrades, & higher	NON-EXEMPT	2040
Regional/ Multi-County	SMART	SON090002	17-09-0018	Sonoma Marin Area Rail Corridor	Between Sonoma and Marin Counties: On NWP rail line: Implement passenger rail service and non-motorized pathway. Project also references RTP ID 17-03-0015	NON-EXEMPT	2020
Regional/ Multi-County	WETA	MTC050027	17-10-0042	Ferry Service - Berkeley	WETA: Berkeley: Provide ferry service from Berkeley to San Francisco.	NON-EXEMPT	2030
San Francisco	Port of SF	SF-130021	17-05-0008	Pier 70 19th Street & Illinois Street Sidewalk	San Francisco: 19th St to 20th St (via Georgia St): Extend roadway and install bike/ped improvements.	NON-EXEMPT - Not Regionally Significant Project	2040
San Francisco	Port of SF	SF-170001	17-05-0019	Mission Bay Ferry Terminal	San Francisco: At the eastern terminus of 16th St: Construct new ferry landing to service San Francisco Mission Bay and Central Waterfront as a part of the Bay area ferry transit system. Project includes RTP-	NON-EXEMPT	2030
San Francisco	SF County TA	SF-110049	17-05-0030	Treasure Island Congestion Pricing Program	San Francisco: Treasure Island: Implement Congestion Pricing Program. project is phased	NON-EXEMPT	2030
San Francisco	SF County TA	SF-130005	17-05-0030	Treasure Island Pricing Mobility Improvements	San Francisco: On Treasure Island: Pricing Program Mobility Improvements including Transit Capital and maintenance improvements. The project is phased	NON-EXEMPT - Not Regionally Significant Project	2030
San Francisco	SF County TA	SF-130008	17-05-0020	HOV/HOT Lanes on U.S.101 and I-280 in SF	San Francisco: On US 101 from SF/SM County line to I-280 interchange and on I-280 from US 101 interchange to 6th Street offramp: Convert an existing mixed traffic lane and/or shoulder/excess ROW in	NON-EXEMPT	2030
San Francisco	SF County TA	SF-130017	17-05-0029	SF Downtown Congestion Pricing	San Francisco: In the downtown area: Implement a demonstration value pricing (tolls and incentives) program	NON-EXEMPT	2030
San Francisco	SF County TA	SF-150008	17-05-0008	Quint-Jerrold Connector Road	San Francisco: From Oakdale Ave to Jerrold Ave: Provide an alternate access route between Oakdale and Jerrold Avenues and across the Caltrain tracks, to be coordinated with Caltrain's Quint Street Bridge	NON-EXEMPT - Not Regionally Significant Project	2040
San Francisco	SF County TA	SF-190011	17-10-0025	US 101 Doyle Drive Availability Payments	San Francisco: US 101 (Doyle Drive) from Lombard Street/Richardson Avenue to Route 1 Interchange: Availability payments for roadway replacement/rehabilitation project SF-991030	NON-EXEMPT - Not Regionally Significant Project	2040
San Francisco	SF DPW	SF-090004	17-05-0008	Harney Way Roadway Widening	San Francisco: Harney Way from US 101 to Jamestown: Improvements including right-of-way engineering, land acquisition for future widening of roadway, design, landscaping and sidewalk improvements,	NON-EXEMPT	2040

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San Francisco	SF DPW	SF-110006	17-05-0027	Hunters Pt Shipyard and Candlestick Pt Local Roads	In San Francisco: Hunters Point Shipyard and Candlestick Point: Implement new local streets to support multi-modal mixed use development. The project is phased.	NON-EXEMPT	2040
San Francisco	SF DPW	SF-130001	17-05-0016	SF- Better Market Street Transportation Elements	In San Francisco: Market St from Steuart St to Octavia Blvd: improve roadway, including resurfacing, sidewalk and transit boarding improvements, transit connections, traffic signals, transportation	NON-EXEMPT	2030
San Francisco	SF DPW	SF-130011	17-05-0004	SF- Second Street Complete Streets and Road Diet	In San Francisco: On Second Street between Market and King; Design and construct a complete streets project including the removal of a vehicular travel lane from Market to Townsend	NON-EXEMPT - Not Regionally Significant Project	2040
San Francisco	SF DPW	SF-170013	17-05-0008	HOPE SF Street Network - Sunnysdale and Potrero	San Francisco: Sunnysdale and Potrero neighborhoods: Construct new and realigned street networks throughout the two remaining HOPE SF sites, including traffic calming pedestrian and bike network, and	NON-EXEMPT - Not Regionally Significant Project	2040
San Francisco	SFMTA	SF-010037	17-05-0041	SF Muni Third St LRT Phase 2 New Central Subway	San Francisco: North-south alignment under 4th St. to Market, then under Geary to Stockton & under Stockton to Clay St; Extend the Light Rail line project includes procurement of four LRVs.	NON-EXEMPT	2020
San Francisco	SFMTA	SF-070003	17-05-0042	Historic Streetcar Extension to Fort Mason	San Francisco: From Fisherman's Wharf through National Park Service lands in Aquatic Park to Fort Mason: Extend the E-line or the current F-line service.	NON-EXEMPT	2030
San Francisco	SFMTA	SF-070004	17-05-0021	Geary Bus Rapid Transit	San Francisco: Along the Geary corridor between 34th Avenue and Market Street: Design and implement transit performance and safety improvements	NON-EXEMPT	2030
San Francisco	SFMTA	SF-070005	17-05-0033	Van Ness Avenue Bus Rapid Transit	San Francisco: On Van Ness Avenue from Mission to Lombard: Design and implement a BRT project. Project is phased. Project also references RTP IDs 240745 and 240471	NON-EXEMPT	2020
San Francisco	SFMTA	SF-090012	17-10-0026	Light Rail Vehicle Procurement	SFMTA: Fleet-wide: Procure 219 light rail vehicles with an option for an additional 45 vehicles to replace existing fleet and expand service	NON-EXEMPT	2040
San Francisco	SFMTA	SF-090016	17-05-0031	Transit Center in Hunters Point	Muni:Transit Center in Hunters Point; Construct 10 bays, Low-level platform, Operator restroom, bus shelters,Electrical ductbank for MUNI power,etc	NON-EXEMPT	2040
San Francisco	SFMTA	SF-090020	17-05-0032	Geneva Harney BRT Infrastructure: Central Segment	SFMTA: From Executive Park/Harney Way under US 101 to SF/Daly City line on Geneva Avenue: Construct bus rapid transit facilities	NON-EXEMPT	2030
San Francisco	SFMTA	SF-090023	17-05-0032	Geneva Harney BRT Infrastructure - Eastern Segment	SFMTA: Bayview and Hunters Point: from Executive Park/Harney Way to Hunters Point Transit Center via Candlestick/Hunters Pt. Shipyard development: Construct extension of Geneva Harney BRT	NON-EXEMPT	2030
San Francisco	SFMTA	SF-190012	17-05-0017	SFMTA - Core Capacity Program	SFMTA: Along the J and M-Line Corridors: Implement high priority route improvements from the Muni Forward Program	NON-EXEMPT	2040
San Francisco	TBJPA	SF-050002	17-10-0038	Transbay Terminal/Caltrain Downtown Ext: Ph. 2	San Francisco: From Fourth/Townsend to new Transit Center: Extend Caltrain commuter rail service	NON-EXEMPT	2030
San Francisco	WETA	SF-190008	17-05-0019	WETA: Electric Vessels and Related Infrastructure	WETA: Fleetwide: Support the purchase/construction of all-electric vessels and related charging infrastructure.	NON-EXEMPT - Not Regionally Significant Project	2030
San Mateo	Brisbane	SM-090004	17-06-0021	US 101/Candlestick I/C Reconfiguration	In San Mateo County: U.S. 101/Candlestick Point Interchange: Planning and environmental studies for interchange reconfiguration to allow for safer and better flow of traffic	NON-EXEMPT	2040

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San Mateo	Caltrain	SM-190002	17-07-0065	Peninsula Corridor Electrification Expansion	Caltrain: Electric Multiple Unit (EMU) fleet: Expand fleet through procurement of an additional 40 vehicles.	NON-EXEMPT	2040
San Mateo	CCAG	SM-090014	17-06-0009	Improve US 101 operations near Rte 92	City of San Mateo: On US 101 near Route 92: Operational improvements. SMCTA is the co-sponsor for this project.	NON-EXEMPT	2040
San Mateo	CCAG	SM-150017	17-06-0007	US101 Managed Lanes: Santa Clara Co-S of Grand Ave	San Mateo County: On US101 from 2 mi. S. of the Santa Clara County Line to 0.3 mi. S. of Grand Ave I/C: Install Express Lanes. Use existing aux lanes where possible and add aux lanes where needed for	NON-EXEMPT	2030
San Mateo	CCAG	SM-190009	17-06-0008	US-101 Managed Lanes North of I-380	San Mateo County: On US-101 from I-380 to logical termini near SF/SM County line: Install managed lane in each direction. SMCTA is co-sponsoring the project.	NON-EXEMPT	2030
San Mateo	Half Moon Bay	SM-090015	17-06-0023	Route 1 improvements in Half Moon Bay	Half Moon Bay: On SR-1: Improve safety, including adding protected turn lanes, adding through lanes, and new ped/bike path; SR-1 from N. Main to Kehoe: Extend four lane configuration; Frontage Rd and	NON-EXEMPT	2030
San Mateo	Millbrae	SM-210001	17-06-0037	Widen Millbrae Avenue	Millbrae: Millbrae Avenue between Rollins Road and US101 Southbound On Ramp: Widen roadway and resurface the intersection of Millbrae Avenue and Rollins Road.	NON-EXEMPT	2020
San Mateo	Pacifica	SM-170004	17-06-0004	Manor Drive Overcrossing and Milagra On Ramp	In Pacifica: Hwy 1 and Manor Drive I/C: Widen the existing overcrossing; Hwy 1 and Milagra: Construct a new on-ramp; Both intersections: install signals	NON-EXEMPT	2040
San Mateo	Redwood City	SM-050027	17-06-0010	US 101 / Woodside Interchange Improvement	Redwood City: US101/Woodside Rd Interchange: Reconstruct and reconfigure interchange including direct-connect flyover ramp to Veterans Blvd; Seaport Blvd and SR84 from US101/SR84 separation to	NON-EXEMPT	2030
San Mateo	Redwood City	SM-090007	17-06-0040	Blomquist Street Extension	Redwood City: On Blomquist Street from Maple Street to Bair Island Road: Extend roadway across Redwood Creek.	NON-EXEMPT	2030
San Mateo	Redwood City	SM-110002	17-06-0030	Redwood City Ferry Service	SF Bay Area: Between Redwood City and San Francisco: Environmental clearance and design of ferry transit service	NON-EXEMPT	2040
San Mateo	SamTrans	SM-190003	17-10-0033	SamTrans Express Bus Service	San Mateo, San Francisco and Santa Clara Counties: On the US-101 Corridor: Implement a network of four express bus routes	NON-EXEMPT	2040
San Mateo	San Carlos	SM-090008	17-06-0005	US101/Holly St I/C Mod and Bike/Ped Overcrossing	San Carlos: At Holly St/ US-101 Interchange: Widen east bound to north bound ramp to two lanes and eliminate north bound to west bound loop and construct a grade-separated multipurpose path that	NON-EXEMPT	2040
San Mateo	San Mateo	SM-170011	17-06-0012	US 101/Peninsula Avenue Interchange Improvements	San Mateo: US-101 at Peninsula Ave and East Poplar Ave: Convert a partial interchange to a full interchange by adding new southbound on- and off-ramps and closing the southbound on- and off-ramps	NON-EXEMPT	2030
San Mateo	SMCTA	SM-090009	17-06-0008	US 101 Aux lanes from Sierra Point to SF Co. Line	San Mateo County: On US 101 from Sierra Point to SF County Line; Construct auxiliary lanes or managed lanes. Project also references RTP ID 240060 for managed lanes	NON-EXEMPT	2030
San Mateo	SSF	SM-110003	17-06-0011	US 101/Produce Avenue New Interchange	South San Francisco: On US Highway 101 from Utah Avenue on the east side to the vicinity of Produce Avenue on the west side: Construct a local interchange	NON-EXEMPT	2030

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Santa Clara	Caltrans	SCL190034	17-10-0025	SCL-SM I-280 Pavement Preserv. and HOV Extension	Santa Clara and San Mateo Counties: On I-280 from Foothill Blvd (Santa Clara County PM 11.5) to 0.5 mile north of Sand Hill (San Mateo County PM 2.1): Pavement rehab; On SB I-280 from near Magdalena	NON-EXEMPT	2040
Santa Clara	San Jose	SCL030006	17-07-0038	US 101/Blossom Hill Interchange Improvements	San Jose: At US101/Blossom Hill I/C: Reconstruct I/C including the widening of Blossom Hill Rd, signal upgrades and other modifications to eliminate congestion caused by merge and weave problems and	NON-EXEMPT	2030
Santa Clara	San Jose	SCL110006	17-07-0005	San Jose - Autumn Street Extension	In San Jose: Autumn St between Julian Street and San Carlos Street: Widen, partially realign, and extend Autumn Street to adequately accommodate projected traffic demand.	NON-EXEMPT	2040
Santa Clara	San Jose	SCL190001	17-07-0039	US 101/Old Oakland Road Interchange improvements	Oakland Rd - Commercial St to US 101: Widen to 8 lanes; Commercial St - Oakland Rd to Berryessa Rd: Add turn lanes; Commercial St - Berryessa Rd to Mabury Rd: Extend roadway: US 101 ramps: Widen	NON-EXEMPT	2030
Santa Clara	Santa Clara Co	SCL090017	17-07-0005	Montague Expwy Widening - Trade Zone-Great Mall	Santa Clara County: Montague Expressway between Trade Zone and Great Mall Blvd: Widen roadway to 8 lanes	NON-EXEMPT	2040
Santa Clara	VTA	BRT030001	17-07-0012	BART - Berryessa to San Jose Extension	In San Jose: From Berryessa Station to San Jose and Santa Clara: Extend BART line	NON-EXEMPT	2030
Santa Clara	VTA	SCL050009	17-07-0061	Eastridge to BART Regional Connector	San Jose: At the Eastridge Transit Center: Ph I (completed) & Improve and expand transit center; Capitol Expwy Light Rail from Alum Rock Transit Center to Eastridge Transit Center: Ph II - Extend light rail,	NON-EXEMPT	2030
Santa Clara	VTA	SCL090016	17-07-0022	SR 152 New Alignment	Santa Clara/ San Benito counties: SR152 between US101 and SR156: Complete PA&ED for new alignment the highway.	NON-EXEMPT	2040
Santa Clara	VTA	SCL090030	17-07-0074	SR 85 Express Lanes	Santa Clara County: On SR 85 carpool lane from US 101 in San Jose to US 101 in Mountain View including the US 101/SR 85 HOV direct connectors and approaches: Install ETS and implement roadway	NON-EXEMPT	2030
Santa Clara	VTA	SCL090040	17-07-0062	LRT Extension to Vasona Junction and Double Track	Campbell and San Jose: From the existing Winchester Station to a new Vasona Junction Station, near Route 85: Extend the light-rail line and double-track single-track sections of the Vasona line	NON-EXEMPT	2030
Santa Clara	VTA	SCL110002	17-07-0075	Santa Clara County - US 101 Express Lanes	In Santa Clara County: From Cochrane Rd. in Morgan Hill to San Mateo County line in Palo Alto: Implement roadway pricing on US 101 carpool lane	NON-EXEMPT	2030
Santa Clara	VTA	SCL130001	17-07-0033	SR 237/US 101/Mathilda Interchange Modifications	In Sunnyvale: US 101/Mathilda and SR 237/Mathilda interchanges: Modify interchanges to relieve congestion, improve traffic operations for all modes and enhance landscaping conditions.	NON-EXEMPT	2030
Santa Clara	VTA	SCL190002	17-07-0079	I-280/Foothill Expressway Off Ramp Improvement	Santa Clara County: NB I-280/Foothill Expressway interchange: Widen off ramp to add one additional lane	NON-EXEMPT	2040
Santa Clara	VTA	SCL190004	17-07-0028	I-280 HOV - San Mateo County line to Magdalena Ave	Santa Clara County: On I-280 NB from the existing HOV lane near Magdalena Ave to the San Mateo County Line and SB from approximately 3200 ft north of the existing HOV lane near Magdalena Ave to the	NON-EXEMPT	2030
Santa Clara	VTA	SCL190005	17-07-0068	SR 237 WB Auxiliary Lane fr McCarthy to North 1st	Santa Clara County: SR 237 between McCarthy Boulevard and North First Street: Add westbound auxiliary lane	NON-EXEMPT	2030

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Santa Clara	VTA	SCL190006	17-07-0044	Double Lane Southbound US 101 off-ramp to SB SR 87	Santa Clara: Southbound US 101 to Southbound Route 87: Widen the existing connector ramp to add one additional traffic lane and construct and install Traffic Monitoring Station (TMC)	NON-EXEMPT	2020
Santa Clara	VTA	SCL190007	17-07-0023	US 101/Zanker Road-Skyport Drive-N. Fourth St. Imp	San Jose: US101 at Zanker Rd/Skyport Dr./N. 4th St: Construct a new overcrossing over US 101 connecting Zanker Rd to Skyport Dr-N. Fourth St to create a new north-south corridor parallel to N. First St	NON-EXEMPT	2030
Santa Clara	VTA	SCL190008	17-07-0031	US 101/De L Cruz Blvd - Trimble Road I/C Imp	Santa Clara: At the US101/De La Cruz Blvd/Trimble Rd IC: Modify interchange into a partial cloverleaf.	NON-EXEMPT	2030
Santa Clara	VTA	SCL190009	17-07-0051	Calaveras Boulevard Widening	Milpitas: Calaveras Blvd. overpass at UPRR tracks from Abel St to Town Center Blvd: Widen from 4 to 6 lanes and modify signing, striping and signals	NON-EXEMPT	2030
Santa Clara	VTA	SCL190010	17-07-0035	US 101/Buena Vista Avenue Interchange Improvement	Gilroy: At Buena Vista Ave. overcrossing at US 101: Construct a complete interchange by widening the overcrossing structure and adding new northbound and southbound on and off ramps.	NON-EXEMPT	2030
Santa Clara	VTA	SCL190011	17-07-0026	I-280/Wolfe Road Interchange Improvement	Cupertino: I-280/Wolfe Road Interchange: Modify to relieve congestion and improve local circulation.	NON-EXEMPT	2030
Santa Clara	VTA	SCL190014	17-07-0067	SR 17 Congestion Relief in Los Gatos	Los Gatos: On both directions of SR 17 from Lark Ave to south of SR 9 IC: Construct aux lanes including modifications to on-ramps and off-ramps to improve operations and relieve congestion; Along SR-	NON-EXEMPT	2030
Solano	Dixon	SOL050009	17-08-0007	Parkway Blvd/UPRR Grade Separation	In Dixon: Parkway Blvd from Valley Glen Dr. to Pitt School Rd: Construct new 4 lane roadway and overcrossing of UPRR & Porter Rd; Pitt School Rd from south of Hillview Drive to Porter Rd: widen shoulders	NON-EXEMPT - Not Regionally Significant Project	2040
Solano	Fairfield	SOL030002	17-08-0015	Fairfield/Vacaville Intermodal Rail Station	In Fairfield: Capitol Corridor: Construct train station with passenger platforms, pedestrian undercrossing, highway overcrossing, park and ride lot, bike and other station facilities. Project is phased.	NON-EXEMPT	2030
Solano	Fairfield	SOL110007	17-08-0015	Fairfield Transportation Center Phase 3	In Fairfield: Fairfield Transportation Center: Construct second parking structure with approximately 600 automobile parking spaces and access improvements.	NON-EXEMPT	2030
Solano	MTC	SOL110001	17-10-0044	Solano I-80 Managed Lanes	Solano County: I-80 from Red Top Rd to I-505: Convert existing HOV to Managed Lane; I-80 from Air Base Parkway to I-505: Construct new Managed Lanes. Project also references RTP IDs 17-10-0059	NON-EXEMPT	2030
Solano	Solano County	SOL090015	17-08-0010	Redwood-Fairgrounds Dr Interchange Imps	Solano County: I-80 Redwood St. I/C and SR-37/Fairgrounds Dr. I/C: Implement I/C and safety improvements; Fairgrounds Dr. from Redwood St. to SR-37: Remove left turn lane and widen to add one lane	NON-EXEMPT	2030
Solano	STA	SOL070020	17-08-0009	I-80/I-680/SR 12 Interchange Improvements	Fairfield: I-80/I-680/Route 12 IC: Ph-1 Improve IC, including connecting I-80 to SR 12 W, I-680 NB to SR 12W (Jameson Canyon), I-80 to I-680 (+ Express Lane Direct connectors), build local IC and build	NON-EXEMPT	2040
Solano	STA	SOL110004	17-08-0012	Jepson: Walters Rd Ext - Peabody Rd Widening	Solano County: Jepson Parkway segment: Walters Road Extension, Peabody Widening.	NON-EXEMPT	2030
Solano	STA	SOL110005	17-08-0012	Jepson: Leisure Town Road from Vanden to Commerce	Jepson Parkway segment: Leisure Town Road from Vanden Road to Commerce. Project is phased	NON-EXEMPT	2030

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Solano	STA	SOL110006	17-08-0012	Jepson: Leisure Town Road Phase 1B and 1C	Vacaville: (Phase 1B) Leisure Town Rd from Elmira Rd to Sequoia and (Phase 1C) from Sequoia Dr to Horse Creek: Widen to 4 lanes with multiuse sidewalk and safety improvements	NON-EXEMPT	2030
Sonoma	Santa Rosa	SON150006	17-09-0010	US 101 Hearn Ave Interchange	Santa Rosa: US 101/Hearn Avenue over-crossing/interchange: Replace the US 101/Hearn Avenue over-crossing/interchange with a new over crossing/interchange including bike lanes, sidewalks, and re-	NON-EXEMPT	2040
Sonoma	Son Co TA	SON070004	17-09-0006	US 101 Marin/Sonoma Narrows (Sonoma)	Marin and Sonoma Counties (Sonoma County Portion): From SR37 in Novato to Old Redwood Highway in Petaluma: convert expressway to freeway; Between Lakeville Highway and East Washigton Street:	NON-EXEMPT	2030
Sonoma	Son Co TA	SON150010	17-10-0015	Santa Rosa Car Share	Santa Rosa: Various locations: Establish nine car share vehicles at four pods.	NON-EXEMPT - Not Regionally Significant Project	2040

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Exempt Projects							
Alameda	AC Transit	ALA010034	17-10-0026	AC Transit: Facilities Upgrade	AC Transit: Systemwide: Agency's facilities & equipment upgrades.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Alameda	AC Transit	ALA150020	17-01-0007	AC Transit: South County Corridors	AC Transit: South Alameda County Major Corridors: Travel time improvements including Adaptive Traffic Control Systems, corridor-wide Transit Signal Priority, signal coordination and relocation of key bus	EXEMPT (40 CFR 93.128) - Traffic signal synchronization projects	2040
Alameda	AC Transit	ALA150038	17-10-0026	AC Transit: Purchase (10) Double-Deck Diesel Buses	AC Transit: (10) Double-Deck Diesel Buses: Purchase buses to replace buses in existing fleet	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	AC Transit	ALA150039	17-10-0026	AC Transit: Purchase (10) 40' Buses-Fuel Cell ZEB	AC Transit: 10 vehicles: Replace 10 40ft urban diesel buses with Zero-emission fuel cell buses	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	AC Transit	ALA150045	17-10-0026	AC Transit: PM - Exchange for 40ft Fuel Cell ZEB	AC Transit: Preventive maintenance program, including maintenance of buses and facilities. Project is in exchange for local funds to replace 10 (of 102 in sub-fleet) 40ft urban diesel buses with Zero-	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Alameda	AC Transit	ALA150052	17-10-0033	AC Transit: SFOBB Forward	AC Transit: 14 replacement and 5 new buses: Rehab buses and purchase 5 new double-decker buses to expand transbay service. Includes 1 year of operating funding; at the Oakland Maintenance Facility:	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	AC Transit	ALA170027	17-10-0026	AC Transit: Purchase 36 Coach Buses (MCIs)	AC Transit: 36 Coach Buses (MCIs): Purchase buses	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	AC Transit	ALA170028	17-10-0026	AC Transit: Purchase (35) 40ft Diesel Buses	AC Transit: 35 40-ft Diesel Buses: Purchase replacement buses to keep AC Transit's fleet in a state of good repair	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	AC Transit	ALA170029	17-10-0026	AC Transit: Preventive Maintenance (Swap)	AC Transit: Systemwide: Preventive Maintenance (federal funding is provided for this project in exchange for AC Transit's commitment to replace diesel buses)	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Alameda	AC Transit	ALA170030	17-10-0026	AC Transit: Preventive Maintenance (Deferred Comp)	AC Transit: Systemwide: Preventive Maintenance (funding is incentive for delaying bus purchases)	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Alameda	AC Transit	ALA170041	17-10-0026	AC Transit: 5 Battery Electric Bus purchase	AC Transit: 5 buses: Purchase 5 New Flyer battery electric buses with 5 depot charging stations and installation. Includes consulting PM support from CTE.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	AC Transit	ALA170059	17-10-0003	San Pablo and Telegraph Ave Rapid Bus Upgrades	AC Transit: Various locations on the San Pablo and Telegraph Ave Corridors: Implement rapid bus improvements including TSP upgrades, signal coordination, the relocation of key bus stops; On Telegraph	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2030

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Alameda	AC Transit	ALA170081	17-10-0026	AC Transit:AC Transit: Replace 50 40-ft Diesels	AC Transit: 50 40-ft Diesel Buses: Purchase replacement vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	AC Transit	ALA170082	17-10-0026	AC Transit: Purchase 40 Zero-Emission Buses	AC Transit: 40 Zero-Emission Buses: Purchase buses to meet State mandate of ZEBs in AC Transit's fleet	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	AC Transit	ALA190023	17-10-0027	AC Transit: COVID-19 Emergency Transit Operations	AC Transit: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
Alameda	AC Transit	ALA990052	17-10-0026	AC Transit: Paratransit Van Replacement	AC Transit: Paratransit fleet: Amortized cost of replacing vans used for paratransit service. Vans are operated and replaced by paratransit contractor. FTA funds programmed annually in lieu of	EXEMPT (40 CFR 93.126) - Purchase of support vehicles	2040
Alameda	AC Transit	ALA990076	17-01-0002	AC Transit: ADA Paratransit Assistance	AC Transit: Systemwide: ADA Paratransit Operating Subsidy.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Alameda	ACE	ALA010056	17-01-0008	ACE Track Improvements.	ACE: From Stockton to San Jose: Corridor improvements for signaling, grade crossing, track and other cost associated	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
Alameda	ACE	ALA110099	17-10-0026	ACE Preventative Maintenance	ACE Rail: Systemwide: Preventative maintenance activities for ACE service and associated equipment, functions, and facilities.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Alameda	ACE	ALA170048	17-10-0027	ACE Fixed Guideway (Capital Lease)	ACE: Along ACE Corridor: Capital Lease payments required to operate along Union Pacific corridor	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Alameda	ACE	ALA170079	17-10-0026	ACE: Railcar Midlife Overhaul	ACE: System-wide: Perform midlife overhaul of existing ACE railcars to extend useful life.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Alameda	ACTC	ALA050079	17-01-0040	I-80 Gilman Interchange Improvements	Berkeley: On Gilman Ave at I-80: Reconfigure interchange providing dual roundabout at the entrance & exits from I-80 as well as the Eastshore Hwy & West Frontage Rd and bike/ped overcrossing. Project	EXEMPT (40 CFR 93.127) - Changes in vertical and horizontal alignment	2040
Alameda	ACTC	ALA110033	17-01-0003	Alameda County Safe Routes to School	Alameda County: Countywide: SR2S Program including education & outreach in various K-12 schools, ridesharing, & project development.	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Alameda	ACTC	ALA170002	17-01-0037	I-80/Ashby Avenue Interchange Improvements	Alameda County: I-80/Ashby IC: Reconstruct the interchange including constructing new bridge, two roundabouts and bike/ped improvements	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2040
Alameda	ACTC	ALA170085	17-01-0015	7th Street Grade Separation East	Oakland: 7th St and rail tracks between I880 and Maritime St in the Port of Oakland: Reconstruct the existing 7th St underpass on an adjacent alignment, rail tracks, and other rail infrastructure. No through	EXEMPT (40 CFR 93.127) - Changes in vertical and horizontal alignment	2040
Alameda	ACTC	ALA170087	17-01-0026	Freight Intelligent Transportation System (FITS)	Oakland: In the Port of Oakland and surrounding areas: Implement ITS improvements, signal systems, and other technologies to cost-effectively manage truck arrivals and improve incident response	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040

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Alameda	Alameda	ALA150007	17-01-0001	Cross Alameda Trail (includes SRTS component)	City of Alameda: Between Webster St and Sherman St: Construct a new trail with an on-street portion.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	Alameda	ALA170073	17-01-0004	Clement Avenue Complete Streets	Alameda: On Clement Avenue between Broadway and Grand St: Complete street improvements including Class II bike lanes, curb extensions, flashing beacons, bus shelters, sidewalk/curb ramp	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	Alameda	ALA170074	17-10-0022	Alameda City-Wide Pavement Rehabilitation	Alameda: Various streets: Resurface and rehabilitate pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	Alameda County	ALA090022	17-10-0024	Estuary Bridges Seismic Retrofit and Repairs	Oakland: 3 Oakland Estuary bridges: Seismic retrofit and repairs	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel)	2040
Alameda	Alameda County	ALA090023	17-10-0024	Fruitvale Ave Roadway Bridge Lifeline	Alameda County: Fruitvale Roadway Bridge: Retrofit bridge to a lifeline facility	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel)	2040
Alameda	Alameda County	ALA130018	17-10-0022	Alameda Co-Variou Streets and Roads Preservation	Unincorporated Alameda County: Various roadways: Rehabilitate pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	Alameda County	ALA170047	17-01-0002	Active Oakland: A Comprehensive SR2S Program	Oakland: In Oakland Unified School District's most disadvantages schools: Promote walking and cycling	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Alameda	Alameda County	ALA190006	17-01-0003	Alameda County - Vasco Road Safety Improvements	Alameda County: Vasco Rd between Dalton and MM.3.05: Rehabilitate pavement and install centerline and edgeline rumble strips and striping markings	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	Alameda County	ALA190015	17-01-0002	Active and Safe Oakland	Oakland: At various schools citywide: Promote walking and biking through education, encouragement, and enforcement activities	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	Alameda County	ALA190019	17-01-0004	Alameda County Complete Street Improvements	Alameda County: Various locations: Bicycle and pedestrian safety improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	Alameda County	ALA190021	17-01-0001	Niles Canyon Trail, Phase I	Alameda County: In the vicinity of SR-84 between Niles District and Palomares Road (Phase I): Construct multi-Use trail	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	Alameda County	ALA190022	17-01-0001	E14th St/Mission Blvd Corridor Improvements	Alameda County: Along E14th St/Mission Blvd between I-238 and Hayward City limits: Construct streetscape improvements for continuity along corridor	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	Albany	ALA170088	17-10-0022	San Pablo Ave & Buchanan St Pedestrian Imps.	Albany: Various Locations on Buchanan St and San Pablo Ave: Streetscape improvements including medians, bulb outs, signal modifications, striping of high visibility crosswalks. Project is phased.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	Albany	ALA190016	17-01-0001	Ohlone Greenway Trail Safety Improvements	Albany: Various locations along the Ohlone Greenway: Install safety improvements including new protected left turn phase which would eliminate potential conflicts between trail users and vehicles turning	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	BART	ALA090065	17-10-0026	BART: Fare Collection Equipment	BART: Systemwide: Acquire and install fare collection equipment.	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040

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Alameda	BART	ALA090068	17-01-0004	MacArthur BART Plaza Remodel	Oakland: MacArthur BART Station: Renovate the entry plaza	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail)	2040
Alameda	BART	ALA170055	17-10-0063	19th Street BART Station Modernization-GO Uptown	In Oakland: At the 19th Street BART Station and adjacent public realm: Implement station and streetscape improvements	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail)	2040
Alameda	BART	ALA190014	17-10-0032	BART-Elevator Renovation program	BART: Various locations system-wide: Renovate or rehabilitate elevators	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail)	2040
Alameda	BART	ALA190025	17-10-0027	BART: COVID-19 Emergency Transit Operations	BART: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and supplies,	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
Alameda	Berkeley	ALA130028	17-01-0004	Hearst Avenue Complete Streets	In Berkeley: Hearst St from Shattuck Ave to Gayley/La Loma: Implement access and safety improvements to Downtown Berkeley PDA for all modes, includes a road diet from Shattuck Ave to Euclid Ave	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	Berkeley	ALA130035	17-01-0001	Bay Trail Shoreline Access Staging Area	Berkeley: Berkeley Marina: Construct segment 3 of Bay Trail Extension, construct new public restroom, and renovate existing public parking area and windsurf staging area.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	Berkeley	ALA150048	17-01-0001	9th St Bicycle Blvd Extension Pathway Ph II	In Berkeley: Between the 9th Street Bicycle Boulevard (south of Heinz Avenue) and Murray Street: Install a shared-use path	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	Berkeley	ALA150049	17-01-0002	goBerkeley Residential Shared Parking Pilot	In Berkeley: In residential areas adjacent to Southside/Telegraph and Elmwood goBerkeley program areas: Implement parking pricing pilot; In pilot areas: Implement TDM strategies and outreach focused on	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Alameda	Berkeley	ALA170054	17-01-0001	John Muir Safe Routes to School	Berkeley: Along Claremont south of Ashby near John Muir School: Install speed feedback signs; At the intersection of Claremont and Claremont Crescent: Implement crossing improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	Berkeley	ALA170067	17-01-0004	Southside Complete Streets & Transit Improvement	Berkeley: Various locations south of UC Berkeley: Construct two-way cycle tracks, signal modifications, transit improvements and TSP, loading zone modifications, pedestrian safety improvements, and	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	Berkeley	ALA170094	17-01-0001	Berkeley - Sacramento St Complete Streets Imps	Berkeley: On Sacramento Street at 4 intersections (Virginia, Delaware, University, & Addison): Construct bike/ped crossing improvements; On Acton between Virginia & Delaware and on Delaware between	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	Caltrans	ALA170060	17-10-0033	GL: Alameda County - TOS-Mobility	Alameda County: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 40 CFR Part 93.127 Table 3 categories	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	Dublin	ALA170062	17-01-0064	Dublin Blvd Rehabilitation	Dublin: Segments of Dublin Boulevard from Scarlet Drive to Hacienda Drive: Rehabilitate pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040

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Alameda	EB Reg Park Dis	ALA170077	17-01-0001	Doolittle Drive Bay Trail	Oakland: Along Doolittle Dr. from the MLK Regional Shoreline Center near Langley Street 2,300 feet to the north end of the existing SF Bay Trail at the fishing dock, north of Swan Way: Construct SF Bay	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	Emeryville	ALA170072	17-01-0064	Frontage Rd, 65th St and Powell St Pavement Maint	Emeryville: Various Locations on Frontage Road, 65th St, Powell St: Pavement maintenance	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	Emeryville	ALA170093	17-01-0026	Emeryville Quiet Zone Safety Engineering Measures	Emeryville: At three at-grade crossings just east of Shellmound Street: Install four-quadrant gates at the at-grade crossings, amongst other safety engineering improvements.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	Fremont	ALA130001	17-01-0006	Kato Rd Complete Sts - Warren Ave to Milmont Dr	Fremont: Kato Road from Warren Avenue to Milmont Drive: Widen to provide left turn pockets, median island improvements, bike lanes on both sides of the roadway, and modify traffic signal at Kato	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Alameda	Fremont	ALA170076	17-01-0004	Centerville Complete Streets of Relinquished SR84	Fremont: Thornton Ave (Blacow Rd to Fremont Blvd), Fremont Blvd (Alder Ave to Mattos Dr) and Peralta Blvd (Fremont Blvd to Sequoia Rd): Implement complete streets improvements; On Peralta Blvd	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	Hayward	ALA170065	17-01-0004	Hayward - Main Street Complete Street	Hayward: Main St from Mc Keever to D St: Reduce roadway from 4 to 2 lanes, construct bike lanes, widen sidewalks and add complete street elements	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	Hayward	ALA170066	17-01-0004	Winton Ave Complete Street	Hayward: On Winton Ave from Hesperian Blvd to Santa Clara St: Rehabilitate pavement, upgrade curb ramps and streetlights; On Winton Ave just east of Santa Clara St: Landscape median	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	LAVTA	ALA030030	17-10-0026	LAVTA: Preventive Maintenance	LAVTA: Systemwide: Preventive Maintenance Program for Agency Fleet.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Alameda	LAVTA	ALA150031	17-10-0026	LAVTA: Replacement (11) 40' Hybrid Buses	LAVTA: 11 40' hybrid buses: Purchase buses to replace diesel buses that have exceeded their useful life	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	LAVTA	ALA150032	17-10-0026	LAVTA: Replacement (9) 30' Hybrid Buses	LAVTA: 9 vehicles: Purchase nine (9) 30' hybrid buses to replace diesel buses that have exceeded their useful life	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	LAVTA	ALA150035	17-10-0028	LAVTA: Farebox Replacement	LAVTA: New Buses: Install farebox devices compliant with Clipper technology	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Alameda	LAVTA	ALA170091	17-01-0008	Livermore Transit Center Rehab and Improvement	LAVTA: Downtown Livermore Transit Center: Rehabilitate and improve the center by replacing or rehabilitating assets past their useful life including failed pavement, area security lighting, passenger	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Alameda	LAVTA	ALA190005	17-10-0026	Hybrid Bus Battery Pack Replacement	LAVTA: Fleetwide: Replace hybrid battery packs on Diesel/Electric hybrid buses	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040

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Alameda	LAVTA	ALA190026	17-10-0027	LAVTA: COVID-19 Emergency Transit Operations	LAVTA: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and supplies,	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
Alameda	LAVTA	ALA990077	17-01-0002	LAVTA: ADA Paratransit Operating Subsidy	LAVTA: ADA Paratransit Operating Subsidy	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Alameda	Livermore	ALA170068	17-01-0064	Livermore Pavement Rehabilitation - MTS Routes	Livermore: Various Locations: Repair and/or rehabilitate pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	MTC	ALA130030	17-01-0001	Improved Bike/Ped Access to East Span of SFOBB	In Oakland: In the vicinity of the East Span of the San Francisco Oakland Bay Bridge: Construct improved bicycle and pedestrian access. Project is phased.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	MTC	ALA170007	17-10-0023	Regional Planning Activities and PPM - Alameda	Alameda: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Alameda	MTC	ALA170012	17-01-0003	Bay Bridge Forward-Commuter Parking Access Imps.	Albany and Oakland: Adjacent to Park and Ride lots at I-80/Buchanan Ave, I-880/High St, I-880/Fruitvale: Bicycle/pedestrian/bus stop improvements to facilitate safer access to and from lots; toll credits	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	MTC	ALA170040	17-10-0013	I-880 Integrated Corridor Management North Segment	Alameda County: I-880 corridor from I-880/I-980 IC to I-880/Davis St. IC: Install intelligent transportation system infrastructure to facilitate the active management of traffic that naturally diverts onto	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
Alameda	MTC	ALA170057	17-10-0013	I-880 Integrated Corridor Management - Central	Alameda County: I-880 Corridor from Davis St in San Leandro to Whipple Rd in Union City: Identify how existing and planned incident management strategies and operations can be better coordinated and	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
Alameda	MTC	ALA170058	17-10-0033	Bay Bridge Forward: West Grand TSP	In Oakland: Various locations on the West Grand Ave Corridor between Maritime and Northgate; Implement transit signal priority for AC Transit vehicles.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
Alameda	Newark	ALA170061	17-01-0064	Thornton Avenue Pavement Rehabilitation	Newark: On Thornton Ave between Spruce and Hickory St: Rehabilitate pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	Oakland	ALA110072	17-01-0004	Lake Merritt Improvement Project	In Oakland: Adjacent to Lake Merritt: Reconfigure roadways and construct paths, walls, structures, lighting, parking and landscaping; no added capacity	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	Oakland	ALA130003	17-01-0001	Lake Merritt to Bay Trail Bike/Ped Bridge	Oakland: Over Embarcadero and UPRR tracks under I880 between the Estuary and Lake Merritt along the Channel: Construct ADA accessible bicycle pedestrian bridge to link Bay Trail to Lake Merritt.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	Oakland	ALA130024	17-01-0001	Lakeside Complete Streets and Road Diet	Oakland: Along Harrison Street and Lakeside Drive between 19th Street and Grand Avenue: implement road diet and install bike and pedestrian facilities	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	Oakland	ALA150010	17-01-0001	International Boulevard Improvement Project	Oakland: International Boulevard (1st Ave to Durant) and East 12th Street (1st Ave to 14th Ave): Install pedestrian scale lighting along the corridor, repair sidewalk damage, and install curb ramps.	EXEMPT (40 CFR 93.126) - Lighting improvements	2040

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Alameda	Oakland	ALA150012	17-01-0007	Laurel Access to Mills, Maxwell Park and Seminary	Oakland: MacArthur Boulevard from High St to Simmons St: Implement bicycle and pedestrian improvements	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Alameda	Oakland	ALA150044	17-01-0004	19th St BART to Lake Merritt Urban Greenway	In Oakland: Between Broadway and Harrison Street: Improvements include sidewalk widening and bulbouts, ped crossing improvements, bikelanes, new traffic signals and signal mods, street/ped lighting,	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Alameda	Oakland	ALA150050	17-01-0002	Oakland Parking and Mobility Management	Oakland: Montclair and select areas of Downtown: Implement demand-responsive parking management and transportation demand management initiatives	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Alameda	Oakland	ALA170043	17-01-0004	Oakland - 14th Street Safe Routes in the City	In Oakland: On 14th St between Brush St and Oak St: Reduce travel lanes from 4 to 2, add paved Class IV protected bicycle lanes; transit boarding islands; improve ped facilities including refuges, crossings,	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	Oakland	ALA170051	17-01-0001	Fruitvale Alive Bike/Ped Gap Closure	In Oakland: On Fruitvale Ave between Alameda Ave and E. 12th: Install class 4 cycle tracks and landscaped buffers, widen sidewalks, improve ped crossings, add ped scale lighting, reconfigure conflicting	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Alameda	Oakland	ALA170053	17-01-0004	Oakland 35th Ave Bike/Ped Improvements H8-04-015	Oakland: 35th Ave from San Leandro St to Sutter St: H8-04-015 Install crossing enhancements, HAWKs, RRFBs, signal upgrades/modifications, signing, striping, markings; 35th Ave from Int Blvd to E 12th	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	Oakland	ALA170063	17-01-0004	Lakeside Family Streets	Oakland: On Harrison St from 20th to 27th, and along Grand Ave from Harrison to Bay Place: Install cycle track, parking protected bikeways and protected intersection; On Harrison from Grand to 27th:	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	Oakland	ALA170064	17-01-0064	Oakland Various Streets Improvements	In Oakland: Citywide: Implement paving Improvements including pavement resurfacing, bicycle transportation, curb, gutter, drainage, sidewalks, pedestrian safety, and ADA compliant curb ramps	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	Oakland	ALA170078	17-01-0003	Oakland - Crossing to Safety	Oakland: At Park Blvd/Excelsior Ave-Grosvenor Place and Park Blvd/13th Ave-East 38th St: Provide sidewalks and shorter pedestrian crossings; At the Park Blvd intersection near Edna Brewer Middle School:	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	Piedmont	ALA170084	17-10-0022	Piedmont - Oakland Avenue Improvements	Piedmont: Oakland Ave between Grand Ave and western city limits: Pavement rehabilitation and installation of bicycle and pedestrian safety improvements	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	Pleasanton	ALA170070	17-01-0064	Pavement Rehabilitation Hacienda Business Park	Pleasanton: Various locations near the Hacienda Business Park: Pavement rehabilitation and bike/ped improvements	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	Pleasanton	ALA190020	17-01-0007	I-680/Sunol Interchange Improvements	Pleasanton: At the I-680/Sunol Blvd Interchange: Widen the SB ramp to add two lanes (1 general purpose, 1 HOV bypass) and add intersection and bike/ped improvements. Project also references RTP ID	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2040
Alameda	San Leandro	ALA050002	17-01-0007	SR 185- E. 14th St/ Hesperian Blvd/150th Ave	San Leandro: 150th/E. 14th/Hesperian: Construct NB left turn Ln from Hesperian to E.14th, EB left turn Ln from E.14th to 150th Av & SB Ln from Hesperian to 150th and other traffic circulation	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040

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Alameda	San Leandro	ALA170075	17-10-0022	San Leandro Washington Avenue Rehabilitation	San Leandro: Washington Ave from W. Juana Ave to Castro St: Reconstruct roadway	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	SJRC	ALA190024	17-10-0027	ACE: COVID-19 Emergency Transit Operations	ACE: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and supplies, and	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
Alameda	Union C Transit	ALA170013	17-01-0007	Union City Transit Travel Time Improvements	Union City: South Alameda County Major Corridors: Travel time improvements including Adaptive Traffic Control Systems, corridor-wide Transit Signal Priority, signal coordination and relocation of key bus	EXEMPT (40 CFR 93.128) - Traffic signal synchronization projects	2040
Alameda	Union C Transit	ALA170014	17-10-0026	Union City Paratransit Van Procurement	Union City Transit: Six (6) 2009 compressed natural gas (CNG) vans: Replace as they have reached the end of their useful life.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	Union C Transit	ALA170039	17-01-0002	Union City: ADA Paratransit Operating Subsidy	Union City Transit: Systemwide: ADA Paratransit Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Alameda	Union C Transit	ALA190027	17-10-0027	Union City Transit: COVID-19 Emergency Transit Ops	Union City Transit: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
Alameda	Union C Transit	ALA190029	17-10-0026	Union City Transit Electric Bus Procurement	Union City Transit: Fleet: Replace existing buses with zero-emission battery-electric buses.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	Union City	ALA170071	17-01-0064	Union City-Dyer Street Pavement Rehabilitation	Union City: On Dyer St from Alvarado Blvd to Deborah Dr: Rehabilitate pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	Antioch	CC-170035	17-02-0003	Antioch - L Street Pathway to Transit	Antioch: On L Street from Hwy 4 to Antioch Marina: Widen street in various locations and restripe to provide continuous bike lanes and sidewalks, upgrade existing traffic signals, install new bus shelters	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	Antioch	CC-170036	17-10-0022	Antioch Pavement Rehabilitation	In Antioch: On various roadways: Pavement Rehabilitation (Grind/overlay, plug pavement base failures, and/or cape seal) replace concrete curb ramps, curbs and sidewalks, replace traffic signal loops, place	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	BART	CC-110082	17-02-0043	Walnut Creek BART TOD Access Improvements	Walnut Creek: In the vicinity of the Walnut Creek BART Station: construct public access improvements that are part of the proposed transit-oriented development	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
Contra Costa	BART	CC-150019	17-10-0026	Concord Yard Wheel Truing Facility	BART: Concord Yard: Construct a wheel truing facility which will house a dual-guage wheel truing machine to service both BART and eBART vehicle wheels.	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
Contra Costa	BART	CC-170024	17-10-0032	El Cerrito del Norte BART Station Modernization	BART: El Cerrito del Norte BART Station: Modernize the station including expanding the station to relieve crowding, improve accessibility, reduce fare evasion, and enhance the customer experience.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040

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Contra Costa	BART	CC-170060	17-10-0032	Concord BART Station Modernization	Concord: In and around the Concord BART Station: Make capacity, access, placemaking, and state-of-good repair, improvements based on BART's 2016 Station Modernization Plan.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Contra Costa	Brentwood	CC-070013	17-02-0035	Lone Tree Way Undercrossing	Brentwood: On Lone Tree Way at the UPRR track: Construct 4-lane grade separation undercrossing.	EXEMPT (40 CFR 93.126) - Railroad/highway crossing	2030
Contra Costa	Brentwood	CC-170034	17-10-0022	Brentwood Various Streets and Roads Preservation	In Brentwood: Various locations: Pavement preservation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC County	CC-130001	17-02-0020	Bailey Road-State Route 4 Interchange	In Bay Point: At the Bailey Road-State Route 4 interchange; modify ramps and Bailey Road to improve bicycle and pedestrian circulation. Project is phased.	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2030
Contra Costa	CC County	CC-130003	17-02-0003	Bailey Road Bike and Pedestrian Improvements	Bay Point: Bailey Rd from Willow Pass Rd to SR 4: Improve bicycle and pedestrian accessibility. Improvements will expand sidewalks and construct uniform bike lanes to create a corridor conducive to all	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC County	CC-130027	17-02-0005	Port Chicago Hwy/Willow Pass Rd Bike Ped Upgrades	Bay Point: Near the intersection of Port Chicago Hwy and Willow Pass Rd: Install bike lane, sidewalk, curb and gutter, bike/ped access improvements, and intersection channelization	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Contra Costa	CC County	CC-150010	17-02-0003	CC County - Rio Vista Elementary Ped Connection	Contra Costa County: On Pacifica Avenue between Mariners Cove Drive and Wharf Drive: Install sidewalks, bike lanes, flashing beacons, speed feedback sign, retaining wall and drainage improvements and	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC County	CC-170020	17-02-0003	Fred Jackson Way First Mile/Last Mile Connection	In Richmond: On Fred Jackson Way from Grove Avenue to Wildcat Creek Trail: Construct ADA accessible sidewalks with street trees; and from Wildcat Creek to Brookside Dr: Construct pedestrian path and	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC County	CC-170021	17-02-0003	Pacheco Blvd Sidewalk Gap Closure Phase 3	In Martinez: Adjacent to Las Juntas Elementary School and across Vine Hill Creek on Pacheco Boulevard: Close a gap in sidewalk infrastructure and extend a 6' x 8' concrete culvert	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC County	CC-170028	17-10-0022	Kirker Pass Road Open Grade Overlay	Contra Costa County: On Kirker Pass Rd from the Concord City Limits to approximately 140 feet east of the driveway to 6141 Kirker Pass Rd: Pavement rehabilitation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC County	CC-170029	17-02-0003	West County Walk and Bike Leaders	Contra Costa County: At 7 high schools in West Contra Costa: Provide comprehensive bicycle and pedestrian education, encouragement, and engagement activities to foster a walk-and-bike-to-school	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Contra Costa	CC County	CC-190012	17-02-0005	Treat Boulevard Corridor Improvements	Contra Costa County: Along Treat Blvd between N Main St and Jones Rd: Implement bicycle infrastructure and pedestrian enhancements	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Contra Costa	CCCTA	CC-130045	17-02-0003	CCCTA: Access Improvements Implementation	CCCTA: Various bus stops system-wide: Implement bicycle and pedestrian access improvements identified in County Connection's Access Improvement Study.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CCCTA	CC-150006	17-10-0026	CCCTA: Replace 18 30' Buses	CCCTA: 18 vehicles: Replace 18 30' Heavy Duty Diesel buses that have reached the end of their useful life, four (4) of the diesel buses will be replaced with four (4) electric buses.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040

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Contra Costa	CCCTA	CC-150007	17-10-0026	CCCTA: Replace 13 35' Buses	CCCTA: 13 vehicles: Replace 13 35' Heavy Duty Diesel Buses that have reached the end of their useful life.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Contra Costa	CCCTA	CC-150012	17-02-0009	REMIX Software Implementation Project	County Connection: Systemwide: Integrate REMIX mapping software into County Connection's planning process.	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
Contra Costa	CCCTA	CC-170051	17-10-0026	CCCTA Replace 42 Ford Cutaways - 22"	CCCTA: 42 Ford Cutaways - 22': Replace vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Contra Costa	CCCTA	CC-170053	17-10-0026	CCCTA Replace 3 Gasoline 7-Year Paratransit Vans	CCCTA: Fleetwide: Replace paratransit vehicles that have reached the end of the their useful life.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Contra Costa	CCCTA	CC-190013	17-10-0027	CCCTA: COVID-19 Emergency Transit Operations	CCCTA: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and supplies,	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
Contra Costa	CCCTA	CC-99T001	17-10-0027	CCCTA: ADA Paratransit Assistance	CCCTA: Systemwide: ADA Paratransit Assistance to transit agency.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Contra Costa	CCTA	CC-070067	17-02-0003	Mokelumne Trail Bike/Ped Overcrossing	Brentwood: Near the Mokelumne Trail at State Route 4 in Brentwood: Construct a pedestrian and bicycle overcrossing.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CCTA	CC-110066	17-02-0017	SR 239 - New State Highway Study	Contra Costa County: SR 239 between SR4 in Brentwood and I-205 in Tracy: Conduct environmental and design studies to create a new alignment for SR239 and develop corridor improvements from	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Contra Costa	CCTA	CC-170062	17-02-0051	I-680 Advanced Technologies	Contra Costa County: I-680 from the Solano County line to the Alameda County line: Deploy a suite of technology-based solutions to maximize the efficiency of I-680.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2030
Contra Costa	CCTA	CC-190017	17-02-0002	CCTA Automated Driving System	Contra Costa County: Various Locations: Implement 3 demonstration projects that will provide mobility choices to transportation-challenged and underserved communities, while guiding and advancing	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Contra Costa	CCTA	CC-190018	17-02-0002	Bay Area MOD	CCTA: In the I680 Corridor and surrounding communities: Develop an integrated and scalable platform & application (app) aimed at reducing traffic congestion	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Contra Costa	Clayton	CC-170047	17-10-0022	Clayton Neighborhood Street Rehab	In Clayton: On various neighborhood streets: Pavement maintenance and rehabilitation including replacing pavement markings	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	Concord	CC-170022	17-02-0005	Commerce Ave Complete Streets	Concord: Along Commerce Ave: Upgrade street to Complete Streets standards including installing a Class III bike route, reconstruct asphalt pavement , ADA compliant sidewalk improvements, improved	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040

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Contra Costa	Concord	CC-170037	17-10-0022	Concord Willow Pass Road Repaving SR2T	Concord: On Willow Pass Rd from Galindo St to Landana Drive: Implement complete streets improvements	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	Concord	CC-170039	17-02-0003	Monument Boulevard Class I Path	In Concord: Monument Blvd from Systron Dr to Cowell Rd and Cowell Rd from Monument Blvd to Mesa St: Install a Class I path and related improvements at signalized intersections	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	Concord	CC-170050	17-02-0003	Downtown Corridors Bike/Pedestrian Improvements	Concord: Various locations: Implement bicycle and pedestrian safety improvements to multiple corridors connecting Downtown Concord to regional transit, senior housing, and low income communities.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Contra Costa	Danville	CC-130038	17-02-0003	Vista Grande Street Pedestrian Improvements/SR2S	Danville: Vista Grande Street between Camino Tassajara and Diablo Road/Vista Grande Elementary School: Construct separated asphalt concrete pathway and safety enhancements to provide direct ped/bike	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	Danville	CC-170058	17-10-0022	Camino Ramon Improvements	Danville: On Camino Ramon between Kelley Lane and Fostoria Way: Rehabilitate roadway	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	EB Reg Park Dis	CC-190019	17-02-0003	SF Bay Trail Point Molate	EBRPD: Along the shoreline connecting the bike/pedestrian trail over the Richmond-San Rafael bridge to the Point Molate Beach Park in the City of Richmond: Construct SF Bay Trail	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	ECCTA	CC-030035	17-02-0001	Tri-Delta: ADA Operating Assistance	Tridelta: Systemwide: Operating assistance to fund ADA Set Aside requirement	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Contra Costa	ECCTA	CC-070092	17-10-0026	ECCTA: Transit Bus Replacements	Tri-Delta Transit: Fleetwide: Replacement Revenue Vehicles and associated farebox equipment	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Contra Costa	ECCTA	CC-150020	17-02-0001	ECCTA: Non-ADA Paratransit to FR Incentive Program	ECCTA: Systemwide: Use outreach, travel training and fare incentives to move non-ADA paratransit users to on demand, alternative transportation services.	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation)	2040
Contra Costa	ECCTA	CC-190010	17-02-0009	ECCTA: Oakley Park and Ride	Oakley: Near the intersection of Highway 4 and East Cypress Road: Construct a Park and Ride Lot	EXEMPT (40 CFR 93.127) - Bus terminals and transfer points	2040
Contra Costa	ECCTA	CC-190014	17-10-0027	ECCTA: COVID-19 Emergency Transit Operations	ECCTA: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and supplies,	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
Contra Costa	El Cerrito	CC-170030	17-10-0022	Carlson Blvd and Central Ave Pavement Rehab	In El Cerrito: On Central Ave from Santa Clara Ave to San Pablo Ave and Carlson Blvd from Central Ave to the northern city limits: Rehabilitate roadway including existing Class II bike lanes and pedestrian	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	Hercules	CC-170043	17-10-0022	Hercules -Sycamore/Willow Pavement Rehabilitation	In Hercules: Sycamore Ave from Civic Dr to Willow/Palm Ave and Willow Ave from Mariners Pointe to the SR4 overcrossing: Pavement rehabilitation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	Lafayette	CC-170033	17-10-0022	Pleasant Hill Rd Pavement Rehab & Maintenance	In Lafayette: On Pleasant Hill Rd between Mt Diablo Blvd and Taylor Blvd: Rehabilitate roadway, including adjacent ramp, curb, gutter, and sidewalk repairs.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040

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Contra Costa	Martinez	CC-130025	17-10-0022	Martinez Various Streets and Roads Preservation	Martinez: Various Streets and Roads: Rehab and reconstruction of roadways, modify curb ramps to meet current ADA standards, including constructing bulb-outs where there is insufficient room and	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	Martinez	CC-170059	17-10-0023	Martinez Downtown Streets Rehabilitation	Martinez: Various streets in the Downtown Core Area (in or adjacent to the Downtown PDA): Pavement Rehabilitation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	Moraga	CC-170046	17-10-0022	Moraga Way and Canyon/Camino Pablo Improvements	Moraga: Moraga Way from Moraga Rd to Ivy Dr: Resurface, close sidewalk gap, and improve bike facilities; Canyon Rd & Camino Pablo intersection: Install crosswalk improvements; Canyon Rd from	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Contra Costa	MTC	CC-170004	17-10-0023	Regional Planning Activities and PPM - CC County	Contra Costa: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Contra Costa	MTC	CC-190011	17-02-0003	Richmond-San Rafael Bridge Bicycle Access	Contra Costa & Marin County: Richmond-San Rafael: Combine several innovative strategies to induce ridership on the Richmond-San Rafael Bridge.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	Oakley	CC-170041	17-10-0022	Oakley Street Repair and Resurfacing	Oakley: Vintage Parkway: Rehabilitate including new curb ramps and striping	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	Orinda	CC-170032	17-10-0022	Orinda Way Pavement Rehabilitation	Orinda: Orinda Way between cul de sac near Santa Maria Way and Camino Pablo through the Orinda Village downtown district: Perform pavement rehabilitation/maintenance including required upgrades for	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	Pinole	CC-170048	17-10-0022	Pinole - San Pablo Avenue Rehabilitation	In Pinole: On San Pablo Avenue from City Limits to Pinole Shores Dr: Rehabilitate roadway and make accessibility upgrades as warranted	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	Pittsburg	CC-170040	17-02-0005	Pittsburg BART Pedestrian and Bicycle Connectivity	In Pittsburg: On California Ave, Bliss Ave, and Railroad Ave in the vicinity of the Pittsburg Center eBART station: Construct Class I and IV bikeways and associated improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	Pittsburg	CC-170042	17-10-0022	City of Pittsburg Pavement Improvements	In Pittsburg: On West Leland Rd from Woodhill Rd to Railroad Ave and on Loveridge Rd from Buchanan Rd to Pittsburg-Antioch Highway: Rehabilitate roadway	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	Pittsburg	CC-170049	17-02-0003	Pittsburg Active Transp. and Safe Routes Plan	Pittsburg: Citywide: Identify and prioritize citywide bicycle and pedestrian improvements that would increase safety, accessibility, and connectivity between housing, schools, transit, parks, community	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Contra Costa	Pleasant Hill	CC-170044	17-02-0005	Pleasant Hill Road Improvements	In Pleasant Hill: Along Pleasant Hill Rd between Taylor Blvd and Gregory Ln: Pavement rehabilitation, install new bike lanes, repair sidewalk, modify signals, and landscape medians	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	Richmond	CC-130047	17-02-0004	37th Street Bicycle & Pedestrian Improvements	Richmond: On 37th St from Cerritto Ave to Center Ave: Install bike lanes and pedestrian countdown heads and upgrade traffic signals; On 37th from Barrett to Center: Implement road diet with one lane	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Contra Costa	Richmond	CC-150016	17-02-0003	The Yellow Brick Road in Richmond's Iron Triangle	Richmond: Various locations outlined in the the Yellow Brick Road Plan: Implement bike/ped improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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Contra Costa	Richmond	CC-170056	17-02-0003	Lincoln Elementary SRTS Pedestrian Enhancements	Richmond: Along Chanslor, 5th St and 6th St near Lincoln School and at Chanslor Ave and 4th St: Pedestrian enhancements to improve the safety for school children by adding median refuges, curb	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Contra Costa	Richmond	CC-170057	17-10-0022	Richmond: Roadway Preservation and ADA Improvement	Richmond: Various locations: Pavement rehabilitation, and drainage, ADA, bicycle facility, pedestrian safety, and vehicular efficiency improvements	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	San Pablo	CC-150017	17-02-0005	Rumrill Blvd Complete Streets Improvements	San Pablo: Along Rumrill Boulevard between San Pablo Avenue to the North and Costa Avenue to the South: Complete Streets Improvements and road diet.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Contra Costa	San Pablo	CC-170031	17-10-0022	San Pablo - Giant Road Pavement Rehabilitation	San Pablo: Giant Rd between Brookside Dr to Trenton Blvd: Rehabilitate roadway	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	San Ramon	CC-170014	17-02-0003	Iron Horse Trail Bike and Pedestrian Overcrossing	San Ramon: At the intersections of Bollinger Canyon Road and the Iron Horse Trail: Construct bicycle/pedestrian overcrossing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	San Ramon	CC-170026	17-02-0003	San Ramon Valley Street Smarts	San Ramon Valley: At elementary, middle and high schools: Bicycle, Pedestrian and traffic safety education	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Contra Costa	San Ramon	CC-170045	17-10-0022	Alcosta Boulevard Pavement Rehab	San Ramon: On Alcosta Blvd (southbound and northbound) from Veracruz Drive to Olympia Fields Drive: Rehabilitate roadway including stripping.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	Walnut Creek	CC-150018	17-02-0008	Walnut Creek-Parking Guidance System Pilot	Walnut Creek: Downtown core area: Implement Parking Guidance System connected to all public parking in downtown core area.	EXEMPT (40 CFR 93.126) - Directional and informational signs	2040
Contra Costa	Walnut Creek	CC-170025	17-10-0022	Walnut Creek-N. Main St Rehab - I680 to California	Walnut Creek: North Main Street between the Interstate 680 Overpass and California Boulevard: Rehabilitate Roadway	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	Walnut Creek	CC-170038	17-10-0022	Ygnacio Valley Road Rehabilitation	Walnut Creek: Ygnacio Valley Rd from Civic Dr to San Carlos Dr: Rehab pavement, striping, adjust covers, ADA upgrades and install video detection at select intersections.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	WCCTA	CC-030025	17-10-0026	WCCTA: Preventive Maintenance Program	WestCat: Systemwide: Operating assistance to aid agency with preventive maintenance activities of its fleet.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Contra Costa	WCCTA	CC-150015	17-02-0009	WestCAT: Purchase (1) Fast Fare Electronic Farebox	WestCAT: 1 vehicle: Purchase and Install (1) FastFare Electronic Farebox for (1) 40 ft Revenue Vehicle	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Contra Costa	WCCTA	CC-150021	17-02-0009	WestCAT - AVL System with APC Element.	Western Contra Costa Transit Authority (WestCAT): Systemwide: Purchase and install a new AVL system including automatic passenger counting (APC)	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Contra Costa	WCCTA	CC-170006	17-10-0026	WestCAT: Replace (2) 2002 40ft Revenue Vehicles	WestCAT: 2 vehicles: Replace (2) 2002 40 ft Revenue Vehicles with similar vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040

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Contra Costa	WCCTA	CC-170007	17-02-0009	WestCAT: Purchase 2 Fast Fare Electronic Fareboxes	WestCAT: 2 vehicles: Purchase and Install (2) FastFare Electronic Fareboxes	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Contra Costa	WCCTA	CC-170008	17-10-0026	WestCAT Replace (6) 2008 35ft Revenue Vehicles	WCCTA: (6) 2008 Revenue Vehicles: Purchase replacement vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Contra Costa	WCCTA	CC-170009	17-10-0026	WestCAT: Purchase (6) Electronic Fareboxes	WestCAT: For (6) replacement 2008 35 ft revenue veicles: Purchase (6) Electronic Fare boxes	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Contra Costa	WCCTA	CC-170010	17-10-0026	WestCAT Replace 5 35ft and 4 40ft Vehicles	WestCAT: (5) 2007 35ft and (4) 2002 40 ft Revenue vehicles: Purchase replacement vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Contra Costa	WCCTA	CC-170011	17-10-0026	WestCAT: Purchase (9) Electronic Fareboxe	WestCAT: 9 vehicles: Purchase of (9) Electronic Fareboxes	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Contra Costa	WCCTA	CC-170012	17-10-0026	WestCAT - Replace (2) DAR MiniVans	WestCAT: 2 vehicles: Replace MiniVans (2007) with Cut Away DAR vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Contra Costa	WCCTA	CC-170013	17-10-0026	WestCAT: Purchase of (2) Radio Systems	WestCat: Radio systems: Purchase of (2) Radio systems for (2) Cut Away Van's	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Contra Costa	WCCTA	CC-190015	17-10-0027	WCCTA: COVID-19 Emergency Transit Operations	WCCTA: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and supplies,	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
Contra Costa	WCCTA	CC-990045	17-02-0001	WestCat: ADA Paratransit Operating Subsidy	WestCAT: Systemwide: ADA Paratransit Operating Subsidy	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Marin	Corte Madera	MRN170019	17-03-0001	Corte Madera-Paradise Drive Multiuse Path	Corte Madera: Along Paradise Dr. between San Clemente Dr. and Seawolf Passage: Extend multiuse pathway	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	Corte Madera	MRN170023	17-03-0001	Central Marin Regional Pathway Gap Closure	Corte Madera: On the west side of US 101 along Nellen Ave and Wornum Dr: separated pedestrian and bicycle facilities including protected bikeway, sidewalk and a pedestrian refuge island with walkway,	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	Fairfax	MRN130009	17-03-0005	Parkade Circulation and Safety Improvements	Fairfax: Between Sir Francis Drake Boulevard, Pacheco Avenue, Claus Drive and Broadway: Improve bicycle, pedestrian, transit, and vehicular circulation and safety around and through the Parkade in	EXEMPT (40 CFR 93.127) - Bus terminals and transfer points	2040
Marin	GGBHTD	MRN030010	17-10-0026	GGBHTD: Fixed Guideway Connectors	Golden Gate Ferry: Systemwide: Replace/rehab fixed guideway connectors such as floats, floating barges, ramps, and gangways	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040

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Marin	GGBHTD	MRN050018	17-10-0009	Golden Gate Bridge Seismic Retrofit, Phase 3B	SF/Marin County: Golden Gate Bridge; Seismic retrofit of the Golden Gate Bridge - construction of suspension span, south pier and fender.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel)	2040
Marin	GGBHTD	MRN050019	17-10-0009	Golden Gate Bridge-Suicide Deterrent SafetyBarrier	Golden Gate Bridge: Build suicide deterrent system. Including design & Environmental analysis, plus analysis of alternatives & wind tunnel tests to ensure the feasibility of designs and build deterrent	EXEMPT (40 CFR 93.126) - Safer non-Federal-aid system roads	2040
Marin	GGBHTD	MRN050025	17-10-0026	GGBHTD: Facilities Rehabilitation	GGBHTD: Systemwide: Rehabilitate agency's maintenance and operating facilities and replace heavy duty operating and maintenance equipment.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Marin	GGBHTD	MRN130015	17-03-0005	GGBHTD - Transit Systems Enhancements	GGBHTD: Systemwide: systems, technology and communication enhancements to transit fleet and facilities.	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
Marin	GGBHTD	MRN150005	17-10-0026	MS Sonoma Ferry Boat Refurbishment	GGBHTD: MS Sonoma: Refurbish 38-year old ferry vessel and lease replacement vessel to continue service while the vessel is in dry dock.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Marin	GGBHTD	MRN150014	17-10-0026	GGBHTD Ferry Major Components Rehab	GGBHTD: Systemwide: Ferry Rehab, replace major ferry components such as navigation systems, dry-dock, hull, interior, life saving equipment, propulsion and other ferry	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Marin	GGBHTD	MRN150015	17-10-0026	GGBHTD Ferry Propulsion Systems Replacement	GGBHTD: Systemwide: Ferry propulsion systems- replacement of power distribution systems, propellers, engines, generators, gear boxes, etc. for Golden Gate Ferry vessels.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Marin	GGBHTD	MRN170008	17-10-0026	GGBHTD: Replace 67 Diesel Buses with Hybrid Buses	GGBHTD: Systemwide: Routine replacement of 67 standard diesel-powered revenue vehicles that have reached end of useful life with diesel-electric hybrid buses	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Marin	GGBHTD	MRN170009	17-10-0026	GGBHTD: Replace Paratransit Vehicles	GGBHTD: Fleetwide: Replace paratransit vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Marin	GGBHTD	MRN170013	17-03-0013	San Rafael Transit Center Relocation	In San Rafael: San Rafael Transit Center: Relocate the existing San Rafael Transit Center (SRTC) to accommodate the extension of SMART service to Larkspur	EXEMPT (40 CFR 93.127) - Bus terminals and transfer points	2040
Marin	GGBHTD	MRN170024	17-10-0026	Replace 14 - 22' Gas Body-on-Chassis Vehicles	GGBHTD: 14 paratransit vehicles: Routine replacement of paratransit vehicles that have reached end of useful life	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Marin	GGBHTD	MRN190014	17-10-0027	GGBHTD: COVID-19 Emergency Transit Operations	GGBHTD: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
Marin	GGBHTD	MRN970016	17-10-0009	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	San Francisco /Marin Counties: Golden Gate Bridge; Seismic retrofit of the Golden Gate Bridge - construction on north and south approach viaducts, and Ft. Point Arch.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel)	2040

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Marin	GGBHTD	MRN990017	17-10-0026	GGBHTD: Ferry Channel & Berth Dredging	Golden Gate Ferry: From San Francisco to Marin County: Dredge ferry channel and berth.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Marin	Larkspur	MRN190011	17-03-0001	Old Redwood Highway Multi-Use Path	Larkspur: Along Old Redwood Highway from the Greenbrae Pedestrian Overcrossing up to the southern terminus of the pathway in state right-of way: Construct a multi-use pathway	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	Marin County	MRN170027	17-10-0022	Hicks Valley/MarshallPetaluma/Wilson Hill Rd Rehab	Marin County: Hicks Valley Rd from Point Reyes-Petaluma Rd to Marshall-Petaluma Rd, Wilson Hill Rd from Marshall-Petaluma Rd to Chileno Valley Rd, Marshall-Petaluma Rd from Hicks Valley Rd (milepost	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Marin	Marin County	MRN190015	17-03-0001	Marin City Pedestrian Crossing Improvements	Marin County: In the Marin City area of unincorporated Marin County: Improve pedestrian accessibility and safety	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	MCTD	MRN110040	17-10-0026	MCTD Preventive Maintenance	Marin Transit: Systemwide: Bus Transit Preventative maintenance	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Marin	MCTD	MRN110041	17-10-0027	Marin Transit Low Income Youth Pass Program	Marin Transit: Systemwide: Provide low-income youth free bus passes. Other local funds are made available for this project by applying STP/CMAQ funding available through the TPI program to	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at	2040
Marin	MCTD	MRN110047	17-10-0027	MCTD: ADA Paratransit Assistance	MCTD: Systemwide: ADA Paratransit Assistance to transit agency.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Marin	MCTD	MRN150003	17-03-0005	MCTD: On Board Vehicle Equipment	MCTD: Farebox: Install fareboxes on 62 paratransit vehicles and Dial-A-Ride vehicles. Replace fareboxes on 18 fixed route vehicles vehicles	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Marin	MCTD	MRN150010	17-10-0026	MCTD - Relocate Transit Maintenance Facility	In North Eastern Marin County: Relocate contractor maintenance facilities in a centralized location, including bus parking and three maintenance bays.	EXEMPT (40 CFR 93.126) - Construction of new bus or rail storage/maintenance facilities categorically	2040
Marin	MCTD	MRN150011	17-10-0026	MCTD- Replace Shuttle Vehicles	MCTD: 12 shuttle buses: Purchase buses to replace ones that are beyond their useful life	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Marin	MCTD	MRN150012	17-10-0026	MCTD - Replace 13 -40ft Buses	MCTD: 13 40ft vehicles: Replace vehicles that are beyond their useful life	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Marin	MCTD	MRN150013	17-10-0026	MCTD - Emergency Radio System	MCTD: Fleetwide: Replace radio system on fixed route shuttles and rural service to meet emergency radio requirements.	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Marin	MCTD	MRN170003	17-10-0026	MCTD: Replace Paratransit Vehicles	MCTD: 19 Paratransit Vehicles: Replace vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040

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Marin	MCTD	MRN170004	17-10-0026	MCTD: Replace Paratransit Vehicles with Vans	MCTD: 3 vehicles: Replace two Paratransit Vehicles with Vans and purchase a third vehicle as a non-revenue support vehicle	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Marin	MCTD	MRN170005	17-10-0026	MCTD: Replace Rural Cutaway Vehicles	MCTD: Four (4) Rural Cutaway Vehicles: Purchase replacement vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Marin	MCTD	MRN170006	17-10-0026	MCTD: Replace Articulated Vehicles	MCTD: System-wide: Replace Articulated Vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Marin	MCTD	MRN170007	17-10-0026	MCTD-Replace diesel vehicles	MCTD: 2- 2008 35ft diesel vehicles: Replace vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Marin	MCTD	MRN190013	17-10-0027	Marin Transit: COVID-19 Emergency Transit Ops	Marin Transit: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
Marin	MTC	MRN170001	17-10-0023	Regional Planning Activities and PPM - Marin	Marin: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Marin	Natl Park Svc	MRN170028	17-03-0001	Fort Baker's Vista Point Trail	Golden Gate National Recreation Area: Between the Dana Bowers Vista Point Parking Area and both Fort Baker and Sausalito: Construct the Vista Point Trail, a new multi-use segment of the Bay Trail.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	Novato	MRN150016	17-10-0022	Vineyard Road Improvements	Novato: Vineyard Road from Wilson Avenue to Sutro Avenue: Perform pavement rehabilitation, install bicycle lanes, and property owner-funded frontage improvements	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Marin	Novato	MRN170022	17-10-0022	Novato-Measure A Group 10 Pavement Rehabilitation	In the City of Novato: Nave Dr from Alameda Del Prado to Bel Marin Keys Blvd and Bel Marin Keys Blvd from Nave Dr to Galli Dr: Pavement Rehabilitation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Marin	Novato	MRN170026	17-03-0001	Hill Recreation Area Improvements	Novato: At the Hill Recreation Area: Add a network of bicycle and pedestrian walkways and multi-purpose pathways to preserve and enhance an existing park to increase recreational opportunities	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	Novato	MRN190002	17-10-0023	Novato Annual Pavement Rehabilitation	Novato: Various streets and roads: Rehabilitate pavement, upgrade pedestrian facilities to meet current accessibility requirements, include striping for Class 2 and Class 3 bicycle facilities. Project is phased.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Marin	San Anselmo	MRN130013	17-03-0001	Sunny Hill Ridge and Red Hill Trails	In San Anselmo: Near Sunny Hill and Red Hill: Construct three miles of hiking trails	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	San Anselmo	MRN170020	17-03-0001	San Anselmo Bike Spine	San Anselmo: In the vicinity of St. Anselm School, Wade Thomas ES, Sir Francis Drake HS, and Brookside ES: Install shared lane markings, roadway striping, school bike route signs, crossing enhancements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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Marin	San Anselmo	MRN170021	17-10-0022	Sir Francis Drake Blvd Pavement Rehabilitation	In the Town of San Anselmo: On Sir Francis Drake Boulevard between Center Boulevard/Red Hill Avenue (The Hub) and Bolinas Avenue: Rehabilitate existing roadway pavements and install intersection	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Marin	San Rafael	MRN130005	17-03-0016	San Rafael Transit Center Pedestrian Access Imps.	San Rafael: In the vicinity of the Bettini Transit Center and the future SMART station: Upgrade existing traffic signal equipment to be compliant with rail and improve pedestrian facilities	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Marin	San Rafael	MRN150008	17-03-0001	Grand Avenue Bicycle Pedestrian Improvements	San Rafael: Grand Ave accross the San Rafael Canal: Construct bridge and sidewalk improvements for bicyclists and pedestrians	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	San Rafael	MRN170012	17-03-0001	Francisco Boulevard East Sidewalk Widening	In San Rafael: Francisco Blvd East and Grand Ave from Vivian St to Grand Avenue Bridge: Widen existing sidewalk and provide streetscape elements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	San Rafael	MRN170016	17-09-0018	Francisco Blvd West Multi-Use Pathway	San Rafael: On Francisco Blvd West between Second St. and Anderson Dr.: Construct a multi-use path.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2020
Marin	Sausalito	MRN110010	17-03-0001	Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps	Sausalito: Highway 101 Off Ramp/Bridgeway/Gate 6 Intersection: Implement bicycle improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	TAM	MRN170011	17-03-0001	North-South Greenway Gap Closure	Marin County: Northern Segment: US101 off-ramp over Corte Madera Creek and along Old Redwood Highway to US101 overcrossing: widen to add bike/ped path. Southern Segment: From Northern	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	Various	MRN170018	17-10-0033	GL: Marin County - TOS-Mobility	Marin County: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 40 CFR Part 93.127 Table 3 categories	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Napa	American Canyon	NAP170006	17-04-0001	Green Island Road Class I	American Canyon: Green Island Road in the Green Island Industrial District (GRID): Construct new Class 1 multi-use trail.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Napa	Calistoga	NAP150001	17-04-0002	SR 128 and Petrified Forest Intersection Imp	In Calistoga: On SR 128 and Petrified Forest Road, convert 4-way stop controlled intersection to a traffic signal.	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Napa	MTC	NAP170001	17-10-0023	Regional Planning Activities and PPM - Napa	Napa: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Napa	MTC	NAP190004	17-10-0033	Napa Valley Forward	Napa County: SR 29 and Silverado Trail Corridor: Assist Napa Valley employees to try alternative options for their commutes to work.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Napa	MTC	NAP190007	17-10-0033	Napa Valley Forward: Traffic Calming & Multimodal	Napa: SR-29, Silverado Trail, Vine & local connections: PE & design for multimodal corridor and traffic calming improvements.	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Napa	Napa	NAP110028	17-04-0005	California Boulevard Roundabouts	City of Napa: At First Street/ California Blvd. and Second Street/ California Blvd: Construct roundabouts Caltrans: Construct roundabout at Northbound off-ramp of SR 29 and First Street	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Napa	Napa	NAP130004	17-04-0001	State Route 29 Bicycle & Pedestrian Undercrossing	Napa: On the North side of Napa Creek under Highway 29: Construct a Class 1 bicycle and pedestrian path	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Napa	Napa	NAP170007	17-04-0001	Vine Trail Gap Closure - Soscol Avenue Corridor	Napa: Between Third St and Vallejo St in Downtown Napa: Construct a Class I multi-use trail to close a gap in the Napa Valley Vine Trail	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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Napa	Napa	NAP170009	17-04-0005	Silverado Trail Five-Way Intersection Improvements	City of Napa: At the intersection of Silverado Trail, Third St, Coombsville Rd, and East Ave: Construct roundabout. Project will be constructed in phases.	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Napa	Napa County	NAP110026	17-10-0024	Hardin Rd Bridge Replacement - 21C0058	Napa County: On Harding Rd at Maxwell Creek, 1.6M SE of Pope Cyn Rd: Replace existing one lane bridge with new 2-lane bridge to meet standards. Toll credits are used in lieu of match for all phases.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Napa	Napa County	NAP110027	17-10-0024	Loma Vista Dr Bridge Replacement - 21C0080	Napa County: Loma Vista Dr over Soda Creek, 1.4 miles north of Silverado Trail: replace existing one lane bridge with new two lane bridge to meet standards. Toll credits are used in lieu of match for all	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Napa	Napa County	NAP170002	17-10-0022	Napa County: 2014 Earthquake Pavement Repair	In Napa County: On various federal-aid system roads: Repair pavement damage caused by 2014 earthquake.	EXEMPT (40 CFR 93.126) - Repair of damage caused by natural disasters, civil unrest, or terrorist acts,	2040
Napa	Napa County	NAP170008	17-10-0022	Silverado Trail Phase L Rehab	Napa County: On Silverado Trail from Oak Knoll Ave to Hardman Ave: Rehabilitate existing asphalt concrete pavement, retain existing Class II bicycle lanes, replace existing rumble dots (audible pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Napa	NVTA	NAP030004	17-10-0027	NVTA: ADA Operating Assistance	Napa: Systemwide: ADA operating assistance for paratransit service	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Napa	NVTA	NAP090005	17-10-0026	NVTA: Replace Rolling Stock	NVTA: Fleetwide: Replace rolling stock for fixed-route, paratransit, and community shuttle fleet.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Napa	NVTA	NAP090008	17-10-0026	NVTA Equipment Replacement and Upgrades	NVTA: Napa Vine service area: Replacement and upgrades to transit equipment	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
Napa	NVTA	NAP110014	17-04-0001	Napa Valley Vine Trail Design and Construction	Napa County: Various locations: Design and construction of individual segments of Vine Trail.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Napa	NVTA	NAP150003	17-04-0001	Napa Valley Vine Trail Calistoga-St. Helena Seg.	In Napa County: From Calistoga to St. Helena: Construct multi-use trail	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Napa	NVTA	NAP170004	17-04-0001	Napa County Safe Routes to Schools	Napa County: County-wide: Safe Routes to Schools Program, Non-Infrastructure	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Napa	NVTA	NAP190005	17-10-0027	NVTA: COVID-19 Emergency Transit Operations	NVTA: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and supplies,	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
Napa	NVTA	NAP190006	17-04-0006	Imola Park & Ride and Express Bus Stop Improvement	Napa County: At park and ride at SR 29 and Imola Ave: Make improvements including in-line passenger loading and alighting at the Imola Ave on/off ramps, improved pedestrian facilities, and safety	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2040
Napa	NVTA	NAP970010	17-10-0027	Napa Vine Operating Assistance	Napa Vine: Systemwide: Operating assistance to support transit routes and services.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040

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Napa	Saint Helena	NAP170005	17-04-0003	Main Street St. Helena Pedestrian Improvements	Saint Helena: Along Main Street (SR29) from Mitchell Dr to Pine St: Replace and upgrade pedestrian facilities and install traffic calming devices	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Napa	Yountville	NAP130008	17-04-0001	Hopper Creek Pedestrian Bridge and Path Project	Yountville: Along Hopper Creek from Oak Circle Open Space to Mission St: Construct multi-use pathway and a pedestrian bridge across Hopper Creek	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Regional/ Multi-County	ACE	REG110044	17-10-0026	ACE Positive Train Control	ACE: System-wide: Install an advanced train control system that allows for automated collision prevention, improved manual collision prevention, and improved headways.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Regional/ Multi-County	BAAQMD	REG170019	17-10-0015	Spare the Air	San Francisco Bay Area: Region-wide: Spare the Air Campaign - Inform/educate the public about ozone problems, notify when Spare the Air days are called and encourage use of transit, ridesharing, etc	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Regional/ Multi-County	BAAQMD	REG170020	17-10-0015	Electric Vehicle Programs and Outreach	San Francisco Bay Area: Inform/educate the public about electric vehicles, infrastructure and purchasing programs.	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Regional/ Multi-County	BAAQMD	REG170021	17-10-0015	Electric Vehicle Infrastructure/Vehicle Buyback	SF Bay Area: Regionwide: Install EV charging stations along transportation corridors, at workplaces, MUDs and park and ride lots. Scrap operable 1994 and older vehicles and provide funding for EV	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation)	2040
Regional/ Multi-County	BART	BRT030004	17-10-0005	BART Train Control Renovation	BART: Systemwide: Replace obsolete elements and subsystems of the train control system.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail)	2030
Regional/ Multi-County	BART	BRT030005	17-10-0005	BART: Traction Power System Renovation	BART: Systemwide: Replace obsolete elements and subsystems of the traction power system to maintain and improve reliability and safety	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail)	2030
Regional/ Multi-County	BART	BRT97100B	17-10-0026	BART: Rail, Way and Structures Program	BART: Systemwide: Replace worn out mainline rail and make other timely reinvestments in way.	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
Regional/ Multi-County	BART	BRT99T01B	17-10-0005	BART:ADA Paratransit Capital Accessibility Improve	BART: At various stations: Capital Access Improvements Program including, station elevator improvements, installation of hands-free emergency telephones, and tactile stair tread replacement	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2030
Regional/ Multi-County	BART	REG050020	17-10-0026	BART Car Exchange (Preventive Maintenance)	BART: Systemwide: Preventive maintenance program, including maintenance of rail cars and other system components in exchange for local funds to the BART car replacement reserve.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Regional/ Multi-County	BART	REG150005	17-10-0011	Transit-Oriented Development Pilot Planning Progra	Oakland and San Francisco: Around BART Stations: Develop a comprehensive TOD strategy that fills the remaining gaps in transportation management and development implementation in the Transbay	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Regional/ Multi-County	BART	REG170008	17-01-0002	BART Integrated Carpool to Transit Access Program	BART: Systemwide: Program to better integrate carpool access to public transit by matching carpools through an app. The app facilitates carpool matching, payment, and parking space reservation at the	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at	2040

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Regional/ Multi-County	BART	REG170009	17-10-0005	BART Train Seat Modification	BART: On up to 360 existing BART cars: Remove 7 seats to provide immediate relief for passengers in the peak period commute hours	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2030
Regional/ Multi-County	BART	VAR190002	17-10-0021	BART: TOD Implementation	Alameda, Contra Costa, San Francisco Counties: On BART property in BART station areas: Planning assistance to support transit oriented development	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Regional/ Multi-County	Caltrain	REG090051	17-10-0026	Caltrain: Revenue Vehicle Rehab Program	Caltrain: Systemwide: Provide overhauls and repairs/replacements to key components of the Caltrain rolling stock to maintain it in a state of good repair.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Regional/ Multi-County	Caltrain	REG110030	17-10-0008	Caltrain Positive Train Control System	Caltrain: Systemwide: Implement PTC, an advanced train control system that allows for automated collision prevention, and improved manual collision prevention.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2030
Regional/ Multi-County	Caltrain	SM-050041	17-10-0026	Caltrain: Signal/Communication Rehab. & Upgrades	Caltrain: Systemwide: Rehabilitate existing signal system and upgrade/replace communication equipment.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Regional/ Multi-County	Caltrans	VAR170002	17-10-0025	GL: Highway Safety Improvement Program	GL: Safety Imprv - Highway Safety Improvement Program: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation	2040
Regional/ Multi-County	Caltrans	VAR170004	17-10-0025	GL: Pavement Resurfacing/Rehab SHS - Highway Maint	GL: Pavement Resurf/Rehab State Highway System - Highway Maintenance. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Regional/ Multi-County	Caltrans	VAR170005	17-10-0013	GL: Safety Improvements - SHOPP Mobility Program	SF Bay Area: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
Regional/ Multi-County	Caltrans	VAR170006	17-10-0025	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	Regionwide: Various Locations: Projects consistent with 40CFR93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Regional/ Multi-County	Caltrans	VAR170007	17-10-0025	GL: Safety Imprv. - SHOPP Collision Reduction	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions	2040
Regional/ Multi-County	Caltrans	VAR170008	17-10-0025	GL: Emergency Repair - SHOPP Emergency Response	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories	EXEMPT (40 CFR 93.126) - Repair of damage caused by natural disasters, civil unrest, or terrorist acts,	2040
Regional/ Multi-County	Caltrans	VAR170009	17-10-0025	GL: Safety Improvements - SHOPP Mandates	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Regional/ Multi-County	Caltrans	VAR170010	17-10-0025	GL: Bridge Rehab and Reconstruction - SHOPP	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2040
Regional/ Multi-County	Caltrans	VAR170011	17-10-0025	GL: Shoulder Imprv - SHOPP Roadside Preservation	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Fencing,Safety roadside rest areas	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc	2040

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Regional/ Multi-County	Caltrans	VAR170012	17-10-0024	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	GL: Local Bridge Rehab/Recon. - Local Highway Bridge Program(HBP) or Highway Bridge Replacement and Rehabilitation (HBRR). Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel)	2040
Regional/ Multi-County	Caltrans	VAR170017	17-10-0025	GL: Railroad-Highway Crossing	GL: Railroad/Highway Crossings. Projects are consistent with 40 CFR 93.126 Exempt Tables 2 categories - Railroad/highway crossing	EXEMPT (40 CFR 93.126) - Railroad/highway crossing	2040
Regional/ Multi-County	Caltrans	VAR190001	17-10-0025	GL: Pvmr Resurf/Rehab State Hwy Sys - SHOPP Minor	GL: Pavement Resurf/Rehab State Hwy System - SHOPP Minor. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Regional/ Multi-County	MTC	MTC050001	17-10-0015	Bay Area Commuter Benefits Program	San Francisco Bay Area: Region wide: Implement the Bay Area Commuter Benefits Program. Toll credits applied in lieu of match	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at	2040
Regional/ Multi-County	MTC	REG090039	17-10-0022	Regional Streets and Roads Program	SF Bay Area: Regionwide: Regional Streets and Roads Program including providing assistance to Bay Area agencies to implement & maintain computerized pavement management system (PMS),	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Regional/ Multi-County	MTC	REG090042	17-10-0029	511 Traveler Information	SF Bay Area: Regionwide: Provides multimodal, accurate, reliable, and accessible traveler information on multiple dissemination platforms, serves as the go-to source during major disruptions and	EXEMPT (40 CFR 93.126) - Directional and informational signs	2040
Regional/ Multi-County	MTC	REG090045	17-10-0028	Clipper Fare Collection System	San Francisco Bay Area: Regionwide: Design, build, operate and maintain the Clipper fare collection system. Note: Translink became Clipper on 6/16/10.	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Regional/ Multi-County	MTC	REG110039	17-10-0011	GL: 5307 JARC Set-aside FY13-FY14 Large UA	GL: 5307 JARC Set-aside FY13 Large UA. Various 5307 (former JARC) projects in large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Regional/ Multi-County	MTC	REG130001	17-10-0024	Toll Bridge Maintenance	Region-wide: Seven state-owned toll bridges: routine maintenance of bridge facilities	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel)	2040
Regional/ Multi-County	MTC	REG130002	17-10-0024	Toll Bridge Rehabilitation Program	Bay Area: On 7 state-owned toll bridges: Rehabilitation program	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel)	2040
Regional/ Multi-County	MTC	REG130005	17-10-0011	Bay Area Housing Initiatives	SF Bay Area: Regionwide: Establish land acquisition and land banking financing fund and Bay Area Preservation Pilot to maximize the production and preservation of affordable housing near transit stations;	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Regional/ Multi-County	MTC	REG150004	17-10-0011	GL: Lifeline Cycle 4 5307 JARC	GL: 5307 JARC Set-aside FY13 Small UA and FY14-FY16 Large and Small UA. Various 5307 (former JARC) projects in large and small urbanized areas. Project is consistent with 40 CFR Part 93.126 Exempt	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Regional/ Multi-County	MTC	REG170001	17-10-0023	Regional Planning Activities and PPM - MTC	Regional: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040

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Regional/ Multi-County	MTC	REG170002	17-10-0013	Connected Bay Area	SF Bay Area: Regionwide: Implement a collective approach to freeway operations and management, including communications network building, and traffic management systems and software; Along the I-	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
Regional/ Multi-County	MTC	REG170003	17-10-0029	511 Carpool and Vanpool Programs	SF Bay Area: Regionwide: Operate Carpool and Vanpool Programs. Toll credits applied in lieu of match; non-federal funds are non-participating	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at	2040
Regional/ Multi-County	MTC	REG170006	17-10-0015	Spare the Air Youth	Regional: Education and Outreach: Program designed to reduce greenhouse gas emissions and vehicle miles traveled through education and encouragement programs for youth and families.	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Regional/ Multi-County	MTC	REG170007	17-10-0013	Incident Management Program	SF Bay Area: Regionwide: Manage congestion by implementing strategies to enhance mobility and safety, and reduce the impacts of traffic incidents, including advanced transportation management	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
Regional/ Multi-County	MTC	REG170010	17-10-0033	Reg. Prog. for Arterial System Synchronization	SF Bay Area: Regionwide: Develop plans to guide arterial system integration and operations investments, and provide project management and traffic engineering/tech assistance (including procuring traffic	EXEMPT (40 CFR 93.128) - Traffic signal synchronization projects	2040
Regional/ Multi-County	MTC	REG170013	17-10-0029	511 Next Gen	SF Bay Area: Regionwide: Provide free multi-modal traveler information via multiple platforms. Given the public's increasing reliance on private sector services, 511 will focus on being a data provider to	EXEMPT (40 CFR 93.126) - Directional and informational signs	2040
Regional/ Multi-County	MTC	REG170014	17-10-0033	Active Operations Management	SF Bay Area: Regionwide: Planning and design assessments of various multi-modal operational projects and policies.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
Regional/ Multi-County	MTC	REG170016	17-10-0021	Regional Planning - PDA Implementation	SF Bay Area: Regionwide: Planning Assistance to support transportation investments and improve their performance in priority development areas.	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Regional/ Multi-County	MTC	REG170018	17-10-0033	Connected & Automated Vehicles	SF Bay Area: Regionwide: Deploy demonstration CV/AV technologies to prepare the region for future connected and automated vehicles and support strategies, including technical assistance. Toll credits	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Regional/ Multi-County	MTC	REG170022	17-10-0028	Clipper® 2.0 Fare Payment System	SF Bay Area: Regionwide: Implement a wholesale replacement of the Clipper backend system and all customer facing fare devices, modernization of retail and customer service, and expansion of ways to	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
Regional/ Multi-County	MTC	REG170023	17-10-0016	TCP Financing Repayment Obligations	SF Bay Area: Regionwide: Repayment of principal balance and interest costs associated with securitization of future FTA formula fund apportionments. Also references RTP IDs 17-10-0006 and 17-10-	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Regional/ Multi-County	MTC	REG170024	17-10-0033	Bay Bridge Forward-Commuter Parking Initiative O&M	Albany and Oakland: I-80/Buchanan Ave, I-880/High St, and I-880/Fruitvale: operations and maintenance of commuter parking facilities	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at	2040
Regional/ Multi-County	MTC	REG170025	17-10-0011	Community Based Transportation Planning	SF Bay Area: Regionwide: Develop and/or update locally-led plans to address the mobility needs of low-income household's in the region's 35 Communities of Concern (CBTP)	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040

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Regional/ Multi-County	MTC	REG170027	17-10-0015	Targeted Transportation Alternatives	SF Bay Area: Region-wide: Implement a digitally-based personalized travel assistance program that provides targeted audiences with travel information to shift from solo driving to sustainable forms of	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Regional/ Multi-County	MTC	REG170028	17-10-0015	Regional Car Sharing	SF Bay Area: Region-wide: Implement strategies to grow carsharing in the Bay Area including developing policies and regulations, increasing the number of carshare vehicles, developing incentives and	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Regional/ Multi-County	MTC	REG190001	17-10-0027	MTC: COVID-19 Emergency Transit Operations	MTC: Regionwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and supplies,	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
Regional/ Multi-County	MTC	VAR150001	17-10-0027	GL: FTA 5311 Rural Area FY16	GL: FTA Section 5311 Rural Area Program, Non-ITS portion. Projects include capital and operating assistance. Projects consistent with 40 CFR Part 93.126 Exempt Table 2	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Regional/ Multi-County	MTC	VAR170014	17-10-0033	Bay Bridge Forward - Integrated Bridge Corridor	Alameda County: Deploy ITS that integrate with SFOBB toll bridge metering lights system and Smart I-80 to improve traffic flow and information dissemination for users of the I-80, I-580, and I-880 bridge	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
Regional/ Multi-County	MTC	VAR170018	17-10-0026	GL: FTA 5311 Rural Area FY17	GL: FTA Section 5311 Rural Area Program, Non-ITS portion. Projects include capital and operating assistance. Projects consistent with 40 CFR Part 93.126 Exempt Table 2	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Regional/ Multi-County	MTC	VAR170019	17-10-0026	GL: FTA 5311 Rural Area FY18	SF Bay Area: Regionwide: GL FTA Section 5311 Rural Area Program, Non-ITS portion. Projects include capital and operating assistance. Projects consistent with 40 CFR Part 93.126 Exempt Table 2	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Regional/ Multi-County	MTC	VAR170024	17-01-0001	Bike Share Capital Program	Fremont, Richmond, and Marin and Sonoma Counties, along the SMART Corridor: Various Locations: Implement bike / bicycle sharing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Regional/ Multi-County	MTC	VAR170025	17-10-0011	GL: Lifeline Transportation Program Cycle 5	SF Bay Area: Region-wide: 5307 Lifeline set-aside from FY17 and FY18 Large and Small UA. Various 5307 Lifeline projects in large and small urbanized areas. Project is consistent with 40 CFR Part 93.126	EXEMPT (40 CFR 93.127) - Bus terminals and transfer points	2040
Regional/ Multi-County	MTC	VAR170026	17-10-0026	GL: FTA 5311 Rural Area FY19 and FY20	GL: FTA Section 5311 Rural Area Program, Non-ITS portion. Projects include capital and operating assistance. Projects consistent with 40 CFR Part 93.126 Exempt Table 2	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Regional/ Multi-County	MTC	VAR190003	17-10-0033	FPP: I-80 in Alameda, Contra Costa and SF	I-80: Alameda, Contra Costa and SF Counties between the Carquinez Bridge and Fremont St: Conduct studies to identify a range of innovative near- to mid-term operational improvement and demand	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Regional/ Multi-County	MTC	VAR190004	17-10-0037	Freeway Performance Program: SR 37	Marin, Napa, Solano, Sonoma Counties: SR-37 corridor: Develop a comprehensive and multi-benefits improvement plan for the corridor that integrates transportation, ecology and sea level rise adaptation	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Regional/ Multi-County	MTC	VAR190005	17-10-0027	GL: FTA Section 5310 Program FY18 and FY19	SF Bay Area: Region-Wide: Enhanced Mobility for Seniors and Persons with Disabilities Program Lump Sum Listing. Project include Vehicle replacements, minor expansion & office equip. Consist with 40 CFR	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040

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Regional/ Multi-County	MTC	VAR190006	17-10-0027	GL: Transit Operating Assistance	GL - SF Bay Area: Region-wide: Transit Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Regional/ Multi-County	MTC	VAR190007	17-10-0026	GL: Transit Preventive Maintenance	GL - SF Bay Area: Region-wide: Transit Preventive Maintenance	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Regional/ Multi-County	WETA	REG090054	17-10-0026	WETA: Ferry Channel & Berth Dredging	WETA: Various service areas: Dredge ferry channel, ferry basin and berth	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
Regional/ Multi-County	WETA	REG090055	17-10-0026	WETA: Ferry Propulsion System Replacement	WETA: Fleetwide: A mid-life overhaul is scheduled when a ferry reaches approximately 12.5 years of service life. Equipment service hours and specific vessel needs may affect the timing of the projects.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Regional/ Multi-County	WETA	REG090057	17-10-0026	WETA: Ferry Major Component Rehab/Replacement	WETA: Fleetwide: Rehabilitate and/or replacement major ferry components including shafts, propellers, navigation systems, onboard monitoring and alarm systems, interior components, boarding	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Regional/ Multi-County	WETA	REG090067	17-10-0026	WETA: Fixed Guideway Connectors	WETA: Various locations: This project will replace/rehab fixed guideway connectors such as floats, floating barges, ramps and gangways throughout the system.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Regional/ Multi-County	WETA	REG110020	17-10-0026	WETA: Facilities Rehabilitation	WETA: Various Locations: Rehabilitate ferry facilities in order to maintain existing transit services.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Regional/ Multi-County	WETA	VAR190008	17-10-0027	WETA: COVID-19 Emergency Transit Operations	WETA: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and supplies,	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
San Francisco	BART	SF-050014	17-05-0010	BART/MUNI Direct Connection Platform	BART/MUNI: Powell Street Station: Provide a direct connection between BART & MUNI.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Francisco	BART	SF-170016	17-10-0005	Embarcadero Stn: New North-Side Platform Elevator	San Francisco: Embarcadero BART: Procure and install a new elevator on the east end of the station, expand paid area to include the new elevator, dedicate existing elevator to Muni use 100%, project is	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2030
San Francisco	GGBHTD	SF-170022	17-10-0026	GGBHTD: Replace 2 Paratransit Vehicles	GGBHTD: 2 Paratransit Vehicles: Purchase replacement vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
San Francisco	MTC	SF-170002	17-10-0023	Regional Planning Activities and PPM - SF County	San Francisco: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
San Francisco	MTC	SF-170003	17-10-0033	Bay Bridge Forward-Sterling/Bryant St Managed Lane	Sterling/Bryant St. and Regionwide: Pilot Vehicle Occupancy Detection (VOD) technology and increased CHP enforcement at Sterling and other pilot sites, support planned HOV lanes to bridge; convert HOV	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
San Francisco	Port of SF	SF-170012	17-05-0014	Cargo Way and Amador Street Improvements	In San Francisco: On Cargo Way from Jennings to 3rd Street and Amador Street from Illinois Street to 2,300 ft. east: design and construct a complete street project.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2030

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San Francisco	SF County TA	SF-070027	17-10-0024	Yerba Buena Island (YBI) Ramp Improvements	San Francisco: Existing on and off ramps at the Yerba Buena Island (YBI) interchange at US I-80: Reconst ramps; On the west side of the Island: Rehabilitate existing deficient bridges.	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2040
San Francisco	SF County TA	SF-090011	17-05-0028	Oakdale Caltrain Station	San Francisco: Oakdale near Palou: Planning, preliminary engineering, and environmental work for a new Caltrain station and transit service adjustments to serve station.	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
San Francisco	SF County TA	SF-130010	17-05-0030	Construct Treasure Island Bus Terminal Facility	San Francisco: Treasure Island: Construct Treasure Island Bus Terminal Facility	EXEMPT (40 CFR 93.127) - Bus terminals and transfer points	2030
San Francisco	SF DPW	SF-110005	17-10-0022	Great Highway Restoration	San Francisco: Great Highway From Sloat to Skyline Hwy: Ph 1. Restore and stabilize roadway, stop bluff slides, and protect infrastructure. Phase 2. Implement road diet by closing remaining SB lane and	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Francisco	SF DPW	SF-150001	17-05-0003	John Yehall Chin Safe Routes to School	In San Francisco: 5 intersections near 350 Broadway Street: Construct curb extensions. □	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Francisco	SF DPW	SF-190010	17-05-0001	Alemanly Interchange Improvements, Phase 2	San Francisco: On Alemanly Blvd at the intersection of San Bruno Ave to Peralta Ave: Construct a multi-use path, new traffic signals, and crosswalks.	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
San Francisco	SFMTA	SF-030013	17-10-0026	SFMTA: Wayside Fare Collection Equipment	SFMTA: Systemwide: Replacement of life-expired fare collection equipment.	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
San Francisco	SFMTA	SF-050024	17-10-0026	SFMTA:Train Control & Trolley Signal Rehab/Replace	SFMTA: Systemwide: Rehabilitate or replace elements of the ATCS Wayside/Central Train Control & Rail/Bus Signal Systems.	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
San Francisco	SFMTA	SF-090035	17-10-0026	SFMTA: Paratransit Vehicle Replacements	SFMTA: Paratransit service across San Francisco: preserve service and replace 84 paratransit vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
San Francisco	SFMTA	SF-150005	17-10-0026	SFMTA - Replacement of 40' Motor Coaches	SFMTA: 40' Neoplan Buses: Replace 40' Neoplan Buses originally in service in 2002 with (85) 40'hybrid buses.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
San Francisco	SFMTA	SF-150006	17-10-0026	SFMTA Replacement of 60' Motor Coaches	SFMTA: 60' Neoplan Buses: Replace 98 60' Neoplan Buses diesel buses originally in service in 2002 with 98 60' hybrid buses.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
San Francisco	SFMTA	SF-170004	17-10-0026	SFMTA: Replacement of 40' Trolley Coaches	SFMTA: Systemwide: Purchase 40' replacement trolley coaches for the existing aging coaches.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
San Francisco	SFMTA	SF-170006	17-05-0001	SFMTA: Station-area Ped and Bike Access Improvemnt	SFMTA: Citywide: Reconfigure station areas to provide pedestrians and bicyclists more space to improve access	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Francisco	SFMTA	SF-170008	17-10-0026	SFMTA: Replace 35 Paratransit Cutaway Vans	SFMTA: 35 vehicles: Replace 35 paratransit cutaway vans	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040

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San Francisco	SFMTA	SF-170014	17-05-0001	SF - Powell Street Safety Improvement	San Francisco: Powell Street from Ellis to Post: Improve pedestrian safety and reduce sidewalk crowding to encourage more people to walk, especially to jobs.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Francisco	SFMTA	SF-170018	17-10-0026	SFMTA: 60' Motor Coach Mid-Life Overhaul	SFMTA: Existing 60' New Flyer motor coaches: Mid-life overhaul	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
San Francisco	SFMTA	SF-170020	17-10-0026	SFMTA: Replacement of 30' Motor Coaches	SFMTA: Fleetwide: Replace the Orion 30' renewable diesel electric hybrid vehicles that were procured in year 2007.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
San Francisco	SFMTA	SF-170021	17-10-0026	SFMTA: Rehab Historic Streetcars	SFMTA: Fleet of historic streetcars: Rehabilitate vehicles	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
San Francisco	SFMTA	SF-190001	17-05-0010	Woods Bus Facility Modernization	San Francisco: Woods Bus Facility: Modernize and upgrade a 43-year old facility that houses and maintains vehicles.	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
San Francisco	SFMTA	SF-190002	17-05-0007	L-Taraval - SGR Project Elements	SFMTA: Along L Taraval Line from near West Portal to La Playa: Replace track and related way infrastructure	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
San Francisco	SFMTA	SF-190003	17-05-0007	Muni Metro East Facility - Boiler Replacement	SFMTA: At the Muni Metro East Facility: Replace the boiler and air-conditioning units	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
San Francisco	SFMTA	SF-190004	17-05-0007	SFMTA-Facilities Condition Assessment Repairs	SFMTA: Facilities Systemwide: Implement Facilities Deferred Maintenance Program repairs to address backlogged State of Good Repair investments	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
San Francisco	SFMTA	SF-190005	17-05-0004	6th Street Pedestrian Safety Improvements	San Francisco: On 6th St between Market St and Harrison St: Implement pedestrian safety improvements in the corridor including removing one lane of vehicle travel. Project is phased	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
San Francisco	SFMTA	SF-190007	17-10-0027	SFMTA: COVID-19 Emergency Transit Operations	SFMTA: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and supplies,	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
San Francisco	SFMTA	SF-190013	17-05-0013	SFMTA Zero Emission Bus Procurement	SFMTA: Fleet: Procure and deploy battery-electric buses into revenue service.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
San Francisco	SFMTA	SF-95037B	17-10-0026	SF Muni Rail Replacement Program	SFMTA: Systemwide: Phased design and replacement of trackway, rail replacement, grinding, ultrasonic testing, track fastener, special trackwork, and related systems serving light rail and cable car lines.	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
San Francisco	SFMTA	SF-970073	17-10-0026	SFMTA: Cable Car Vehicle Renovation Program	SFMTA: Cable car fleet: Overhaul and reconstruct the cable car fleet to maintain system reliability and productivity. Project is phased.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040

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San Francisco	SFMTA	SF-970170	17-10-0026	SFMTA: Overhead Line Recon. & Traction Power Prog	SFMTA: Systemwide: Improve Trolley Poles, Overhead Contact System, Rail Traction Power that provides power to Muni, based on evaluation of the Muni Track and Traction Power Condition Assessment,	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
San Francisco	SFMTA	SF-990022	17-05-0002	SFMTA: ADA Paratransit Operating Support	Muni: ADA Paratransit Operating Subsidy.; provides funding for increased van/taxi services to people with disabilities who are prevented from using Muni's fixed route services.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
San Francisco	SFMTA	SF-99T002	17-10-0026	Cable Car Traction Power & Guideway Rehab	SFMTA: Cable Car System: Traction power and guideway rehab repair various guideway, track curves, frogs, sheaves, replace Barn 12KV, switchgear, DC Motor, mechanical and infrastructure to improve the	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
San Francisco	TBJPA	SF-190009	17-10-0027	TJPA: COVID-19 Emergency Transit Operations	TJPA: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and supplies,	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
San Francisco	TIMMA	SF-190006	17-05-0030	Treasure Island Ferry Terminal Landside Imprvmnts	San Francisco: On Treasure Island at the new Treasure Island Intermodal Terminal: Construct land-side improvements	EXEMPT (40 CFR 93.126) - Construction of small passenger shelters and information kiosks	2030
San Francisco	WETA	SF-110053	17-10-0026	WETA: Replace Ferry Vessels	WETA: All existing ferry vessels for WETA: Replace vessels when they reach the end of their useful life of 25 years	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
San Mateo	Atherton	SM-190008	17-10-0022	Atherton Street Preservation	Atherton: Various streets and roads: Pavement preservation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	BART	SM-050005	17-10-0026	BART: Preventive Maintenance	BART: Systemwide: Preventive Maintenance	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
San Mateo	BART	SM-130029	17-06-0002	Daly City BART Station Intermodal Improvements	Daly City: At Daly City BART Station: Improve transit operations; pedestrian & bicycle access; and safety & patron experience	EXEMPT (40 CFR 93.127) - Bus terminals and transfer points	2040
San Mateo	Belmont	SM-170042	17-06-0001	Ralston Avenue Corridor Bike-Ped Imps	Belmont: Ralston Ave from South Rd to Alameda de las Pulgas: Bicycle, pedestrian and pavement improvements. The pavement work is not federally participating.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	Belmont	SM-170043	17-10-0022	Belmont Pavement Preservation	Belmont: Various streets and roads: Pavement preservation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	Brisbane	SM-170041	17-06-0001	Crocker Trail Commuter Connectivity Upgrades	Brisbane: On Crocker Trail bounded by Bayshore Blvd, S Hill Dr, W Hill Dr and Mission Blue Dr: Resurface trail	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	Burlingame	SM-170015	17-06-0002	Hoover School Area Sidewalk Impvts (Summit Dr.)	Burlingame: Summit Dr from Hillside Circle to Easton Dr and immediately adjacent to the new Hoover Elementary School: Construct sidewalk and bicycle improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	Burlingame	SM-170020	17-06-0003	Burlingame: Broadway PDA Lighting Improvements	Burlingame: Along the Broadway corridor within the business district: Replace aging pedestrian street lighting with new, safer, brighter lighting	EXEMPT (40 CFR 93.126) - Lighting improvements	2040
San Mateo	Burlingame	SM-170021	17-10-0022	Burlingame Street Resurfacing	Burlingame: Various streets and roads: Roadway resurfacing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040

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San Mateo	Caltrain	SF-010028	17-10-0008	Caltrain Electrification	Caltrain: From San Francisco to Gilroy: Electrification of the caltrain corridor from San Francisco to Tamien, including catenary poles, wires, power supply, track and signals, and Electric Multiple Units	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2030
San Mateo	Caltrain	SM-03006B	17-10-0026	Caltrain: Systemwide Track Rehab & Related Struct.	Caltrain: Systemwide: Rehabilitate and replace existing track, track structures and related civil infrastructure	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
San Mateo	Caltrain	SM-170005	17-10-0026	South San Francisco Caltrain Station Improvements	South San Francisco: SSF Caltrain Station: Demolish and reconstruct the existing station with a new ADA compliant station that meets current Caltrain standards	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
San Mateo	Caltrain	SM-170010	17-10-0026	Caltrain TVM Rehab and Clipper Functionality	Caltrain: Systemwide: 45 existing TVM machines: Refurbish and incorporate Clipper functionality.	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
San Mateo	Caltrain	SM-190011	17-10-0027	Caltrain: COVID-19 Emergency Transit Operations	Caltrain: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and supplies,	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
San Mateo	CCAG	SM-070002	17-06-0006	SM Countywide ITS Improvements - SSF Segment	San Mateo County: County-wide: ITS improvements at various locations in San Mateo County.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
San Mateo	CCAG	SM-170046	17-06-0006	ITS Improvements in San Mateo County Northern Citi	San Mateo County: Along the US 101 corridor from Smart Corridors Ph 1 limits to the SF County line, and on I-280 from I-380 to the San Francisco County Line: Implement ITS Improvements in San Mateo	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
San Mateo	Colma	SM-170022	17-06-0001	Colma - Mission Road Bike/Ped Improvements	Colma: Mission Rd between El Camino Real and Lawndale Blvd: Implement safety related improvements for pedestrians, bicyclists and vehicles	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	Daly City	SM-150012	17-06-0001	Daly City Central Corridor Bike/Ped Safety Imprmnt	In Daly City: On Junipero Serra Blvd and Eastmoor Ave/San Pedro Rd/E Market St/Guad Cyn Pkwy: Install bike and ped improvements; In Daly City/Uninc San Mateo County: On west side of Mission St/EI	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	Daly City	SM-170023	17-10-0022	Daly City Street Resurfacing and Slurry Seal	Daly City: Various streets and roads: Pavement preservation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	East Palo Alto	SM-070006	17-06-0005	US 101 University Ave Interchange Improvements	E. Palo Alto: On University Ave across US 101 btw Woodland Ave and Donahoe St: Construct Bike Lane, modify NB and SB off-ramps and intersections with overcrossing with no new lanes for off-ramps. HPP	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	East Palo Alto	SM-170024	17-10-0022	East Palo Alto Citywide Street Resurfacing	East Palo Alto: Various streets and roads: Rehabilitate roadway	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	Half Moon Bay	SM-170013	17-06-0003	Half Moon Bay - Poplar Complete Streets	Half Moon Bay: On Poplar St from Main St to Railroad Ave: Implement complete street improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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San Mateo	Hillsborough	SM-170026	17-10-0022	Hillsborough Street Resurfacing	Hillsborough: Various roadways: Resurfacing and preventative maintenance	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	Menlo Park	SM-170027	17-10-0022	Menlo Park-Santa Cruz Avenue & Middle Avenue Rehab	Menlo Park: Santa Cruz Ave between Olive St and Orange Ave and Middle Ave between Olive St and San Mateo Dr: Pavement Rehabilitation and installation of rectangular rapid flashing beacon	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	Millbrae	SM-170028	17-10-0022	Millbrae Street Rehabilitation	Millbrae: Various streets and roads: Pavement rehabilitation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	MTC	SM-170002	17-10-0023	Regional Planning Activities and PPM - San Mateo	San Mateo: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
San Mateo	MTC	SM-190004	17-10-0033	FPP: US 101 Adaptive Ramp Metering	San Mateo & Santa Clara Counties: US 101 from SR 85 in San Jose to San Mateo/San Francisco County Line: Upgrade existing freeway ramp meters to adaptive ramp meters to smooth traffic flow onto	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
San Mateo	Pacifica	SM-170029	17-06-0001	Pacifica - Palmetto Sidewalk Extension	Pacifica: Along the coastal west side of Palmetto Ave from Westline Dr. to 1,400 feet south: Construct new concrete sidewalk.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	Portola Valley	SM-170044	17-10-0022	Portola Valley Street Preservation	Portola Valley: Various streets and roads: Pavement preservation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	Redwood City	SM-170032	17-10-0022	Redwood City Pavement Preservation	Redwood City: Twin Dolphin Parkway from Marine Parkway to Redwood Shores Parkway: Pavement preservation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	Redwood City	SM-170045	17-06-0001	US 101/Woodside Road Class 1 Bikeway	Redwood City: East of Union Pacific Railroad between the intersections of Chestnut St/Veterans Blvd and Blomquist St/Seaport Blvd: Construct approximately 1,800 linear feet of new Class 1 path	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SamTrans	SM-030023	17-10-0026	SAMTRANS: Preventive Maintenance	SamTrans: Fleetwide: Preventative maintenance program	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
San Mateo	SamTrans	SM-070049	17-10-0026	SAMTRANS Facility/Equipment Rehab/Replacement	SAMTRANS: Systemwide: Operating/maintenance facility/equip rehab/replacement, including the provision of facility improvements for admin, maintenance, and operations at the Central Administrative	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
San Mateo	SamTrans	SM-150010	17-10-0026	SamTrans - Replacement of Cutaway Buses	SamTrans: Redit-Wheels Paratransit service: Purchase replacement cutaway buses	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
San Mateo	SamTrans	SM-150011	17-10-0026	SamTrans - Purchase of Replacement Minivans	SamTrans: Purchase ten new replacement minivans used for ADA Paratransit service	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
San Mateo	SamTrans	SM-170008	17-06-0029	El Camino Real Traffic Signal Priority Project	San Mateo County: On El Camino Real (State Route 82) from the Palo Alto Caltrain Station to the Daly City BART Station: Install Traffic Signal Priority system	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040

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San Mateo	SamTrans	SM-190010	17-10-0027	SamTrans: COVID-19 Emergency Transit Operations	SamTrans: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
San Mateo	SamTrans	SM-990026	17-10-0027	SAMTRANS: ADA Paratransit Operating Subsidy	SamTrans: Systemwide: ADA Paratransit Operating Subsidy.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
San Mateo	San Bruno	SM-170017	17-06-0003	Huntington Transit Corridor Bike/Ped Improvements	San Bruno: On Huntington Ave from San Bruno Ave to the entrance of the Centennial Way Trail: Implement pavement preservation and bike/ped facilities including converting the rightmost lane on	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	San Bruno	SM-170033	17-10-0022	Huntington/San Antonio Street Rehabilitation	San Bruno: Huntington Ave between San Mateo Ave and San Felipe Ave, and San Antonio Ave between San Felipe Ave and Santa Inez Ave: pavement rehabilitation and preventive maintenance	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	San Carlos	SM-170034	17-06-0001	Ped Enhancements Arroyo/Cedar & Hemlock/Orange	San Carlos: At the intersections of Arroyo Ave and Cedar St and Hemlock St and Orange Ave and the Postman Walkway: Implement safety improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	San Carlos	SM-170035	17-10-0022	Cedar and Brittan Ave Pavement Rehab	San Carlos: On Cedar Street, between San Carlos Avenue and the City of Belmont, and Brittan Avenue, between Elm Street and El Camino Real: Rehabilitate pavement and install ADA compliant facilities	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	San Carlos	SM-190001	17-06-0004	Brittan Ave. Widening	San Carlos: At the intersection of Brittan and Industrial Road: Widen to accommodate three new left turn pockets	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
San Mateo	San Mateo	SM-110047	17-06-0019	SR92/El Camino Real (SR82) Ramp Modifications	San Mateo: At the SR92/El Camino Real (SR82) interchange: Modify existing on/off rampsto improve the ingress and egress of the interchange.	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2020
San Mateo	San Mateo	SM-170006	17-06-0001	East Hillsdale Boulevard Ped/Bike Overcrossing	City of San Mateo: Over US 101 at the US 101/Hillsdale Boulevard Interchange: Construct pedestrian and bicycle overcrossing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	San Mateo	SM-170038	17-06-0001	North San Mateo Drive Sustainable Streets	San Mateo: on San Mateo Dr from Peninsula Ave to Baldwin Ave: Install Class II bike lanes, curb extensions, enhanced striping & signage, upgraded traffic signals with ped countdown, ped scale lighting,	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
San Mateo	San Mateo	SM-170039	17-06-0001	Laurie Meadows Ped/Bike Safety Improvements	San Mateo: Various locations in the Laurie Meadows neighborhood: Implement bike/ped safety improvements; On Laurie Meadows Dr from near Pacific Blvd to Woodbridge Circle: Implement road diet	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
San Mateo	San Mateo	SM-170040	17-10-0022	San Mateo Street Rehabilitation	San Mateo: Various streets and roads: Resurface and/or rehabilitate the roadway, implement bicycle elements and upgrade ADA ramps	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	San Mateo Co	SM-130032	17-06-0001	Midcoast Multi-Modal Trail	San Mateo County: On Highway 1 from Mirada Road in Miramar to Coronado Street in El Granada: Construct 4,537 feet of multi-use trail.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	San Mateo Co	SM-170001	17-06-0005	Hwy 1 Congestion & Safety Improvements	San Mateo County: Highway 1 between Pacifica in the north and Half Moon Bay in the south: Install raised medians, left turn lanes, acceleration lanes, and pedestrian crossings.	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040

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San Mateo	San Mateo Co	SM-170014	17-10-0022	San Mateo Countywide Pavement Maintenance	San Mateo County: Various streets and roads county-wide: Pavement maintenance	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SF City/County	SM-130031	17-06-0001	Southern Skyline Blvd. Ridge Trail Extension	San Mateo County: On the east side of SR-35 "Upper Skyline Blvd" between the intersection of Hwy 92 and Hwy 35 southward approximately 6 miles to the SFPUC Peninsula Watershed: Construct Southern	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SSF	SM-150015	17-06-0001	SSF Linden/Spruce Ave Traffic Calming Improvements	South San Francisco: On Linden Avenue from California Ave to Miller Avenue and on Spruce Ave from Maple Ave to Lux Ave: install pedestrian/bicycling safety improvements including a class 3 bikeway.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SSF	SM-170016	17-06-0003	SSF Grand Boulevard Complete Streets (Phase III)	South San Francisco: El Camino Real from Arroyo Dr to Kaiser Way: Implement Grand Boulevard Complete Streets improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SSF	SM-170036	17-10-0022	SSF Pavement Rehabilitation	South San Francisco: Various locations: Pavement Rehabilitation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	Woodside	SM-170037	17-10-0022	Road Rehabilitation - Town of Woodside	Woodside: Various Streets and Roads: Pavement Resurfacing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Santa Clara	Campbell	SCL190042	17-07-0001	Harriet Avenue Sidewalk Improvements	Campbell: On Harriet Avenue between Westmont Avenue and Van Dusen Lane: Install sidewalk, curb, gutter, ADA compliant curb ramps, and bicycle shared lane markings (sharrows)	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	Campbell	SCL210003	17-07-0079	SR 17 Southbound/Hamilton Ave. Off-Ramp Widening	Campbell: Southbound Route 17 at Hamilton Ave: Widen off-ramp to improve operations	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2040
Santa Clara	Cupertino	SCL190036	17-01-0001	McClellan Road Separated Bikeways (Phase 3)	Cupertino: McClellan Rd from De Anza Blvd to Byrne Ave and Pacifica Drive from De Anza Blvd to Torre Ave: Implement separated bike lane improvements and traffic signal modifications	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	Los Altos	SCL170038	17-10-0022	Los Altos: Fremont Ave Pavement Preservation	Los Altos: Fremont Ave between Grant Rd and Stevens Creek (City Limit): Rehabilitate roadway	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Santa Clara	Los Gatos	SCL170028	17-07-0001	Los Gatos Creek Trail to Hwy 9 Trailhead Connector	In Los Gatos: The Los Gatos Creek Trail to the north and south sides of Highway 9 between the Highway 17 interchange and University Ave: Construct bike and pedestrian connector	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	Los Gatos	SCL190033	17-07-0003	Shannon Road Complete Streets	Los Gatos: On the north side of Shannon Road between Los Gatos Blvd and Cherry Blossom Lane: Construct a Class I multi-use path.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	Milpitas	SCL170039	17-10-0022	Street Resurfacing 2020 & 2021	Milpitas: Various streets and roads: Street rehabilitation, upgrade ADA facilities, striping and signage, including bicycle facilities, and concrete work.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Santa Clara	Morgan Hill	SCL170063	17-07-0004	Dunne Avenue Pavement Rehabilitation	Morgan Hill: E Dunne Ave between lower Thomas Grade and Flaming Oaks Dr and between upper Thomas Grade and Holiday Dr, and Holiday Drive from E Dunne Ave to 2,500 linear feet east toward	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040

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Santa Clara	Mountain View	SCL190032	17-07-0002	Rengstorff Grade Separation	Mountain View: At the intersection of Rengstorff Ave and the Caltrain right-of-way: Grade separate Caltrain at Rengstorff Avenue	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	Mountain View	SCL210004	17-07-0040	US 101/Shoreline Boulevard IC Improvements	Mountain View: US 101/Shorline Blvd Interchange: RealignE the northbound Shoreline Boulevard off-ramp from US 101 to connect to L' Avenida rather than directly to Shoreline Boulevard.	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2040
Santa Clara	MTC	SCL170001	17-10-0023	Regional Planning Activities and PPM - Santa Clara	Santa Clara: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Santa Clara	Palo Alto	SCL170051	17-07-0001	Palo Alto-El Camino Real Ped Safety & Streetscape	In Palo Alto: On El Camino Real between Stanford Ave and Grant Ave: Install complete streets improvements focused on pedestrian safety, enhanced bus operations, and new urban design amenities.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	Palo Alto	SCL170053	17-07-0001	Waverley, E. Meadow & Fabian Enhanced Bikeways	Palo Alto: Waverley Multi-Use Path: Widen and upgrade path; E Meadow Dr from Alma to Fabian: Protected bike facility; Fabian Way from East Meadow Dr to E Charleston: Reconfigures roadway with a travel	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	San Jose	SCL050082	17-07-0001	Bay Trail Reach 9 & 9B	San Jose: From the existing San Francisco Bay Trail/HWY 237 Bikeway Trail to the Bay Trail designated parking spaces (adjacent to the publicly accessible Marriott property): Construct 1.1 miles of	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	San Jose	SCL050083	17-07-0001	Coyote Creek Trail (Hwy 237-Story Rd)	San Jose: From Highway 237 to Story Road: Master plan entire system, design and construction of the trail.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	San Jose	SCL110029	17-07-0001	San Jose: Los Gatos Creek Reach 5 Underpass	In San Jose: Los Gatos Creek Trail between Auzerais Ave and Montgomery/Bird Ave: Construct Los Gatos Creek Trail (Reach 5b/c).	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	San Jose	SCL130004	17-07-0003	San Jose - Better Bikeways	San Jose: Various locations in downtown: Implement a network of bikeways	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	San Jose	SCL130016	17-07-0001	East San Jose Bikeways	East San Jose: Various locations: make improvements to the bikeway network including the installation of new bikeways, traffic calming features, bike-friendly signal detection and pavement markings. Toll	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	San Jose	SCL170029	17-07-0064	Tully Road Safety Improvements	In San Jose: Tully Road between Monterey Road and Capital Expressway: Implement safety elements	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	San Jose	SCL170030	17-07-0064	McKee Road Safety Improvements	San Jose: On McKee Road between Route 101 and Toyon Ave and On Gridley St at the intersection with McKee Rd: Implement safety improvements	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	San Jose	SCL170031	17-07-0064	Mt Pleasant Ped & Bike Traffic Safety Improvements	San Jose: Various locations in the Mount Pleasant Area: Implement traffic safety improvements to serve student populations of seven schools	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	San Jose	SCL170044	17-10-0022	San Jose Pavement Maintenance	San Jose: Various streets and roads: Pavement maintenance and rehabilitation and build pedestrian facilities	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040

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Santa Clara	San Jose	SCL170061	17-07-0001	W San Carlos Urban Village Streets Improvements	San Jose: West San Carlos St between I-880 and McEvoy St: Implement safety improvements	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	San Jose	SCL170062	17-07-0003	Eastside Alum Rock (East of 680) Urban Village	San Jose: On Alum Rock Avenue and east of I-680: Develop multi-modal transportation implementation plan	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Santa Clara	San Jose	SCL190028	17-07-0003	Willow-Keyes Complete Streets Improvements	San Jose: At various locations on the Willow-Keyes corridor: Construct bicycle and pedestrian safety improvements including road diets to construct Class IV protected bike lanes	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	San Jose	SCL190029	17-07-0001	Better Bikeway San Jose - San Fernando Street	San Jose: On San Fernando St from Almaden Blvd to 11th St: Construct bicycle and pedestrian safety improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	Santa Clara	SCL170045	17-07-0001	Saratoga Creek Trail Phase 1	Santa Clara: Saratoga Creek Trail between Homeridge Park and Central Park: Build a class I bicycle and pedestrian trail	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	Santa Clara	SCL170052	17-07-0001	San Tomas Aquino Creek Trail Underpass	In Santa Clara: San Tomas Aquino Creek Trail between Tasman Dr and 1/4 mile south of Tasman Dr: Construct bike/ped underpass.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	Santa Clara	SCL170055	17-07-0001	Hetch-Hetchy Trail Phase 1	Santa Clara: On the Hetch-Hetchy right-of-way from Stars and Stripes Dr to San Tomas Aquino Creek and along the east bank of San Tomas Aquino Creek from Hetch-Hetchy right-of-way to Agnew Rd:	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	Santa Clara	SCL170056	17-07-0001	Santa Clara School Access Improvements	Santa Clara: Various locations around Santa Clara Schools: Implement bicycle and pedestrian access improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	Saratoga	SCL170054	17-07-0001	Saratoga Village Crosswalks and Sidewalk Rehab	In Saratoga: Along Big Basin Way between 6th street and Hwy 9: Install curb bulbouts and crosswalk and rehabilitate sidewalk.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	Sunnyvale	SCL170017	17-07-0003	Sunnyvale SNAIL Neighborhood Improvements	Sunnyvale: Various locations: Implement bike/ped improvements, close slip lanes, add bulbouts, install detection systems, ADA compliant ped signals, enhance existing bike lanes to include green bike	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Santa Clara	Sunnyvale	SCL170020	17-07-0001	Bernardo Avenue Bicycle Underpass	Sunnyvale: Between North and South Bernardo Avenue under the Caltrain tracks: Construct bicycle underpass	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	Sunnyvale	SCL170022	17-07-0001	Java Dr Road Diet and Bike Lanes	Sunnyvale: On Java Dr from Mathilda to Crossman: Construct approximately 5,000 linear feet of Class II, IIB or IV bike lanes each side via a road diet	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	Sunnyvale	SCL170023	17-07-0003	Peery Park "Sense of Place" Improvements	Sunnyvale: Various locations in the Peery Park Specific Area: Implement bike, pedestrian, and transit improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	Sunnyvale	SCL170024	17-07-0003	East Sunnyvale Area "Sense of Place"	Sunnyvale: Various locations in the East Sunnyvale Sense of Place Plan Area: Implement bike, pedestrian and transit access improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	Sunnyvale	SCL170025	17-07-0001	Fair Oaks Avenue Bikeway - Phase 2	Sunnyvale: Fair Oaks Ave from SR237 to Reed Ave: Reconfigure to install Bikeway/routes enhancements and close bikeway gaps	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	Sunnyvale	SCL170026	17-07-0001	Lawrence Station Area Sidewalks & Bike Facilities	Sunnyvale: In the general area of the Lawrence Station Area Plan: Install bike and pedestrian improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	Sunnyvale	SCL170027	17-10-0022	Sunnyvale Traffic Signal Upgrades/Replacements	Sunnyvale: Various intersections: Upgrade traffic signals and intersections to have pedestrian-friendly designs and improved bicycle detection for the traffic signals.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040

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Santa Clara	Sunnyvale	SCL170043	17-01-0001	Homestead Rd at Homestead High School Improvements	Sunnyvale: Various locations on Homestead Rd near Homestead HS: Install safety improvements and upgrade signals; On Homestead Rd from McKenzie Dr to Mary Ave (south side) and from Mary Ave to	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	Sunnyvale	SCL170057	17-07-0001	Sunnyvale Ped and Bike Infrastructure Improvements	Sunnyvale: At various locations city-wide: Add improvements to Bike/Ped infrastructure including enhancing and/or installing signs, striping, ADA compliant curb ramps and crossing safety treatments	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	Sunnyvale	SCL170059	17-07-0001	Sunnyvale Safe Routes to School Improvements	Sunnyvale: In the vicinity of Bishop Elementary School: Install bike lanes, high visibility crosswalks, raised crosswalks, and curb extensions; Provide bicycle and pedestrian education and encouragement	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	VTA	SCL050001	17-10-0026	VTA: Standard & Small Bus Replacement	VTA: Fleetwide: Standard and Small Bus Replacement	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Santa Clara	VTA	SCL050002	17-10-0026	VTA: Rail Replacement Program	VTA: Throughout the Light Rail system: Replace rails (no rail expansion).	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
Santa Clara	VTA	SCL050046	17-10-0027	VTA: ADA Operating Set Aside	VTA: Systemwide: ADA operating assistance set aside.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Santa Clara	VTA	SCL090044	17-10-0026	VTA: TP OCS Rehab & Replacement	VTA: Systemwide: Rehabilitate and replace overhead catenary system (OCS) and associated components	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Santa Clara	VTA	SCL110099	17-10-0026	VTA: Light Rail Bridge and Structure - SG Repair	VTA: Various Locations: Light rail bridge and structure defect investigation and repair. Stabilization measures to address Hamilton structure settlement.	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
Santa Clara	VTA	SCL110104	17-10-0026	VTA: Light Rail Track Crossovers and Switches	VTA: In the light rail system: Add light rail crossovers and switches to priority areas where crossovers are not currently available to enhance operational flexibility.	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
Santa Clara	VTA	SCL110125	17-10-0021	Local PDA Planning - Santa Clara	Santa Clara County: Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs).	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Santa Clara	VTA	SCL130044	17-10-0025	I-880 Stevens Creek Landscaping	San Jose: at the I-880/Stevens Creek interchange: Provide landscaping.	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc	2040
Santa Clara	VTA	SCL150001	17-07-0064	I-680 Soundwalls - Capitol Expwy to Mueller Ave	San Jose: On I-680 between Capitol Expressway and Mueller Avenue: Construct soundwalls	EXEMPT (40 CFR 93.126) - Noise attenuation	2040
Santa Clara	VTA	SCL150005	17-10-0026	VTA Train to Wayside Communication System Upgrade	VTA: Communications: Upgrade the existing DOS based train-to-wayside communications (TWC) system to a Windows based system while keeping the original system's operational functionality.	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040

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Santa Clara	VTA	SCL150006	17-10-0026	VTA: Back-up Power for Elevated Stations	VTA: Various elevated stations: Replace the generators and automatic power bypass switch for elevated stations on the Guadalupe Light Rail line.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Santa Clara	VTA	SCL150008	17-10-0026	VTA Track Intrusion Abatement	VTA: Various locations along trackway: Installation of fencing, barriers, signage, flashing signs, and pavement markings.	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
Santa Clara	VTA	SCL150014	17-07-0025	I-280/Winchester Blvd Interchange Improvement	San Jose: I-280/Winchester Interchange: Construct improvements at the Winchester Blvd. interchange and I-280/I-880/SR 17 freeway connectors including the addition of ramps and a fly-over and the	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2030
Santa Clara	VTA	SCL170002	17-10-0032	VTA BART Phase II TOD and Station Access Planning	In Santa Clara County: In the vicinity of planned BART stations: Perform study of TOD and Station Access Planning.	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Santa Clara	VTA	SCL170005	17-10-0026	VTA: Paratransit Vehicle Procurement	VTA: Paratransit Fleet: Procure vehicles and associated equipment for paratransit services.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Santa Clara	VTA	SCL170006	17-10-0026	VTA: Replace Fault Monitoring System on LRVs	VTA: On Light Rail Vehicle Fleet: Upgrade Fault Monitoring System (FMS) Network that is no longer supported by the original equipment manufacturer (OEM)	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Santa Clara	VTA	SCL170007	17-10-0026	VTA: Pedestrian Swing Gates Replacement	VTA: At various pedestrian crossing locations along the light rail system: Replace spring-hinge pedestrian swing gates	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	VTA	SCL170008	17-07-0064	VTA: Vasona Pedestrian Back Gates	VTA: At several Vasona Light Rail Corridor crossings: Install pedestrian gates. Scope includes installation of automatic pedestrian gates, swing gates and railings, minor civil improvements and related signal	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	VTA	SCL170009	17-10-0026	VTA: Chaboya Yard Well Removal	VTA: At the Chaboya Bus Operating Division: Obtain case closure and demolish the ground water remediation system and wells	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Santa Clara	VTA	SCL170010	17-10-0026	VTA: Guadalupe Train Wash Replacement	VTA: Guadalupe Light Rail Division: Replace train wash.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Santa Clara	VTA	SCL170011	17-10-0026	VTA: Upgrade Rail Grade Crossing Control Equipment	VTA: Various Locations: Replace existing rail grade crossing equipment; such as controllers, relays, and surge panels; that have become obsolete.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Santa Clara	VTA	SCL170046	17-10-0026	VTA: Systemwide Security Improvements	VTA: Systemwide: Implement safety improvements	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	VTA	SCL170047	17-10-0026	VTA: Non-Revenue Vehicle Procurement	VTA: Systemwide: Acquire non-revenue vehicles to replace existing units that have reached the end of their useful life	EXEMPT (40 CFR 93.126) - Purchase of support vehicles	2040

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Santa Clara	VTA	SCL170048	17-10-0026	VTA: Light Rail Roadway Protection System	VTA: On the VTA Light Rail System: Explore and implement Roadway Worker Protection System technologies to meet regulatory requirements	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	VTA	SCL170049	17-10-0026	VTA: SCADA Middleware Replacement	VTA: Systemwide: Replace existing obsolete middleware software with updated software to ensure compatibility with other upgraded SCADA software and SCADA components	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
Santa Clara	VTA	SCL170050	17-10-0026	VTA: SCADA Control Center System Replacement	VTA: Systemwide: Provide upgrades to the Supervisory Control and Data Acquisition (SCADA) System hardware and software; At the Control and Data Center: Facility expansion	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Santa Clara	VTA	SCL170064	17-07-0064	I-280 Soundwalls - SR-87 to Los Gatos Creek Bridge	San Jose: On I-280 between SR 87 and Los Gatos Creek Bridge: Construct soundwalls	EXEMPT (40 CFR 93.126) - Noise attenuation	2040
Santa Clara	VTA	SCL170065	17-10-0033	IDEA Cat 2: Valley Transportation Authority	Palo Alto: At the Vetrans Administration Hospital: Implement an automated micro-transit feeder pilot project	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Santa Clara	VTA	SCL190003	17-07-0010	Hwy. Transp Operations System/FPI Phase 1 & 2	Santa Clara County: At various locations: Implement Transportation Operations System/Freeway Performance Initiative projects	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
Santa Clara	VTA	SCL190012	17-07-0034	US 101/San Antonio Rd/Charleston/Rengstorff IC Imp	Mountain View and Palo Alto: US 101 interchanges at San Antonio and Charleston Road/Rengstorff Avenue: Construct interchange improvements include adding new auxiliary lane.	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2030
Santa Clara	VTA	SCL190013	17-07-0069	US 101/SR 25 Interchange - Phase 1	Santa Clara County: US 101 and SR 25 Interchange: Phase 1 Reconfigure a portion of the overall interchange re-construction, focusing on improving the movement from southbound US 101 to southbound	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2030
Santa Clara	VTA	SCL190015	17-07-0029	I-280/Saratoga Avenue Interchange Improvement	San Jose: I-280/ Saratoga Ave Interchange: Modify interchange to relieve congestion and improve local circulation	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2030
Santa Clara	VTA	SCL190016	17-07-0030	I-280 NB Braided Ramps btw Foothill Expwy & SR 85	Santa Clara County: On northbound I-280 between Foothill Expressway and Route 85: Improve braided ramps	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2030
Santa Clara	VTA	SCL190017	17-07-0032	I-680/ Alum Rock/ McKee Road Interchange Imp	San Jose: At the I-680/ Alum Rock and I-680/ McKee Road interchanges: Reconfigure interchanges, improve access for all modes of transportation, improve traffic operations and relieve congestion; In the	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2030
Santa Clara	VTA	SCL190023	17-10-0026	VTA: Bus CCTV Replacement	VTA: Fleetwide: Replace CCTV system on buses	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Santa Clara	VTA	SCL190024	17-10-0026	VTA: Transit Center Park and Ride Rehab	VTA: Various transit centers and park & ride facilities systemwide: Rehabilitate and repair facilities	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040

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Santa Clara	VTA	SCL190025	17-10-0026	VTA: Gigabit Ethernet Network	VTA: Systemwide: Replace Ethernet switch equipment	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Santa Clara	VTA	SCL190026	17-10-0026	VTA: HVAC Replacement	VTA: At various facilities system-wide: Replace heating, ventilation and cooling equipment	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
Santa Clara	VTA	SCL190027	17-10-0026	VTA: SCADA Hardware, Software, Network Upgrade	VTA: Systemwide: Update three related Supervisory Control and Data Acquisition (SCADA) subsystems. 1) Hardware 2) Software 3) Network	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Santa Clara	VTA	SCL190031	17-07-0064	Santa Clara Countywide Noise Abatement Program	Santa Clara County: Countywide: Implement noise reduction projects, project is phased	EXEMPT (40 CFR 93.126) - Noise attenuation	2040
Santa Clara	VTA	SCL190035	17-07-0064	VTA - Not on Transit Program	VTA: Systemwide: Conduct training for employees and create awareness among passengers and the public to recognize and report human trafficking activities on transit. Other Federal funds are Human	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Santa Clara	VTA	SCL190037	17-10-0026	VTA: Bus & LR Vehicle Mobile Router Replacement	VTA: Systemwide: Replace mobile routers	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Santa Clara	VTA	SCL190038	17-10-0027	VTA: COVID-19 Emergency Transit Operations	VTA: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and supplies,	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
Santa Clara	VTA	SCL190039	17-10-0026	VTA: Facilities ADA Upgrades	VTA: Various passenger facilities systemwide: Modify and upgrade ADA non-compliant items to bring them into compliance with current ADA codes	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	VTA	SCL190040	17-10-0026	VTA: Fuel Dispenser & UDC Replacement	VTA: Systemwide: Replace and upgrade diesel dispensers and one gasoline dispenser, and replace the Underground Dispenser Containment (UDCs) at these dispensers	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
Santa Clara	VTA	SCL190041	17-10-0026	VTA: Replace UPSs and PDU in OCC/EOC	VTA: At the Guadalupe division: Replace UPSs in the OCC equipment room and building 'A' mezzanine	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Santa Clara	VTA	SCL190043	17-10-0026	Replace/Upgrade Fire Alarm at Guadalupe & Chaboya	VTA: At Guadalupe and Chaboya divisions: Replace/Upgrade Fire Alarm	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
Santa Clara	VTA	SCL190044	17-10-0026	VTA: Network & Gigabit Fiber Upgrade	VTA: Systemwide: Upgrade network and gigabit fiber	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040

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Santa Clara	VTA	SCL190045	17-10-0026	VTA: Cameras for VTA ACCESS Paratransit Vehicles	VTA: Access Paratransit vehicle fleet: Install and deploy real-time security cameras	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Santa Clara	VTA	SCL190046	17-10-0026	VTA: Rehab of LR System Elevators and Escalators	VTA: At various locations along the light rail system: Repair and rehabilitate elevators and escalators	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Santa Clara	VTA	SCL190047	17-10-0026	VTA: Downtown San Jose Speed Improvements	VTA: In and around the Downtown San Jose Transit Mall: Implement safety enhancements to deter pedestrian, bicycle, scooter, and vehicle intrusion into the light rail trackway.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	VTA	SCL190048	17-10-0026	VTA: Light Rail Station Rehabilitation	VTA: At various light rail stations: Provide rehabilitation and repair of maintenance issues outlined in the condition assessment	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Santa Clara	VTA	SCL190049	17-10-0026	VTA: Public Address System Upgrade	VTA: At various light rail stations: Replace existing equipment on older public address system and upgrade PA maintenance telephones	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Santa Clara	VTA	SCL190050	17-10-0026	VTA: LR Platform CCTV System Replacement	VTA: Systemwide: Replace obsolete CCTV where video is of very low quality with updated equipment to ensure that useful video continues to be available at the older and often more incident active	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	VTA	SCL190051	17-10-0026	VTA: Pedestrian Backgates - Non-Vasona	VTA: Various locations along light rail corridors: Install pedestrian gates at crossings	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	VTA	SCL190052	17-10-0026	VTA: Guadalupe Roll Up Doors	VTA: At Guadalupe Division: Replace obsolete roll-up doors with a newer model with updated safety features.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	VTA	SCL190053	17-10-0026	VTA: Guadalupe Steam Rack Improv & Liner Replace	VTA: At Guadalupe Division: Replace existing steam rack (light rail) track with a new liner system and overhead roof structure.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Santa Clara	VTA	SCL190054	17-10-0026	VTA: Guadalupe Entrance Security Improvement	VTA: At Guadalupe Division: Implement security improvements at division entrance	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Santa Clara	VTA	SCL210001	17-07-0009	SR 87/Charcot Ave On-Ramp HOV Bypass	San Jose: At the SR-87/Charcot Ave on-ramp: Add HOV bypass lane to the current overcrossing by restriping and adding a lane within the existing pavement on the overcrossing and modify the SB SR 87	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2040
Santa Clara	VTA	SCL210002	17-07-0079	US 101/SR 152/10th Ramp and Intersection Imp.	Gilroy: US-101/SR-152/10th St Interchange: Add a second lane on the off-ramp	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2040
Santa Clara	VTA	SCL990046	17-10-0026	VTA: Preventive Maintenance	VTA: Preventive Maintenance of agency's fleet.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040

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Solano	Benicia	SOL170011	17-08-0002	Benicia - Park Road Improvements	Benicia: Park Road between I-780 and Bayshore Road: Resurface roadway and construct Class II/IV bicycle lane facilities and storm drain improvements	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Solano	Dixon	SOL190018	17-10-0027	Dixon: COVID-19 Emergency Transit Operations	Dixon: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and supplies,	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
Solano	Fairfield	SOL010006	17-10-0027	City of Fairfield Operating Assistance	Fairfield: Systemwide: Transit operating assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Solano	Fairfield	SOL110041	17-10-0026	Fairfield-Suisun Intercity/Local Bus Replacement	Fairfield: Systemwide: Replace local/intercity buses that have exceeded their expected useful life.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Solano	Fairfield	SOL170006	17-08-0002	East Tabor Tolenas SR2S Sidewalk Gap Closure	In Fairfield: On East Tabor Avenue (north side); Construct sidewalk across the railroad tracks including slight roadway widening. On Tolenas Avenue (east side); widen the existing sidewalk.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Solano	Fairfield	SOL170010	17-08-0004	Grange Middle School Safe Routes to School	In Fairfield: On East Tabor Avenue, at the intersections of Falcon Drive and blossom Avenue: enhance bicycle and pedestrian safety mobility.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Solano	Fairfield	SOL190020	17-10-0027	Fairfield: COVID-19 Emergency Transit Operations	Fairfield: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and supplies,	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
Solano	F-S Transit	SOL190003	17-10-0026	Fairfield - Electric Bus Fleet and Infrastructure	Fairfield: Systemwide: Procure all-electric, zero-emission buses and supporting charging infrastructure	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Solano	MTC	SOL170001	17-10-0023	Regional Planning Activities and PPM - Solano	Solano County: County-wide: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Solano	Rio Vista	SOL190019	17-10-0027	Rio Vista: COVID-19 Emergency Transit Operations	Rio Vista: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
Solano	Solano County	SOL130007	17-08-0001	Suisun Valley Bicycle and Pedestrian Imps	Solano County: At Mankas Corner: Construct staging area with bicycle and pedestrian improvements; At Various Locations in Solano County: Add a Class II bike lane to enhance bike access to areas	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Solano	Solano County	SOL170015	17-10-0022	Solano County Roadway Preservation	Solano County: On Midway Road from Interstate 80 to approximately 200 feet west of Porter Road: Place asphalt overlay.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Solano	Solano County	SOL170016	17-08-0002	Solano County Farm to Market Phase 3	Solano County: Various locations in Suisun Valley: Construct bike lanes	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Solano	SolTrans	SOL070032	17-10-0026	SolTrans: Preventive Maintenance	SolTrans: Systemwide: Preventive maintenance of vehicles and equipment necessary for the maintenance of federally funded assets.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040

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**List of 2021 TIP Projects by County**

<b>County</b>	<b>Sponsor</b>	<b>TIP ID</b>	<b>RTP ID</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Air Quality Description</b>	<b>Conformity Analysis Year</b>
Solano	SolTrans	SOL090034	17-10-0026	SolTrans: Bus Replacement (Alternative Fuel)	SolTrans: Eight 45' MCI commuter coaches: Replace vehicles as they reach their useful life.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Solano	SolTrans	SOL110025	17-10-0027	SolTrans: ADA Paratransit Operating Subsidy	SolTrans: Systemwide: ADA Paratransit Operating Subsidy	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Solano	SolTrans	SOL110040	17-10-0027	SolTrans: Operating Assistance	Solano County Transit: System-wide: Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Solano	SolTrans	SOL170002	17-10-0026	SolTrans: Data Management Technology Enhancements	SolTrans: Systemwide: Procure data management systems and software	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
Solano	SolTrans	SOL170003	17-10-0026	Soltrans: Facilities and Amenities Improvements	Soltrans: Systemwide: Facility and passenger amenities improvements	EXEMPT (40 CFR 93.126) - Construction of small passenger shelters and information kiosks	2040
Solano	SolTrans	SOL190017	17-10-0026	SolTrans Electric Bus Charging Infrastructure	SolTrans: Systemwide: Implement core infrastructure improvements to support the charging of a 100% Zero Emissions Bus fleet.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Solano	SolTrans	SOL190021	17-10-0027	SolTrans: COVID-19 Emergency Transit Operations	SolTrans: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
Solano	STA	SOL110019	17-08-0004	Solano Safe Routes to School Program	In Solano County: Countywide: Implement Countywide Solano Safe Routes to School Program, including Planning, Education, and Encouragement events and materials.	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
Solano	STA	SOL150003	17-08-0005	SR12/Church Rd Intersection Improvements	Rio Vista: At SR12/Church Rd. Intersection: Add Standard Shoulders, EB Left Turn Lane, WB Acceleration Lane (720 ft) and Deceleration Lane (300 ft), Remove Trees in Clear Recovery Zone	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Solano	STA	SOL150004	17-08-0004	STA SR2S Infrastructure & Non-infrastructure	Solano County: At 7 schools: Implement pedestrian infrastructure improvements; At 26 schools throughout the Cities of Benicia, Rio Vista & Vallejo: Providing education outreach	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Solano	STA	SOL170009	17-10-0027	Solano Mobility Call Center	Solano County: County-wide: Operate call center featuring in-person assistance for customers related to transit, commuting, and mobility services, including ADA, Clipper, and ride matching, among others	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Solano	STA	SOL170017	17-08-0015	SolanoExpress Capitol Improvements	Solano County: At the Fairfield Transit Center: Construct slip-ramp; At Fairgrounds Dr off-ramp: add express stop; At Vallejo Transit Center: Expand center onto York St.	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2030
Solano	STA	SOL190001	17-08-0015	SolanoExpress Corp Yard Elec	Solano County: At FAST and SolTrans Corp yards: Construct and upgrade electric infrastructure.	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2030

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Solano	STA	SOL190002	17-08-0015	SolanoExpress Bus Electrification	Solano County: Countywide: Purchase electric over-the-road coaches for long-haul SolanoExpress routes.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2030
Solano	STA	SOL190023	17-08-0015	Solano Regional Transit Improvements - TIRCP 2020	STA: Throughout Solano County and Solano Express Bus stops at various stations: Network integration planning and implementation of various transit and access improvements	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2030
Solano	STA	SOL190024	17-08-0009	I-80/I-680/SR 12 Interchange Phase 2A	Solano County: I-80/I-680/SR-12 Interchange: Complete the construction of the I-80 connection to SR 12W that was started with the Construction Package 1.	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2040
Solano	Suisun City	SOL170007	17-08-0002	McCoy Creek Trail - Phase 2	Suisun City: Along the west bank of the McCoy Creek canal and the north bank of the Laurel Creek canal from Pintail Dr to Blossom Avenue: Construct a Class I concrete pedestrian/bicycle trail with a bridge	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Solano	Suisun City	SOL170014	17-10-0022	New Railroad Avenue Pavement Rehabilitation	Suisun City: Railroad Ave from Sunset Ave to Birchwood Ct: Rehabilitate roadway on eastbound lanes; Railroad Ave from Sunset Ave to Marina Blvd: Restripe existing Class 2 bicycle lanes on both sides of	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Solano	Vacaville	SOL010007	17-10-0027	Vacaville Transit: Operating Assistance	Vacaville Transit: System-wide: Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Solano	Vacaville	SOL130017	17-10-0027	Transit Marketing and Public Outreach	Vacaville: Citywide: Marketing and public outreach of City Coach transit benefits	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Solano	Vacaville	SOL170013	17-08-0008	Vaca Valley/I505 Multimodal Improvements	Vacaville: On Vaca Valley Parkway at E Monte Vista Ave and I-505 ramps: Install roundabouts and construct bicycle/pedestrian facilities over I-505 connecting to existing facilities and ADA improvements	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Solano	Vacaville	SOL190022	17-10-0027	Vacaville: COVID-19 Emergency Transit Operations	Vacaville: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
Solano	Vallejo	SOL110035	17-08-0002	Vallejo Downtown Streetscape	Vallejo: Various streets in the downtown area: Pedestrian enhancements including traffic calming, restriping, parking, signs, brick pavers, street furniture and art. Project is phased	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
Solano	Vallejo	SOL110037	17-08-0004	Sonoma Boulevard Improvements HSIP5-04-031	Vallejo: Sonoma Blvd. between York St. and Kentucky St: Implement road diet-reduce travel lanes from 4 to 2, add a two-way left turn lane or median, and add bike lanes.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Solano	Vallejo	SOL170008	17-08-0002	Vallejo Bay Trail / Vine Trail Gap Closure	In Vallejo: Between the existing Bay Trail to the south and the Bay Trail and Napa Vine Trail in American Canyon: Build multi-use path to close the gap between the existing trail segments	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Solano	Vallejo	SOL190004	17-08-0002	Vallejo - Sacramento St Road Diet and Rehab	Vallejo: Sacramento St from Tennessee St to Capitol St: Implement road diet, rehabilitation, and bike/ped improvements	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040

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<b>County</b>	<b>Sponsor</b>	<b>TIP ID</b>	<b>RTP ID</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Air Quality Description</b>	<b>Conformity Analysis Year</b>
Sonoma	Cloverdale	SON130016	17-09-0001	Cloverdale - Safe Routes to School Phase 2	Cloverdale: Various Locations: Construct sidewalks and add Class II bike lanes	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Sonoma	Cotati	SON170015	17-10-0022	E. Cotati Avenue Street Rehabilitation Project	Cotati: E. Cotati Avenue from the railroad tracks east to the City limits: Repave street, landscape the median, update traffic signs, and repair and restore sidewalks to ADA compliance	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Sonoma	Healdsburg	SON170024	17-09-0005	Healdsburg Avenue Complete Streets Improvements	Healdsburg: On Healdsburg Ave from Powell Ave to Passalaqua Rd: Implement complete streets improvements for all modes of travel including reducing travel lanes from 5 to 3	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Sonoma	MTC	SON170002	17-10-0023	Regional Planning Activities and PPM - Sonoma	Sonoma County: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Sonoma	Petaluma	SON150007	17-10-0027	Petaluma Transit: ADA Set-Aside	Petaluma Transit: Annual ADA Set-Aside	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Sonoma	Petaluma	SON170005	17-10-0026	Petaluma: Transit Yard & Facilities Improvements	Petaluma: Transit Yard and Facility: Improvements to enhance security and maintain a state of good repair, including pavement repair and upgrades, video surveillance system, office security, yard lighting,	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Sonoma	Petaluma	SON170011	17-09-0001	Petaluma Blvd South Road Diet at E Street	Petaluma Blvd from E St to Crystal Ln: Rehab pavement, reconfigure lanes for smoother traffic flow, add class 2 bike lanes and signal modifications: Petaluma Blvd from E St to Mountain View Ave: Reduce	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Sonoma	Petaluma	SON170017	17-10-0026	Petaluma AVL Equipment	Petaluma: Systemwide: Purchase and maintain AVL system equipment for fixed route vehicle.	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Sonoma	Petaluma	SON170018	17-10-0026	Petaluma Purchase 1 Remanufactured Fixed Route Bus	Petaluma: 1 bus: Purchase replacement remanufactured 40' Fixed Route Bus	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Sonoma	Petaluma	SON170020	17-10-0026	Petaluma: Replace 2 Paratransit Cutaways	Petaluma: Petaluma Paratransit: Replace two (2) paratransit vans	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Sonoma	Petaluma	SON190004	17-09-0017	Petaluma: Purchase Replacement Paratransit Van	Petaluma: Systemwide: Replace paratransit vehicles which have reached the end of their useful life.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2020
Sonoma	Petaluma	SON190005	17-09-0017	Petaluma Transit: Security Systems Upgrade	Petaluma: Systemwide: Upgrade audio-visual on-board surveillance system in order to replace an aging system	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2020
Sonoma	Petaluma	SON190008	17-10-0027	Petaluma: COVID-19 Emergency Transit Operations	Petaluma: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040

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Sonoma	Rohnert Park	SON170016	17-10-0022	Rohnert Park Various Streets Rehabilitation	Rohnert Park: On State Farm Drive from Rohnert Park Expressway to approximately 200 feet north of Professional Center Drive: Rehabilitate roadway	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Sonoma	Santa Rosa	SON150003	17-09-0001	Jennings Ave Bike & Ped RR Crossing Corridor	In Santa Rosa: At Jennings Ave and SMART railroad tracks: Construct a bicycle and pedestrian crossing and develop a Safe Routes to School service program focusing on education and awareness for the	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Sonoma	Santa Rosa	SON170012	17-09-0001	Highway 101 Bicycle and Pedestrian Overcrossing	Santa Rosa: Over Highway 101 in the vicinity of the Santa Rosa Junior College and the Coddington Mall: Construct a Class I shared-use ADA accessible bicycle and pedestrian bridge	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Sonoma	Santa Rosa	SON170023	17-10-0022	Santa Rosa Pavement Rehab of Various Streets	In Santa Rosa: Various locations: Pavement rehabilitation; Various locations: Restripe roadways to add Class II bike lanes	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Sonoma	Santa Rosa	SON190011	17-09-0005	SantaRosa Downtown Comm Infrastructure Enhancement	Santa Rosa: In downtown and Railroad Square: Upgrade the existing traffic signal interconnect infrastructure from copper wire to a fiber optic backbone.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
Sonoma	SantaRosa Bus	SON090023	17-10-0027	Santa Rosa CityBus: Operating Assistance	Santa Rosa CityBus: System-wide: Operating Assistance to Transit Agency	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Sonoma	SantaRosa Bus	SON090024	17-10-0026	Santa Rosa CityBus: Preventative Maintenance	Santa Rosa CityBus: Preventative Maintenance program for agency fleet	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Sonoma	SantaRosa Bus	SON150008	17-10-0026	SantaRosa Bus: Bus Replacement Purchase	Santa Rosa: Bus: Fixed Route Vehicle: Replace four aging fixed route diesel buses for operation purposes.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Sonoma	SantaRosa Bus	SON170003	17-10-0027	Santa Rosa CityBus-paratransit operations	Santa Rosa CityBus: Provide operating assistance to Santa Rosa Paratransit.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Sonoma	SantaRosa Bus	SON170026	17-10-0026	Santa Rosa CityBus: Electric Bus Replacement	Santa Rosa CityBus: Four local transit buses: Replace with Four electric buses and purchase related charging equipment	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Sonoma	SantaRosa Bus	SON190009	17-10-0027	SR CityBus: COVID-19 Emergency Transit Operations	Santa Rosa CityBus: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
Sonoma	Sebastopol	SON170021	17-09-0001	Bodega Avenue Bike Lanes and Pavement Rehab	Sebastopol: Bodega Ave from Pleasant Hill Ave to High St: Rehabilitate pavement, fill in sidewalk gaps, widen pavement, add bike lanes, and implement pedestrian safety improvements	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Sonoma	SMART	SON190010	17-10-0027	SMART: COVID-19 Emergency Transit Operations	SMART: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and supplies,	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
Sonoma	Son Co Reg Park	SON110050	17-09-0001	Central Sonoma Valley Trail	In the unincorporated area of Sonoma County: Near City of Sonoma from Larson Park to Flowery Elementary School and along Verano Avenue from Sonoma Creek to Main Street: construct 0.42 miles of a	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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Sonoma	Son Co Reg Park	SON170025	17-09-0001	Joe Rodota Trail Bridge Replacement	Sonoma County: On the Joe Rodota Trail near the City of Sebastopol: Remove and replace two deteriorating bicycle and pedestrian bridges	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Sonoma	Son Co TA	SON150009	17-09-0005	Highway 116/121 Intersection Improvement Project	Sonoma County: Southwest of the City of Sonoma at the intersection of State Routes 116, and 121, and Bonneau Road: Improve intersection	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Sonoma	Son Co TA	SON170009	17-09-0001	Sonoma County - County-Wide SRTS Program	Sonoma County: Countywide: Safe Routes to Schools Education Program in schools, while encouraging schools to lead their own ongoing programs, with a goal of increasing active or shared modes of	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Sonoma	Son Co Transit	SON030005	17-10-0026	Sonoma Co Transit: Preventive Maintenance Program	Sonoma County Transit: Preventive maintenance program for agency fleet.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Sonoma	Son Co Transit	SON150012	17-10-0026	Sonoma County Transit: Replacement CNG Buses	Sonoma County Transit: two vehicles: Replace two 40-foot compressed natural gas (CNG)-fueled buses.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Sonoma	Son Co Transit	SON150013	17-10-0026	Sonoma County Transit: Replace 2006 CNG Buses	Sonoma County Transit: 5 vehicles: Replace five 40-foot CNG-fueled buses.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Sonoma	Son Co Transit	SON170006	17-10-0026	Sonoma County Transit: Replace 2009 CNG Buses	Sonoma County Transit: Three 40-foot CNG-Fueled Buses: Replace with similar buses	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Sonoma	Son Co Transit	SON190007	17-10-0027	Sonoma Co Transit: COVID-19 Emergency Transit Ops	Sonoma County Transit: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of	EXEMPT (40 CFR 93.126) - Emergency relief (23 U.S.C. 125)	2040
Sonoma	Sonoma City	SON170022	17-09-0001	Fryer Creek Pedestrian and Bicycle Bridge	Sonoma: At Newcomb Street over Fryer Creek: Construct a new bicycle and pedestrian bridge and path as well as circulation and accessibility improvements to Newcomb Street and Fryer Creek Drive.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Sonoma	Sonoma County	SON110025	17-10-0024	Replace Hauser Bridge over Gualala River 20C0240	In Sonoma: Bridge No.20C0240,Hauser Road Bridge over over South Fork Gualala River, 5 Mi east of Seaview Road. Replace existing one-lane bridge with a new two-lane bridge	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Sonoma	Sonoma County	SON130010	17-10-0022	Sonoma County Various Streets & Roads Preservation	Sonoma County: Various locations: Rehabilitate pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Sonoma	Sonoma County	SON130015	17-10-0022	Bodega Highway Pavement Rehabilitation	Bodega Hwy: Beginning at the intersection of Sexton Lane and ending at the Sebastopol City Limits: The Project length is approximately 2 miles. The scope of work will includes pavement rehabilitation,	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Sonoma	Sonoma County	SON150011	17-10-0015	Sonoma SRTS High School Pilot	In Sonoma County: Countywide: Safe routes to school high school pilot program to shift mode away from single family vehicular trips to bicycle/pedestrian/carpooling/bussing.	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Sonoma	Sonoma County	SON170010	17-10-0022	Sonoma County - River Road Pavement Rehab	Sonoma County: River Rd from Trenton-Healdsburg Rd to just west of the SMART right-of-way (PM 19.77 to 24.60): Rehabilitation of pavement and striping for bike lanes	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040

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Sonoma	Sonoma County	SON170013	17-10-0022	Rehabilitaiton of Various Roads in Sonoma County	Sonoma County: Various streets and roads: Preserve and rehabilitate pavement and improve pedestrian and bike access	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Sonoma	Sonoma County	SON170014	17-09-0001	Crocker Bridge Bike and Pedestrian Passage	Sonoma County: On existing north piers of Crocker Bridge: Construct a Class 1 bicycle and ped facility	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Sonoma	Windsor	SON130012	17-09-0005	Conde Ln/Johnson St Pedestrian Improvements	In Town of Windsor: At the intersection of Conde Lane and Johnson Street: Realign intersection to eliminate stop signs on Conde Lane. Johnson Street becomes right in and right out only. Add RRFB	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Sonoma	Windsor	SON130013	17-09-0001	Bell Rd/Market St/Windsor River Rd Ped Improvement	In Windsor: At the intersection of Bell Road-Market Street and Windsor River Road: Install a traffic signal and install pedestrian and bicycle signal equipment.	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Sonoma	Windsor	SON170001	17-09-0018	Windsor River Road/Windsor Road Intersection Imps	Windsor: At the Windsor River Road/Windsor Road/SMART intersection: Construct rail crossing safety improvements, multi-use path, pedestrian and vehicle traffic improvements.	EXEMPT (40 CFR 93.126) - Railroad/highway crossing	2020

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# Appendix B

## List of Projects in Amended Plan Bay Area 2040

# List of Projects in Amended Plan Bay Area 2040

Appendix B

RTPID	County/ Sponsor	Title	Description	Complete and Operational By:			Included in the Model?	Referenced in the 2019 TIP
				2020	2030	2040		
17-01-0001	Alameda	Bicycle and Pedestrian Program	Projects in this category are new bicycle (on-street and off-street) and pedestrian facilities, and facilities that connect existing network gaps, including but not limited to projects that would implement these components on the following facilities: Alameda Point Trail, Bay Trail Connections and Gap Closures, East Bay Greenway, Iron Horse Trail Crossing, Union City Boulevard, Pierce Street, Shattuck Avenue, 7th Street Transit Village, Lake Merritt BART, Lakeside Complete Streets, Peralta and MLK Boulevard					Yes
17-01-0002	Alameda	Climate Program: TDM and Emission Reduction Technology	Projects in this category implement strategies and programs that reduce emissions, encourage alternative transportation modes, and manage transportation demand including but not limited to projects such as TDM program implementation, parking management, local area shuttle and paratransit services					Yes
17-01-0003	Alameda	County Safety, Security and Other	Projects in this category address safety, security and other needs, including but not limited to projects such as Central Avenue Overpass, BART Security Program					Yes
17-01-0004	Alameda	Multimodal Streetscape	Projects in this category implement multimodal or complete streets elements, including but not limited to projects such as Grimmer Boulevard Greenway, Telegraph Avenue Complete Streets, West Grand Avenue Complete Streets, Hearst Avenue Compete Streets					Yes
17-01-0005	Alameda	PDA Planning	This category includes planning studies supporting the region's PDA framework and connecting transportation and land use					
17-01-0006	Alameda	Minor Roadway Expansions	This category includes roadway capacity increasing projects (new roadways or widening/extensions of existing roadways) on minor roads such as Clement Avenue, Mariner Square, Mitchell Street, Scarlett Drive, Stoneridge Drive, Kato Road					Yes
17-01-0007	Alameda	Roadway Operations	This category includes projects that improve roadway, intersection, or interchange operations, ITS, as well as other transportation system management					Yes
17-01-0008	Alameda	Minor Transit Improvements	This category includes minor projects that improve or complement existing transit operations including but not limited to projects such as rapid bus service in Alameda Point, the Bernal Park and Ride, Line 51 project completion and capital replacement, Newark Transit Station improvements, and Dumbarton Corridor Area Transportation Improvements					Yes
17-01-0009	Alameda	New Alameda Point Ferry Terminal	Provide for new ferry terminal at Seaplane Lagoon		Yes	Yes	Yes	
17-01-0014	Alameda	I-680 Southbound Express Lanes (SR-237 to SR-84) Upgrades	To upgrade the existing toll system for the I-680 southbound express lane project. Additionally, it would also result in upgrades to the existing pavement for a near continuous access express lanes facility.					
17-01-0015	Alameda	7th Street Grade Separation East	Project replaces the substandard 7th St. roadway & pedestrian underpass at the north end of Railport Oakland Intermodal Yard (RO-IY). The new, depressed roadway allows for new rail crossings to improve connections to the future OHIT IY and project completes a missing segment of the Bay Trail.					Yes
17-01-0016	Alameda	Oakland Army Base transportation infrastructure improvements	Constructs public improvements for trade, logistics and ancillary maritime services that promote cleaner modes of transportation, efficient goods movement, congestion relief on countywide freight corridors, new jobs, and fulfills a mandate to reduce truck trips through the West Oakland community.					Yes
17-01-0017	Alameda	Outer Harbor Intermodal Terminal (OHIT) Phases 2 and 3	OHIT consists of 3 phases. Phase 1, for the lead, support and manifest tracks, is under construction. Phase 2 has two intermodal tracks; Phase 3 has six intermodal tracks and electric cranes. The Project enables a shift of cargo from truck to rail to maximize the Port's operational potential.					
17-01-0018	Alameda	7th Street Grade Separation West	The Project creates a new elevated intersection at 7th & Maritime Streets, and provides new rail access between the Oakland Army Base and the Oakland International Gateway. The Project shifts cargo from truck to rail, reduces truck congestion and emissions, and improves public access.					
17-01-0019	Alameda	I-580 Integrated Corridor Mobility (ICM)	This project implements multiple traffic operation systems and strategies that will address the challenges of traffic congestion in the corridor. The project will install new and upgrade existing corridor management elements along Interstate 580. Full ICM depends on extending North Canyons Parkway to Dublin Boulevard (RTPID 17-01-0048)		Yes	Yes	Yes	
17-01-0020	Alameda	SR-262 Mission Boulevard Cross Connector Improvements	This project will increase mobility between I-680 and I-880 by widening Mission to 3 lanes in each direction throughout the I-680 interchange, rebuild the NB and SB 680 on and off ramps, and potentially grade separate Mission Blvd. from Mohave Dr. and Warm Springs Blvd.		Yes	Yes	Yes	Yes
17-01-0021	Alameda	I-880 Whipple Road Interchange Improvements	Full interchange improvements at Whipple Road/I-880, including northbound off-ramp, surface street improvements and realignment		Yes	Yes	Yes	Yes

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17-01-0022	Alameda	Outer Harbor Turning Basin	The project will upgrade the existing Outer Harbor Turning Basin (OHTB) at the Port of Oakland from 1,650' to 1,920' in diameter to handle ships up to 1.320' long.					Yes
17-01-0023	Alameda	I-880 Industrial Parkway Interchange Reconstruction	Reconstruct the I-880/Industrial Parkway interchange to provide a northbound off-ramp and a southbound HOV bypass lane on the southbound loop off-ramp. Reconstruct the bridge over I-880.		Yes	Yes	Yes	Yes
17-01-0024	Alameda	I-880 A Street Interchange Reconstruction	Reconstruct interchange to widen A Street from 5 lanes to 6 lanes and add bike lanes, and provide additional lane capacity for potential future freeway widening. Project also involves modifying signals and reconfiguring intersections to improve truck-turning maneuvers.		Yes	Yes	Yes	Yes
17-01-0025	Alameda	Oakland International Airport Perimeter Dike	This project will upgrade and improve the 4.5 mile long dike protecting OAK, terminal and other facilities, roadways, transit services & trails connecting Alameda and San Leandro. Includes seismic stabilization, FEMA compliance, and protection against climate change and sea level rise.					
17-01-0026	Alameda	Minor Freight Improvements Programmatic	This program includes projects that improve freight operations and reduce impacts of freight activity. This includes but is not limited to railroad quiet zones, multimodal safety projects at crossings, freight corridor upgrades, ITS improvements, terminal lighting, seismic monitoring, rail connections between Oakland and Niles Subdivisions, truck parking facilities, rail platforms, and other projects that would implement the Alameda CTC Goods Movement plan.					Yes
17-01-0027	Alameda	Middle Harbor Road Improvements	This project identifies & implements solutions to the traffic circulation issues on Middle Harbor Rd. Solutions may include dedicated queue or turn lanes, signalization, and relocation or reconfiguration of terminal gates and recommendations for Adeline St. Bridge reconfiguration as appropriate.					
17-01-0028	Alameda	I-580/I-680 Interchange: Project Development and Phase 1 Short-term Operational Improvements	Improve capacity, operations and safety at the interchange, primarily in the westbound direction approaching the interchange. This project includes the Phase 1 short-term operational improvements.		Yes	Yes	Yes	Yes
17-01-0029	Alameda	SR-84/I-680 Interchange Improvements and SR-84 Widening	Construct interchange improvements for the Route 84/I-680 Interchange, widen Route 84 from Pigeon Pass to I-680 and construct aux lanes on I-680 between Andrade and Route 84.		Yes	Yes	Yes	Yes
17-01-0030	Alameda	I-880 Broadway/Jackson Interchange Improvements	The project proposes to improve connectivity between I-880/I-980 and Alameda and Oakland. Improvements include reconfiguration of existing ramps, demolition of existing ones, and construction of new ramps.		Yes	Yes	Yes	Yes
17-01-0031	Alameda	I-880 at 23rd/29th Avenue Interchange Improvements	Provide improvements to NB I-880 at 23rd and 29th Avenue interchange by improving the freeway on- and off-ramp geometrics, replacing the overcrossings, and modifying local streets, landscape enhancement, and construction of a soundwall.	Yes	Yes	Yes	Yes	Yes
17-01-0032	Alameda	SR-84 Widening (Ruby Hill Drive to Concannon Boulevard)	The Route Expressway - South Segment involves widening a 2.4 mile section of SR 84 (Isabel Ave) from Ruby Hill Drive to Concannon Boulevard from two lanes to four lanes.	Yes	Yes	Yes	Yes	Yes
17-01-0033	Alameda	I-580 Vasco Road Interchange Improvements	Modify I-580/Vasco Rd interchange. Widen I-580 overcrossing and add new loop ramp in southwest quadrant. Includes widening Vasco Road to 8 lanes between Northfront Road and Las Positas Road and other local roadway improvements.		Yes	Yes	Yes	
17-01-0034	Alameda	I-580 Greenville Road Interchange Improvements	Construct a new interchange at I-580/Greenville Road to replace the existing interchange. Project will include widening the undercrossing to provide six lanes, and constructing ramps to achieve a modified partial cloverleaf interchange design.		Yes	Yes	Yes	
17-01-0035	Alameda	I-580 First Street Interchange Improvements	Reconstruct and modify the I-580/First Street interchange into partial cloverleaf design with 6-lanes on First Street over I-580.		Yes	Yes	Yes	
17-01-0036	Alameda	SR-92/Clawiter Road/Whitesell Street Interchange Improvements	The project would reconstruct the SR-92/Clawiter Rd interchange to create the SR-92/Whitesell St interchange, addressing truck traffic access needs by: reconfiguring Clawiter/SR 92 interchange, creating new access to SR 92 at Whitesell St, and consolidating access for these two local roads.		Yes	Yes	Yes	Yes
17-01-0037	Alameda	Ashby I-80 Interchange with Bicycle and Pedestrian Ramps	Reconstruct the Ashby Avenue interchange, including construction of a new bridge to replace existing bridges, a roundabout interchange, and bicycle/pedestrian access over the I-80 freeway at the Ashby-Shellmound interchange.					Yes
17-01-0038	Alameda	I-580 Interchange Improvement at Hacienda/Fallon Road - Phase 2	1-580/Fallon Rd I/C Improvements (Phase 2): Reconstruct overcrossing to add lanes I-580 Hacienda Dr I/C Improvements: Reconstruct overcrossing to add lanes		Yes	Yes	Yes	Yes
17-01-0039	Alameda	I-580 SR-84/Isabel Interchange Improvements Phase 2	Complete ultimate improvements at I-580/Isabel/State Route 84 Interchange to provide 6-lanes over I-580 at the Isabel/State Route 84 Interchange and 4-lanes over I-580 at the Portola Avenue flyover.		Yes	Yes	Yes	

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17-01-0040	Alameda	I-80 Gilman Street Interchange Improvements	The proposed project is located in northwest Berkeley and will reconfigure the I-80/Gilman interchange. The limits for the freeway and ramp traffic operations would include I-80 from east of Buchanan Street to west of University Avenue.					Yes
17-01-0041	Alameda	I-880 Winton Avenue Interchange Improvements	This project proposes to modify the existing Winton Avenue/I-880 cloverleaf interchange to a partial cloverleaf interchange, implement Complete Street per Caltrans HDM and provide direct access to Southland Mall.		Yes	Yes	Yes	Yes
17-01-0042	Alameda	I-680 Overcrossing Widening and Improvements (at Stoneridge Drive)	Widen Stoneridge Drive overcrossing at I-680 constructing third westbound lane		Yes	Yes	Yes	
17-01-0043	Alameda	42nd Ave & High St Access Improvement at I-880 On/Off Ramp	Adjacent I-880/High St, project will widen and extend existing local roads; improve vehicles level of service, pedestrian & ADA accessibility, access to ramps/Alameda; expand the region's bike route; eliminate circuitous traffic and congestion near I-880, promote redevelopment in the Estuary Area.	Yes	Yes	Yes	Yes	Yes
17-01-0044	Alameda	I-680 Sunol Interchange Modification	Signalize Sunol @ I-680 Interchange ramps and widen Southbound on ramp	Yes	Yes	Yes	Yes	
17-01-0045	Alameda	Santa Rita Road I-580 Overcrossing Widening	Widen Southbound Santa Rita Road overcrossing at I-580 constructing third southbound through lane at Pimlico Drive and second on ramp lane to I-580 eastbound.		Yes	Yes	Yes	
17-01-0046	Alameda	Coliseum City Transit Hub	The project is a consolidated multi-modal transit hub at the existing Coliseum BART station and Amtrak Station for patrons of the future Coliseum City Transit-Oriented Development. Includes pedestrian concourse and replacement for 1000 BART parking spaces which may be shared with other uses.					
17-01-0047	Alameda	I-880 to Mission Boulevard East-West Connector	Improved east-west connection between I-880 and Route 238 (Mission Blvd.) comprised of a combination of new roadways along preserved ROW and improvements to existing roadways and intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Mission Boulevard.		Yes	Yes	Yes	Yes
17-01-0048	Alameda	Dublin Boulevard - North Canyons Parkway Extension	This project will update the currently planned project by incorporating multimodal travel, and construct the street extension to connect Dublin Blvd. in Dublin with North Canyons Parkway in Livermore at Doolan Road. The existing RTP project lacks the current State, regional, and local priorities. This project was carried forward from RTPIDs 21473, 240392.		Yes	Yes	Yes	Yes
17-01-0049	Alameda	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project	Replace the existing vehicular bridge with one structure that can provide the only Lifeline access from Alameda. Provide dedicated transit lanes, bike lanes, median and sidewalks.					
17-01-0050	Alameda	SR-84 Mowry Avenue Widening (Peralta Blvd to Mission Blvd)	Widen Mowry Ave from Peralta Blvd to Mission Blvd (State Route 84) from two to four lanes and install bike lanes and sidewalks on both sides of the street.		Yes	Yes	Yes	
17-01-0051	Alameda	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	This project will widen Tassajara Road from existing 2 lanes to 4 lanes between N/ Dublin Ranch Drive to City limit with C C County. It would add new bike lanes, construct/upgrade bus stops, and add missing sidewalks, ADA ramps, curb and gutter. Traffic signals will be upgraded.		Yes	Yes	Yes	
17-01-0052	Alameda	Auto Mall Parkway Widening and Improvements	Widen Auto Mall Parkway from four lanes to six lanes between I880 and I680 including intersection improvements and widening of the Auto Mall bridge over UPRR.		Yes	Yes	Yes	
17-01-0053	Alameda	Dougherty Road Widening	This project will complete 1.83 mile of widening of Dougherty Rd. from 4 lanes to 6 lanes from Dublin Blvd. to the county line. Some of the improvements include; class II bike lanes, landscaped median islands, street lighting, traffic signal modifications, and 1.4 miles of Bike/Ped. Class I trail.	Yes	Yes	Yes	Yes	Yes
17-01-0054	Alameda	Union City Boulevard Widening (Whipple to City Limit)	Widen Union City Boulevard to three travel lanes in each direction from Whipple Road to the City limits with Hayward.		Yes	Yes	Yes	
17-01-0055	Alameda	SR-84 Peralta Boulevard Widening (Fremont Blvd to Mowry Ave)	This project will widen Peralta Blvd (State Route 84) to four lanes with continuous bike lanes and sidewalks on both sides of the road from Fremont Blvd to Mowry Ave.		Yes	Yes	Yes	
17-01-0056	Alameda	Thornton Avenue Widening (Gateway Boulevard to Hickory Street)	The project will widen this undivided two-lane section of Thornton Avenue to a four-lane divided arterial street.		Yes	Yes	Yes	
17-01-0057	Alameda	Dublin Boulevard Widening - Sierra Court to Dublin Court	This project proposes to widen Dublin Boulevard from Sierra Court to Dublin Court in the westbound direction from two to three lanes in the City of Dublin. This project also includes the construction of Class II bike lanes.	Yes	Yes	Yes	Yes	Yes
17-01-0058	Alameda	Irvington BART Station	Construct a new BART station in Irvington PDA in Fremont on Osgood Road near Washington Boulevard as called for in the 2014 Alameda County Transportation Expenditure Plan		Yes	Yes	Yes	
17-01-0059	Alameda	Union City Intermodal Station Phase 4	Phase 4 is an at grade intermodal station to serve both AMTRAK, ACE and future Dumbarton Rail with elevated tracks and passengers platforms.					

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17-01-0060	Alameda	East Bay BRT	A 9.5 mile BRT line from downtown Oakland to the San Leandro BART station on International Blvd and East 14th St. with 80% dedicated lanes; 27 new hybrid buses; 34 level-boarding platform stations; real time arrival information; and transit signal priority. It also includes parking mitigations.	Yes	Yes	Yes	Yes	Yes
17-01-0061	Alameda	Ralph Appezato Memorial Parkway BRT	To create BRT infrastructure between Webster Street and the Alameda Point PDA, connecting future residents and workers on the former base (as well as existing Alameda residents) to downtown Oakland and BART via Webster Street Tube. The BRT's Alameda term	Yes	Yes	Yes	Yes	
17-01-0062	Alameda	BART to Livermore/ACE Project Development and Construction Reserve	BART is preparing a project-level Environmental Impact Report evaluating five alternatives for the BART to Livermore Extension Project. BART extension to Isabel Avenue, DMU/EMU to Isabel Avenue, Express Bus/BRT, Enhanced Bus, and No-build.					
17-01-0063	Alameda	Broadway Shuttle Expansion	Planning and environmental analysis of the Broadway Shuttle Expansion project which seeks to extend the shuttle route and service hours, and upgrade the project to an Enhanced Bus or Electric Streetcar line to enhance transit circulation and mobility, and catalyze mixed-use TOD and economic develop					
17-01-0064	Alameda	Additional Local Road Preservation/Rehab	Additional funding for local streets and roads maintenance in Oakland from the City of Oakland Measure KK (Nov. 2016 ballot measure)					Yes
17-02-0001	Contra Costa	Access and Mobility Program	This category includes projects that improve access and mobility for people with disabilities, low-income residents, and seniors, such as West County Low-Income School Bus Program, paratransit through Contra Costa County, information and outreach projects, dial-a-ride, guaranteed ride home, non-operational transit capital enhancements (i.e. bus shelters), local shuttles, lighting and security projects, and discounted transit passes.					Yes
17-02-0002	Contra Costa	Innovative Transportation Technology	This category includes projects that would implement technological advances for transportation such as connected vehicle, autonomous vehicle, and other innovations.					
17-02-0003	Contra Costa	Bicycle and Pedestrian Program	Projects in this category are new bicycle (on-street and off-street) and pedestrian facilities, and facilities that connect existing network gaps, such as Lamorinda Bicycle and Pedestrian Program, Wildcat Creek Trail, and Contra Costa County's Safe Routes to School Program					Yes
17-02-0004	Contra Costa	County Safety, Security and Other	Projects in this category address safety, security and other needs such as Lone Tree Way Undercrossing, Marsh Creek Road Curve Realignment, Cutting/Carlson grade crossing improvements, San Pablo Avenue overcrossing, Vasco Road safety improvement, and Viera Avenue Realignment					Yes
17-02-0005	Contra Costa	Multimodal Streetscape	Projects in this category implement complete streets improvements to roadways throughout Contra Costa County, such as on San Pablo Avenue, near the Del Norte and Concord BART stations, and in PDAs.					Yes
17-02-0007	Contra Costa	Minor Roadway Expansions	Funds future widening and extensions of non-regionally significant roadways such as John Muir Parkway, Slatten Ranch Road, James Donlon Blvd, Hillcrest Avenue, Sand Creek Road, San Jose Avenue and other roads throughout Contra Costa County					Yes
17-02-0008	Contra Costa	Roadway Operations	Projects in this category improve roadway operations through technology and management systems on roads throughout Contra Costa County such as Clayton Road, Treat Boulevard, Contra Costa Boulevard, St. Mary's Road, Alhambra Avenue, Mt. Diablo Boulevard, roads in downtown Lafayette and Gateway/Lamorinda Traffic Program					Yes
17-02-0009	Contra Costa	Minor Transit Improvements	Projects in this category improve or complement existing transit operations through rolling stock, park and ride lots, express bus service expansion, technology upgrades, bus transit preferential measures, eBART support service and school bus programs					Yes
17-02-0010	Contra Costa	SR4 Integrated Corridor Mobility	SR4 Integrated Corridor Mobility from I-80 to SR160, including adaptive ramp metering, advanced traveler information, arterial management system, freeway management system, connected vehicle applications		Yes	Yes	Yes	Yes
17-02-0011	Contra Costa	I-80 ICM Project Operations and Maintenance	I-80 Integrated Corridor Mobility (ICM) Project Operations and Management - Local Portion - Maintenance in Contra Costa; This project will implement Adaptive Ramp Metering (ARM) and Active Traffic Management (ATM) strategies will be employed to reduction congestion and provide incident management capabilities.	Yes	Yes	Yes	Yes	
17-02-0012	Contra Costa	I-680 Northbound Managed Lane Completion through 680/24 and Operational Improvements between N. Main and Treat Blvd	I-680 carpool lane completion thru 680/24 interchange and operational Improvements between N. Main and Treat Blvd		Yes	Yes	Yes	Yes



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17-02-0013	Contra Costa	I-680 Northbound HOV lane extension between N. Main and SR-242	Provides an HOV lane in the northbound direction between N. Main and SR242, which will shorten a gap in the HOV network which currently exists between Livorna and SR242.		Yes	Yes	Yes	
17-02-0014	Contra Costa	Kirker Pass Road Northbound Truck Climbing Lane, Clearbrook Drive to Crest of Kirker Pass Road	This project will add NB truck climbing lane from Clearbrook Drive in the City of Concord to a point 1,000 beyond the crest of Kirker Pass Road. The addition will include a 12-foot dedicated truck climbing lane and a Class II bike lane within an 8-foot paved shoulder.	Yes	Yes	Yes	Yes	Yes
17-02-0015	Contra Costa	Vasco Road Byron Highway Connector Road	New road between Vasco Road and Byron Highway that increases access to the Byron Airport. Road will be 1 lane per direction with at grade intersections at both end. Project is formerly named: SR-239: Airport Connector			Yes	Yes	Yes
17-02-0016	Contra Costa	Construct SR 242/Clayton Road on and off-ramps	Construct on and off-ramp for SR 242 at Clayton Road		Yes	Yes	Yes	Yes
17-02-0017	Contra Costa	SR-239 Feasibility Studies and Project Development	Environmental and design study to construct a new State Route connecting SR4 to Interstates 205/580 near Tracy. Route alignment is not yet defined.					Yes
17-02-0019	Contra Costa	I-680/SR4 Interchange Improvements - Phases 1-3	Improve I-680/SR4 interchange by implementing: direct connectors for NB I-680 to WB SR4 (Ph1) & WB SR4 to SB I-680 (Ph2), & widening SR4 btw SR242 & Morello from 2 to 3 lanes per direction (Ph3). The 2-lane direct connectors will replace a single lane loop ramp & a single lane diagonal ramp, respectively.		Yes	Yes	Yes	Yes
17-02-0020	Contra Costa	SR-4 Operational Improvements - Initial Phases	Various operational improvements on SR-4 between SR-242 and Bailey Road, including adding auxiliary lanes in strategic locations along this corridor		Yes	Yes	Yes	Yes
17-02-0021	Contra Costa	Reconstruct I-80/San Pablo Dam Road Interchange	Phase 1 includes relocating El Portal Dr. on-ramp to WB I-80 to the north, extending the auxiliary lane along WB I-80 between San Pablo Dam Rd off-ramp and El Portal Dr on-ramp, and reconstructing the Riverside Ave pedestrian overcrossing. Phase 2 includes modifications to McBryde and SPDR I/C & Includes provisions for bicyclists and pedestrians on San Pablo Dam Rd.		Yes	Yes	Yes	Yes
17-02-0022	Contra Costa	I-680 Southbound HOV Lane between N. Main and Livorna	Through the I-680/SR 24 Interchange, this project adds an HOV lane on I-680 SB, through minor widening and restriping to narrower lanes. Existing number of mixed flow lanes will be kept the same.	Yes	Yes	Yes	Yes	Yes
17-02-0023	Contra Costa	State Route 4 Widening and Balfour Road IC Construction	Construct SR4 Bypass interchange at Balfour Rd and Widen SR4 from 2 to 4 lanes.	Yes	Yes	Yes	Yes	
17-02-0024	Contra Costa	I-80/SR-4 Interchange Improvements - New Eastbound Willow Avenue Ramps	New SR4 eastbound offramp and onramp at Willow north of Palm Avenue and removal of Willow Hook Ramps		Yes	Yes	Yes	
17-02-0026	Contra Costa	I-80/Central Avenue Interchange Modification - Phases 1 & 2	Construct new signals and changeable message signs to redirect I-80 westbound on-ramp traffic during weekend peak periods to I-580, connect Pierce Street to San Mateo Street to relocate the traffic signal at Pierce Street/Central Avenue to the San Mateo Street/Central Avenue intersection, and construct other necessary improvements.		Yes	Yes	Yes	Yes
17-02-0027	Contra Costa	Construct Additional Auxiliary Lanes on I-680 - South of I-680/SR-24 Interchange	Additional I-680 NB and SB auxiliary lanes south of I-680/SR 24 Interchange, including the following locations: Alcosta Road to Bollinger Canyon Road; El Cerro Blvd to El Pintado Road; El Pintado Road to Stone Valley Road; Stone Valley Road to Livorna Road; and Livorna Road to Rudgear Road.	Yes	Yes	Yes	Yes	
17-02-0028	Contra Costa	I-80 Eastbound and Westbound Pinole Valley Road On-ramp Improvement	Improve conditions for merging onto the I-80 mainline from the eastbound and westbound Pinole Valley Road on-ramps to address vehicles accelerating uphill after stopping at ramp meter.		Yes	Yes	Yes	
17-02-0029	Contra Costa	Eastbound SR-24: Construct Auxiliary Lane, Wilder Road to Camino Pablo	Construct auxiliary lane along eastbound Highway 24 from on-ramp at Wilder Road to downtown Orinda off-ramp at Moraga Way/Camino Pablo/Brookwood Road		Yes	Yes	Yes	
17-02-0030	Contra Costa	Widen Brentwood Boulevard - Havenwood Way to north city limit; and Chestnut to Fir	Project would widen Lone Tree Way from 2 to 4 lanes for approximately 2400 linear feet. It also includes bike lanes, median islands, curb, gutter, sidewalk street lights and landscaping.		Yes	Yes	Yes	Yes
17-02-0031	Contra Costa	Widen Willow Pass Road, Lynwood Drive to SR 4	Widen Willow Pass Road from Lynwood Drive to State Route 4 from two lanes to four lanes and implement Complete Streets Improvements		Yes	Yes	Yes	
17-02-0032	Contra Costa	Widen Ygnacio Valley Road-Kirker Pass Road, Cowell to Michigan	Widen Ygnacio Valley Road from Michigan Blvd to Cowell Road from four lanes to six lanes and implement Complete Streets improvements		Yes	Yes	Yes	Yes
17-02-0033	Contra Costa	Widen Camino Tassajara Road, Windemere to County Line	Widen Camino Tassajara Road from 2-lanes to 4-lanes, including 8-foot paved shoulders and Class II bike lanes in both directions from Windemere Parkway to the Alameda/Contra Costa County Line.		Yes	Yes	Yes	Yes



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17-02-0034	Contra Costa	West Leland Road Extension	Construct new 4-lane arterial roadway with raised median, class 2 bike lanes, and sidewalks from San Marco Boulevard to Willow Pass Road, with a design speed of 55 mph.	Yes	Yes	Yes	Yes	
17-02-0035	Contra Costa	Lone Tree Way Widening	Widen Lone Tree Way to 4-lanes in order to match section west of O'Hara Avenue.		Yes	Yes	Yes	Yes
17-02-0036	Contra Costa	Pittsburg-Antioch Highway Widening	Widen existing 2-lane arterial roadway to 4-lane arterial with turning lanes at appropriate locations.	Yes	Yes	Yes	Yes	
17-02-0037	Contra Costa	Widen Main St, SR 160 to Big Break Rd	Widen Main Street from Highway 160 to Big Break Road from 4 lanes to 6 lanes.		Yes	Yes	Yes	
17-02-0038	Contra Costa	Main Street Bypass	Construct Main Street Downtown Bypass road between Vintage Parkway and 2nd Street.	Yes	Yes	Yes	Yes	
17-02-0039	Contra Costa	Hercules Train Station - All Phases	Implement all phases of the Hercules Train Station including extending John Muir Parkway with box culvert over North Channel and Bayfront Boulevard with bridge over Refugio Creek, eliminating gap in the Bay Trail West Segment by installing new trail connecting to new rail station, relocating fuel oil & fiber optic lines, constructing transit loop promenade and civic plaza, constructing parking structure, and conducting track/signal work		Yes	Yes	Yes	Yes
17-02-0040	Contra Costa	Martinez Intermodal Project: Phase 3	Constructs Martinez Intermodal Station (Phase 3), which includes an additional 425 spaces and auto/ped bridges (on top of planned 200 interim spaces).					
17-02-0041	Contra Costa	Privately Run Ferry Service including Small-Scale (non-WETA complying) Landside Improvements from Antioch, Martinez, and Hercules to San Francisco	Implement new ferry service from Antioch, Martinez, and Hercules to San Francisco. Project cost includes landside improvements and privately run ferry service, which would be provided at a lower cost than standard WETA service. Ferry service is only included in the Plan from 2020 to 2035.	Yes	Yes		Yes	
17-02-0042	Contra Costa	Richmond-San Francisco Ferry Service	Implements ferry service from Richmond to San Francisco as identified in the Water Transit Authority's Implementation and Operations Plan.	Yes	Yes	Yes	Yes	Yes
17-02-0043	Contra Costa	BART Capacity, Access and Parking Improvements	Includes projects that improve BART station capacity and implement access and parking improvement at Contra Costa BART station					Yes
17-02-0044	Contra Costa	Landside Improvements for Richmond Ferry Service	Construct landside improvements for Richmond ferry service, including expanded parking.					
17-02-0045	Contra Costa	El Cerrito del Norte BART Station Modernization, Phase 1	Project will provide improvements including, but not limited to: expansion of the paid area of the station, including a new station agent booth and new fare gates new elevators and stairwells within the paid area providing access to the platform new passenger restrooms, new public art installations					
17-02-0046	Contra Costa	Civic Center Railroad Platform Park & Ride Complex	The proposed project is the construction of an approximately 800-foot train platform along the San Joaquin Service line, which would be located north of Main Street in Oakley, between 2nd Street and O'Hara Avenue. Approximately 300 surface parking spaces, distributed in two parking lots to avoid one large surface lot off Main Street, will be included to support Park & Ride activities as well as future train riders.		Yes	Yes	Yes	Yes
17-02-0047	Contra Costa	East County Rail Extension (eBART), Phase 1	Construction of rail extension eastward from Pittsburg-Bay Point BART station with Phase 1 terminus at Hillcrest Avenue in Antioch.	Yes	Yes	Yes	Yes	Yes
17-02-0049	Contra Costa	West County High Capacity Transit Investment Study Implementation - Phase 1	Environmental, engineering and initial implementation work associated with the recommendations from the study.					
17-02-0050	Contra Costa	Brentwood Intermodal Transit Center	This project is a PNR facility in the City of Brentwood providing a transit connection to the current eBART terminus in Antioch. Tri-Delta transit would provide direct bus service from this facility which could serve as a future eBART station site in the future.		Yes	Yes	Yes	
17-02-0051	Contra Costa	I-680 Transit Improvements including Express Bus Service, ITS components, and Park & Ride Lots	I-680 Transit Improvements including Express Bus Service, ITS components, and Park & Ride Lots along the I-680 corridor from Dublin to Martinez		Yes	Yes	Yes	Yes
17-02-0052	Contra Costa	Widen San Ramon Valley Boulevard from 2 to 4 lanes - Jewel Terrace to Podva Road	Widen San Ramon Valley Boulevard from 2 to 4 lanes - Jewel Terrace to Podva Road	Yes	Yes	Yes	Yes	Yes
17-03-0001	Marin	Bicycle and Pedestrian Program	Projects in this category are new bicycle (on-street and off-street) and pedestrian facilities, and facilities that connect existing network gaps throughout Marin County					Yes

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17-03-0002	Marin	Climate Program: TDM and Emission Reduction Technology	Projects in this category implement strategies and programs that reduce emissions, encourage alternative transportation modes, and manage transportation demand including but not limited to projects such as TDM program implementation, parking management, local area shuttle and paratransit services					
17-03-0003	Marin	County Safety, Security and Other	Projects in this category address safety and security needs including safe routes to school and coastal flood mitigation projects					Yes
17-03-0004	Marin	Roadway Operations	Projects in this category improve roadway operations through technology and management systems on roads throughout Marin County including Sir Francis Drake and other local corridor enhancements					
17-03-0005	Marin	Minor Transit Improvements	Projects in this category improve or complement existing transit operations through transit management systems, bus maintenance facility relocation, local bus and ferry service expansion, countywide bus stop improvements and access improvements to SMART stations, among other bus transit capital and facility projects					Yes
17-03-0006	Marin	Implement Marin Sonoma Narrows HOV Lane and corridor improvements Phase 2 (Marin County)	Extend US 101 HOV lane from Atherton Avenue to Marin/Sonoma County line in the northbound direction and from Rowland Boulevard to Marin/Sonoma County line in southbound direction. This project will complete the HOV lane system in Marin County from Richardson Bay Bridge to Marin/Sonoma County line.		Yes	Yes	Yes	Yes
17-03-0007	Marin	US 101/580 Interchange Direct Connector - PAED	Study, design and connection for a two lane direct connector northbound US 101 to eastbound HWY 580. The project would entail PSR, PAED and construction of a direct freeway to freeway interchange instead of local arterials. Study includes 580 westbound to south US 101.					
17-03-0008	Marin	Tiburon East Blithedale Interchange - PAED	Planning and environmental assessment of alternatives to improve the US 101/Tiburon Boulevard interchange					
17-03-0009	Marin	Access Improvements to Richmond San Rafael Bridge	Shift eastbound lane reduction 1,000 feet to the east on SFD and Improve shoulders from Larkspur Landing Circle to Anderson Drive. Improve bicycle access from Anderson Drive to Main Street. Add additional thru capacity at Bellam Boulevard off ramp from northbound 101 eastbound Interstate 580. Widen northbound Bellam off-ramp from US 101 to two lanes.	Yes	Yes	Yes	Yes	
17-03-0010	Marin	Highway Improvement Studies	Operational and capacity enhancement studies to address safety, sea level rise, and congestion on US 101, HWY 1 and HWY 37. primarily focused on Interchange and ramp modifications as well as mainline improvements. PSRs level studies are funded, PAED and advanced outreach flexibility.					
17-03-0011	Marin	Widen Novato Boulevard between Diablo Avenue and Grant Avenue	Widen Novato Blvd. between Diablo Ave. and Grant Ave. to accommodate future growth and enable roadway system to operate safely and efficiently, per City's General Plan.		Yes	Yes	Yes	Yes
17-03-0012	Marin	Sir Francis Drake Boulevard/Red Hill Avenue/Center Boulevard (known as "The Hub") - project development	Alternatives analysis, environmental and design of interchange improvements to this congested intersection. This study will include the study of a potential roundabout and improvements to this major arterial.					
17-03-0013	Marin	San Rafael Transit Center (SRTC) Relocation Project	This project involves the full or partial relocation of the Bettini Transit Center/San Rafael Transit Center (SRTC). Relocating the existing transit center is necessary because SMART rail bi-sects the transit center, which eliminates one existing bus platform and renders the remaining platforms of the transit service unusable in whole or in part.					Yes
17-03-0014	Marin	Larkspur Ferry Terminal Parking Garage - Planning Study	This project would provide environmental, design, engineering and construction of a parking garage to augment existing inadequate parking at the Larkspur Ferry Terminal (LFT) and improve parking, traffic and pedestrian circulation around and within LFT. The parking garage would increase parking capacity from by approximately 36%, from 1,800 to 2,450 parking spaces.					Yes
17-03-0015	Marin	SMART Downtown San Rafael to Larkspur Rail Extension	Extend rail from Downtown San Rafael 2.2 miles to Larkspur SMART Station.	Yes	Yes	Yes	Yes	Yes
17-03-0016	Marin	Multimodal Streetscape	Projects in this category implement multimodal or complete streets elements					Yes
17-04-0001	Napa	Bicycle and Pedestrian Program	Countywide bicycle network expansion, countywide bicycle network maintenance & rehabilitation, countywide pedestrian network enhancements, maintenance, rehabilitation and expansion. Also, includes countywide SRTS infrastructure and non-infrastructure projects/programs.					Yes
17-04-0002	Napa	County Safety, Security and Other	Railroad crossing safety upgrades, corridor and Safety Improvements					Yes
17-04-0003	Napa	Multimodal Streetscape	Complete streets implementation and street reconstruction.					Yes

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17-04-0004	Napa	Minor Roadway Expansions	Additional road capacity and extensions including bridge construction throughout Napa County and including along Devlin Road and Eucalyptus Drive					Yes
17-04-0005	Napa	Roadway Operations	Intersection improvements and modifications, roadway capacity enhancements, including SR 221 and Soscol Avenue, and other City of Napa intersection improvements					Yes
17-04-0006	Napa	Minor Transit Improvements	Enhanced and expanded transit services, improved commuter amenities, Vine transit maintenance and fueling station, transit fleet expansion, new transit and vehicle technology, improved signage and enhanced transit stops.					Yes
17-04-0007	Napa	Countywide Intelligent Transportation Systems Program	Technology and signalization integration, coordination and improvements.					
17-04-0008	Napa	State Route 29 Improvements	Construct SR29 to a 6-lane Parkway with improved conditions for all travel modes from Napa Junction Road to South Kelly Road and increase capacity in SR-29 from 4 lanes to 6 lanes in unincorporated Napa County, between South Kelly Road and SR 12 Jameson Canyon Road, as well as other operational and intersection improvements along the SR 29 corridor countywide.		Yes	Yes	Yes	
17-04-0009	Napa	Soscol Junction	Improvements at SR-29/SR-221/ Soscol Ferry Road.					Yes
17-04-0010	Napa	SR29 Gateway	Construct SR29 to 6-lanes for cars and improved conditions for other travel modes from American Canyon Road to Napa Junction Road		Yes	Yes	Yes	
17-05-0001	San Francisco	Bicycle and Pedestrian Program	Projects in this category are new bicycle (on-street and off-street) and pedestrian facilities, and facilities that connect existing network gaps, including Second Street Complete Streets project					Yes
17-05-0002	San Francisco	Climate Program: TDM and Emission Reduction Technology	Projects in this category implement strategies and programs that reduce emissions, encourage alternative transportation modes, and manage transportation demand including but not limited to projects such as TDM program implementation, parking management, local area shuttle and paratransit services					Yes
17-05-0003	San Francisco	County Safety, Security and Other	Projects in this category address safety and security needs including Vision Zero improvements at ramps, local road safety and security, India Basin roadway transportation improvements, and transit safety and security					Yes
17-05-0004	San Francisco	Multimodal Streetscape	Projects in this category implement multimodal or complete streets elements in San Francisco					Yes
17-05-0005	San Francisco	PDA Planning	This category includes planning studies supporting the region's PDA framework and connecting transportation and land use					
17-05-0007	San Francisco	Transit Preservation/Rehabilitation	This project provides additional funding to transit capital preservation and rehabilitation beyond what is included in the regional transit capital project (RTPID 17-10-0026)					
17-05-0008	San Francisco	Minor Roadway Expansions	This project implements roadway capacity changes to minor roads throughout San Francisco including Transit Center District Plan, Transbay Redevelopment Plan Street Network, Balboa Reservoir Street Network, Central SoMa Plan Network Changes, Central Waterfront/Pier 70 Street Network, Harney Way, HOPE SF Street Networks, Mission Bay, Mission Rock, Parkmerced, Schlage Lock, Treasure Island, Bayview, Rincon Hill, and along the Great Highway					Yes
17-05-0009	San Francisco	Roadway Operations	This project includes local road intersection improvements					Yes
17-05-0010	San Francisco	Minor Transit Improvements	This project includes the transit performance initiative, transit management systems, minor transit improvements, Muni fare programs, maintenance facility projects, and transit preferential improvements					Yes
17-05-0011	San Francisco	San Francisco Late Night Transportation Improvements	New routes and increased frequency for all-night regional and local bus service, including Muni, AC Transit, Golden Gate Transit, and SamTrans routes. This is a pilot for 5 years.				Yes	
17-05-0012	San Francisco	SFgo Integrated Transportation Management System	SFgo™ is San Francisco's Citywide ITS program. It identifies signalized and non-signalized intersections located along arterials and the Muni transit system and prioritizes them for ITS upgrades, such as controllers, cabinets, transit signal priority, fiber optic or wireless communications, traffic cameras, and variable message signs. Also improves arterial safety and pedestrian safety.					

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17-05-0013	San Francisco	Expand SFMTA Transit Fleet	This project entails future expansion of the SFMTA transit fleet and needed facilities to house and maintain transit vehicles. The purpose is to meet projected future transit demand, as indicated in the SFMTA Transit Fleet Plan. It will facilitate the future provision of additional service through the procurement of transit vehicles as well as the development of needed modern transit facilities. This also includes the expansion vehicles for Geary BRT (RTPID 17-05-0021) and does not include expansion vehicles for Central Subway, which are in RTPID 17-05-0041.			Yes	Yes	Yes
17-05-0014	San Francisco	Muni Forward (Transit Effectiveness Project)	Includes transit priority improvements along Rapid and High Frequency transit corridors, service increases, transfer and terminal investments, overhead wire changes, and street improvements in support of Vision Zero.		Yes	Yes	Yes	Yes
17-05-0015	San Francisco	Rail Capacity Long Term Planning and Conceptual Design - All	Rail capacity long term planning and conceptual design for Muni, BART, and Caltrain. Planning and conceptual engineering phase for study of major corridor and infrastructure investments along existing and potential expansion rail corridors that either expand the system or provide significant increases in operating capacity to the existing rail system.					
17-05-0016	San Francisco	Better Market Street - Transportation Elements	Improve Market Street between Steuart Street and Octavia Boulevard. Includes resurfacing, sidewalk improvements, way-finding, lighting, landscaping, transit boarding islands, transit connections, traffic signals, transportation circulation changes, and utility relocation and upgrade.		Yes	Yes	Yes	Yes
17-05-0017	San Francisco	Core Capacity Implementation - Planning and Conceptual Engineering	Advance planning and evaluation of recommendations that emerge from the Core Capacity Transit Study. Examples of projects under consideration include HOV lanes on the Bay Bridge for buses and carpools; BART/Muni/Caltrain tunnel turnbacks, crossover tracks, grade separations, or other operational improvements; and a second transbay transit crossing.					
17-05-0018	San Francisco	Downtown San Francisco Ferry Terminal Expansion - Phase II	Expansion of berthing facilities along North Basin of Downtown San Francisco Ferry Terminal.					Yes
17-05-0019	San Francisco	Establish new ferry terminal at Mission Bay 16th Street	Establish New Ferry terminal to serve Mission Bay and Central Waterfront neighborhoods		Yes	Yes	Yes	Yes
17-05-0020	San Francisco	HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco	Phase 1 (full implementation): Convert an existing mixed traffic lane and/or shoulder/excess ROW in each direction to HOV 3+ lanes on US 101 from SF/SM County line to I-280 interchange and on I-280 from US 101 interchange to 6th Street off ramp to enhance carpool and transit operations during peak periods. Phase 2 (planning and environmental review only): Convert Phase 1 HOV lanes to HOT/Express Lanes. Express transit to be funded with HOT lane revenues.		Yes	Yes	Yes	Yes
17-05-0021	San Francisco	Geary Boulevard Bus Rapid Transit	Implement Geary Bus Rapid Transit (BRT) to improve service between Market Street and Point Lobos Avenue. This proposal includes dedicated bus lanes, enhanced platforms, new bus passing zones, adjustments to local bus stops, turn lane restrictions, new signalization with Transit Signal Priority, real-time arrival information, low-floor buses, and safety improvements in support of Vision Zero. Expansion vehicles are included in RTPID 17-05-0013.		Yes	Yes	Yes	Yes
17-05-0022	San Francisco	Presidio Parkway	Reconstruct Doyle Drive with standard lane widths, shoulders, and a median barrier. Reconstruct interchange at State Route 1 and State Route 101 and add an auxiliary lanes between this interchange and Richardson Avenue. Transit access will be improved through the provision of extended bus bays near Gorgas Avenue to accommodate multiple transit providers, and well defined pedestrian routes. Post 2017 costs reflect annual SHOPP contributions for operations and maintenance.	Yes	Yes	Yes	Yes	Yes
17-05-0023	San Francisco	Yerba Buena Island (YBI) I-80 Interchange Improvement	Includes two major components: 1) On the east side of the island, the I-80/YBI Ramps project will construct new westbound on- and off- ramps to the new Eastern Span of the Bay Bridge; 2) On the west side of the island, the YBI West-Side Bridges Retrofit project will seismically retrofit the existing bridge structures.	Yes	Yes	Yes	Yes	Yes
17-05-0024	San Francisco	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	This project will realign the existing uncontrolled southbound I-280 off-ramp to Ocean Avenue into a T-intersection and construct a new traffic signal on Ocean Avenue to control the off-ramp.	Yes	Yes	Yes	Yes	

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17-05-0025	San Francisco	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	This project would study and implement closure of the northbound I-280 on-ramp from Geneva Avenue to improve safety. Closure of the ramp would initially be a pilot project, if possible, depending on the results of traffic studies. The linked on-ramp from Ocean Avenue would remain open.	Yes	Yes	Yes	Yes	
17-05-0026	San Francisco	Bayshore Station Multimodal Planning and Design	Planning, Preliminary Engineering, and Environmental Review to re-locate the Bayshore Caltrain station and potentially extend the T-Line to the station. The project would also include inter-modal facilities and additional supporting structures and utilities.					
17-05-0027	San Francisco	Hunters Point Shipyard and Candlestick Point Local Roads Phase 1	Build new local streets within the Hunters Point Shipyard and Candlestick Point area.			Yes	Yes	Yes
17-05-0028	San Francisco	Southeast San Francisco Caltrain Station - Environmental	Planning and environmental analysis of Caltrain infill station to replace Paul Ave Station in Southeast San Francisco (e.g. Oakdale).					Yes
17-05-0029	San Francisco	Downtown Value Pricing/Incentives - Pilot, Transit Service, Supportive Infrastructure	A set of street improvements to support transit operations and cycling and pedestrian safety and comfort to support the anticipated mode shift due to the implementation of congestion pricing.		Yes	Yes	Yes	Yes
17-05-0030	San Francisco	Treasure Island Mobility Management Program: Intermodal Terminal, Congestion Toll, Transit Service, Transit Capital	New ferry service between San Francisco and Treasure Island; AC Transit service between Treasure Island and Oakland; shuttle service on-Island; bike share on-Island; priced-managed parking on-Island; Travel Demand Management program.		Yes	Yes	Yes	Yes
17-05-0031	San Francisco	Southeast Waterfront Transportation Improvements - Phase 1	Create a 5 mile multi-modal corridor of streets, transit facilities, pedestrian paths, and dedicated bicycle lanes to link the Candlestick/Hunters Point Shipyard project area to BART, T-Third light rail, Caltrain, local bus lines and future ferry service. A BRT system (included in a RTPID 17-05-0032) would use exclusive transit right-of-way, station and shelter facilities, and transit signal priority infrastructure. This project also includes express bus and enhances transit service between the Southeast Waterfront and downtown San Francisco.			Yes	Yes	Yes
17-05-0032	San Francisco	Geneva-Harney Bus Rapid Transit	Provides exclusive bus lanes, transit signal priority, and high-quality stations along Geneva Avenue (from Santos St to Executive Park Blvd), Harney Way, and Crisp Avenue, and terminating at the Hunters Point Shipyard Center. The project includes pedestrian and bicycle improvements in support of Vision Zero and connects with Muni Forward transit priority improvements west of Santos Street. This is the near-term alternative that does not rely on the full extension of Harney Way across US 101.		Yes	Yes	Yes	Yes
17-05-0033	San Francisco	Van Ness Avenue Bus Rapid Transit	Implement Van Ness Avenue Bus Rapid Transit (Van Ness BRT) to improve approximately two miles of a major north-south urban arterial in San Francisco. Project would include a dedicated lane for BRT buses in each direction between Mission and Lombard Streets. There will be nine BRT stations, with platforms on both sides for right-side passenger boarding and drop-off.	Yes	Yes	Yes	Yes	
17-05-0034	San Francisco	Arena Transit Capacity Improvements	Identifies transit improvements needed to accommodate growth in Mission Bay. Improvements might include track crossovers to allow for trains to be staged; a 6-inch raised area along existing tracks; a platform extension to accommodate crowds; other trackway modifications; and a traction power study to ensure that the power grid can accommodate a large number of idling vehicles.					
17-05-0035	San Francisco	EN Trips: All Components	Implement streetscape improvements on Folsom Street between 5th and 11th Streets and on Howard Street between 4th and 11th Streets. On Folsom Street, a bi-directional cycle track, new transit bulbs and bus bulbs at intersections, and new signals would be	Yes	Yes	Yes	Yes	
17-05-0036	San Francisco	Regional/Local Express Bus to Support Express Lanes in SF	A 5-year regional/local express bus pilot to provide service to/from downtown San Francisco to/from San Francisco neighborhoods, Marin, Contra Costa, Alameda, San Mateo and Santa Clara counties to complement other freeway corridor management strategies. Some service to be funded with HOT lane revenues. See HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco project. Includes vehicles.				Yes	
17-05-0037	San Francisco	Parkmerced Transportation Improvements	Implements transportation improvements for the Parkmerced development including enhanced transit service, pedestrian and bicycle facilities, intersection improvements, parking management, carshare and bikehare stations		Yes	Yes	Yes	



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17-05-0039	San Francisco	Geneva Light Rail Phase I: Operational Improvements, Planning and Environmental	Planning and environmental analysis of extension of light rail track 2.7 miles along Geneva Avenue from the Green Railyard to Bayshore Boulevard and then to the existing T-Third terminus at Sunnydale Station. Project would increase operational flexibility, system resiliency, and provide a southern east west rail connection. Phase included in Plan Bay Area 2040 is for non-revenue service.					
17-05-0040	San Francisco	T-Third Mission Bay Loop	Connect the rail turnouts from the existing tracks on Third Street at 18th and 19th Streets with additional rail and overhead contact wire system on 18th, Illinois and 19th Streets. The loop would allow trains to turn around for special events and during peak periods to accommodate additional service between Mission Bay and the Market Street Muni Metro.	Yes	Yes	Yes	Yes	
17-05-0041	San Francisco	T-Third Phase II: Central Subway	Extends the Third Street Light Rail line north from King Street along Third Street, entering a new Central Subway near Bryant Street and running under Geary and Stockton Streets to Stockton & Clay Streets in Chinatown. New underground stations will be located at Moscone Center, Third & Market Streets, Union Square, and Clay Street in Chinatown. Includes procurement of four LRVs.	Yes	Yes	Yes	Yes	
17-05-0042	San Francisco	Historic Streetcar Extension - Fort Mason to 4th & King	The project would extend historic streetcar service by extending either the E-line or the F-line service from Fisherman's Wharf to Fort Mason, using the historic railway tunnel between Van Ness Ave. and the Fort Mason Center. The project will seek non-transit specific funds and will seek to improve the historic streetcar operation as an attractive service for tourists and visitors.		Yes	Yes	Yes	Yes
17-06-0001	San Mateo	Bicycle and Pedestrian Program	Projects in this category are new bicycle (on-street and off-street) and pedestrian facilities, and facilities that connect existing network gaps, including but not limited to new multi-purpose pedestrian/bicycle bridges over US 101 and sidewalk gap closures					Yes
17-06-0002	San Mateo	County Safety, Security and Other	Projects in this category address safety and security needs of San Mateo County including county-wide implementation of Safe Routes to School Program					Yes
17-06-0003	San Mateo	Multimodal Streetscape	Projects in this category implement multimodal or complete streets elements, including but not limited to projects along facilities such as El Camino Real, Bay Road, Ralston Avenue, University Avenue, Middlefield Road, Palmetto Avenue, Mission Street, Geneva Avenue, and Carolan Avenue					Yes
17-06-0004	San Mateo	Minor Roadway Expansions	This category includes roadway capacity increasing projects (new roadways, widening or extensions of existing roadways) on minor roads such as Blomquist Street, California Drive, Railroad Avenue, Manor Drive, and Alameda de las Pulgas					Yes
17-06-0005	San Mateo	Roadway Operations	County-wide Implementation of non-capacity Increasing local road Intersection modifications and channelization countywide County-wide implementation of local circulation improvements and traffic management programs countywide					Yes
17-06-0006	San Mateo	County-wide Intelligent Transportation System (ITS) and Traffic Operation System Improvements	Installation of transportation system management improvements such as Intelligent Transportation System (ITS) elements and TOS equipment throughout San Mateo County.					Yes
17-06-0007	San Mateo	U.S. 101 Managed Lanes Project in San Mateo County	Modify US 101 to accommodate an Express Lane from approximately 2 miles south of the Santa Clara County Line to Grand Avenue interchange near the I-380 interchange. Work may include shoulder modification, ramp modifications, and interchange modifications to accommodate an extra lane. Work will be phased.		Yes	Yes	Yes	
17-06-0008	San Mateo	Add northbound and southbound modified auxiliary lanes and/ or implementation of managed lanes on U.S. 101 from I-380 to San Francisco County line	Add northbound and southbound modified auxiliary lanes and/or implementation of managed lanes on U.S. 101 from I-380 to San Francisco County line.		Yes	Yes	Yes	Yes
17-06-0009	San Mateo	Improve operations at U.S. 101 near Route 92 - Phased	US 101 operational improvements near Route 92. Project may have phased construction.					Yes
17-06-0010	San Mateo	Improve U.S. 101/Woodside Road interchange	Modifies the Woodside Road Interchange at US 101.		Yes	Yes	Yes	Yes

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17-06-0011	San Mateo	US 101 Produce Avenue Interchange	Construct a new interchange on US 101 at Produce Avenue, connecting Utah Avenue on the east side of US 101 to San Mateo Avenue on the west side of US 101. This will allow for reconfiguration of the existing southbound ramps at Produce Ave and Airport Blvd, as well incorporation of the northbound off- and on- ramps at S. Airport Blvd into the interchange design.		Yes	Yes	Yes	Yes
17-06-0012	San Mateo	U.S. 101 Interchange at Peninsula Avenue	Construct southbound on and off ramps to US 101 at Peninsula Ave to add on and off ramps from southbound 101.		Yes	Yes	Yes	Yes
17-06-0013	San Mateo	Reconstruct U.S. 101/Broadway interchange	Reconstructs the US 101/Broadway interchange.	Yes	Yes	Yes	Yes	
17-06-0014	San Mateo	Reconstruct U.S. 101/Willow Road interchange	The project proposes to reconstruct the existing US 101/Willow Road (Route 114) Interchange within the existing alignment to a partial cloverleaf interchange. Project includes class I bike paths and class II bike lanes.	Yes	Yes	Yes	Yes	Yes
17-06-0015	San Mateo	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road	Add northbound and southbound auxiliary lanes.	Yes	Yes	Yes	Yes	
17-06-0016	San Mateo	Improve access to and from the west side of Dumbarton Bridge on Route 84 connecting to U.S. 101 per Gateway 2020 Study - Phased	Improve access to /from the west side of Dumbarton Bridge (Route 84 connecting to U.S. 101) per Gateway 2020 Study (Phased implementation of short term projects. Environmental phase only for long term projects).			Yes	Yes	
17-06-0017	San Mateo	Route 101/Holly St Interchange Access Improvements	The proposed project would convert the existing full cloverleaf configuration to a partial cloverleaf design by eliminating two of the existing loop off-ramps of the interchange, and realign the diagonal on- and off-ramps into signalized T-intersections with local streets. A new pedestrian and bicycle over crossing will be constructed in the south side of Holly Street Interchange.	Yes	Yes	Yes	Yes	
17-06-0018	San Mateo	Improve local access at I-280/I-380 from Sneath Lane to San Bruno Avenue to I-380 - Environmental only	Environmental assessment of local access improvements at the existing I-280 / I-380 interchange located in the City of San Bruno. The project would provide access to I-380 from the two main east-west secondary roads of Sneath Lane and San Bruno Avenue.					
17-06-0019	San Mateo	State Route 92-82 (El Camino) Interchange Improvement	Widen the existing ramps and reconfigure the existing interchange from a full cloverleaf to a partial cloverleaf. Pedestrian and bicycle improvements would be included as part of the project.	Yes	Yes	Yes	Yes	Yes
17-06-0020	San Mateo	Hwy 1 operational & safety improvements in County Midcoast (acceleration/deceleration lanes; turn lanes; bike lanes; pedestrian crossings; and trails)	Operational and safety improvements for vehicles, bicycles, and pedestrians, along the Highway 1 corridor between Half Moon Bay and Pacifica. This could include acceleration lanes, deceleration lanes, turn lanes, bike lanes, enhanced crossings, and trail network improvements.	Yes	Yes	Yes	Yes	
17-06-0021	San Mateo	Environmental Studies for 101/Candlestick Interchange	Planning and environmental analysis of the reconstruction of 101/Candlestick Interchange to full all-directional interchange with a single point cross street connection. Project would provide all-direction ramp movements controlled by new signalized intersections at the cross street connections. Interchange would join an improved Harney Way to the east, and would join the Geneva Avenue Extension to the west. Accommodate E/W crossing of planned BRT facility.					Yes
17-06-0022	San Mateo	Westbound slow vehicle lane on Route 92 between Route 35 and I-280 - Environmental Phase	Planning and environmental analysis of a westbound slow vehicle lane on Route 92 between Route 35 and I-280					
17-06-0023	San Mateo	Route 1 Improvements in Half Moon Bay	In Half Moon Bay, On Route 1: Improve safety and reduce congestion by providing protected left and right turn lanes, warranted traffic signals, two through lanes only at signalized intersections, bike lanes, pathways, bus stops, traffic signal interconnects, safety lighting, median and channelization improvements.		Yes	Yes	Yes	Yes
17-06-0024	San Mateo	Reconstruct U.S. 101/Sierra Point Parkway interchange (includes extension of Lagoon Way to U.S. 101)	Reconstruct a partial interchange and provide improved access to Brisbane, Bayshore Blvd and proposed Brisbane Baylands project. Lagoon Way extension connects to the reconstructed interchange and provides improved access to Brisbane, Daly City, and the pending 600-acre Brisbane Baylands development.		Yes	Yes	Yes	
17-06-0025	San Mateo	US 101/University Ave. Interchange Improvements	On University Avenue across US-101, between Woodland Avenue and Donohoe Street; Add bike lanes and sidewalk and modify the NB and SB off-ramps to eliminate pedestrian/bicycle conflicts and improve traffic operations.					

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17-06-0026	San Mateo	Implement incentive programs to support transit-oriented development	Implement an incentive programs to support transit-oriented developments in San Mateo County.					
17-06-0027	San Mateo	Implement supporting infrastructure and Automated Transit Signal Priority to support SamTrans express rapid bus service along El Camino Real	This project will institute necessary infrastructure and Automated Transit Signal Priority necessary to accommodate express rapid bus service along the length of El Camino Real from Palo Alto to Daly City.					
17-06-0028	San Mateo	Make incremental increase in SamTrans paratransit service - Phase	Expansion of curb-to-curb paratransit fleet and service for eligible users, compliant with ADA requirements, based on projected future demand.					
17-06-0029	San Mateo	Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real- Phase	This project will institute new rolling stock and infrastructure necessary to accommodate BRT along El Camino Real			Yes	Yes	Yes
17-06-0030	San Mateo	Environmental Clearance and Design of the Redwood City Ferry Terminal and Service	Planning and environmental analysis of the construction of a new ferry terminal, purchase of 3 new high-speed ferry vessels, and operation of new ferry service between Redwood City and San Francisco.					Yes
17-06-0031	San Mateo	Implement Redwood City Street Car - Planning Phase	Planning and environmental analysis of Redwood City Street Car Construction and Implementation					
17-06-0032	San Mateo	Route 1 San Pedro Creek Bridge Replacement and Creek Widening Project	Replace San Pedro Creek Bridge on CA 1 with a longer bridge and widen the creek channel for 100 year storm flow capacity. Provide for a class 1 multi-purpose trail on the eastern side.	Yes	Yes	Yes	Yes	
17-06-0033	San Mateo	Widen Route 92 between SR 1 and Pilarcitos Creek alignment, includes widening of travel lanes and shoulders	Widens shoulders and travel lanes to standard widths. Straighten curves at few locations.		Yes	Yes	Yes	
17-06-0034	San Mateo	Construct Route 1 (Calera Parkway) northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica	The Calera Parkway project will widen Highway 1 from four lanes to six lanes, from approximately 1,500 feet south of Fassler Avenue to approximately 2,300 feet north of Reina Del Mar Avenue, a distance of 1.3 miles, and will add a 16€™ wide landscaped median between concrete barriers from San Marlo Way to Reina Del Mar Avenue			Yes	Yes	
17-06-0035	San Mateo	I-280 improvements near D Street exit	Improve the on and off-ramps and approaches for I-280 near the D Street exit in Daly City					
17-06-0036	San Mateo	Widen Skyline Boulevard (Route 35) to 4-lane roadway from I-280 to Sneath Lane - Phased	Widens Skyline Blvd. (SR 35) between I-280 and Sneath Lane. It is currently the last portion of what is otherwise a four lane roadway along Skyline Blvd. The project widens approximately 1.3 miles of the roadway into four lanes.			Yes	Yes	
17-06-0037	San Mateo	Widen Millbrae Avenue between Rollins Road and U.S. 101 southbound on-ramp and resurface intersection of Millbrae Avenue and Rollins Road	Widen Millbrae Avenue between Rollins Road and US101 Southbound On Ramp and resurface the intersection of Millbrae Avenue and Rollins Road.		Yes	Yes	Yes	
17-06-0038	San Mateo	Construct a 6-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to U.S. 101/Candlestick Point interchange - Environmental phase	Planning and environmental analysis of a 6-lane arterial from the Geneva Avenue at Bayshore Boulevard to 101/Candlestick Interchange. Grade separation at the Caltrain and Tunnel Ave, Class II bike lanes, on-street parking (travel lanes during peak periods), and sidewalks. Sections will be reserved for an exclusive lane BRT facility that connects to the Bayshore Multimodal Station and provides through service to BART Balboa Station.					
17-06-0039	San Mateo	Grade Separations	This project includes grade separations of the Caltrain right of way at approximately 2 to 3 high priority locations in San Mateo County, including 25th Avenue. This project is based on San Mateo County's Measure A grade separation category.					
17-06-0040	San Mateo	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	Redwood City Blomquist Street Extension and Blomquist Bridge over Redwood Creek		Yes	Yes	Yes	Yes
17-07-0001	Santa Clara	Bicycle and Pedestrian Program	Projects in this category are new bicycle (on-street and off-street) and pedestrian facilities, and facilities that connect existing network gaps, including downtown San Jose Bike Lanes					Yes
17-07-0002	Santa Clara	Caltrain Grade Separations	This project includes grade separations of the Caltrain right of way at priority locations throughout Santa Clara County					



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17-07-0003	Santa Clara	Multimodal Streetscape	Projects in this category implement multimodal or complete streets elements throughout Santa Clara County including but not limited to Los Gatos Boulevard, Monterey Road, Shoreline Boulevard, Stevens Creek Road, Downtown Sunnyvale Complete Streets, Wedgewood Avenue, West San Carlos, and Winchester Boulevard. This category also includes intersection improvements for non-expressways in Santa Clara County.					Yes
17-07-0004	Santa Clara	Additional Local Road Preservation/Rehab	This project provides additional funding to local streets and roads preservation and rehabilitation beyond what is included in the regional local roads maintenance project (RTPID 17-10-0022)					Yes
17-07-0005	Santa Clara	Minor Roadway Expansions	This category includes roadway capacity increasing projects (new roadways or widening/extensions of existing roadways) on minor roads throughout Santa Clara County such as Buena Vista Avenue, bridges over US 101 in Gilroy, Blossom Hill Road, Lark Avenue, Pollard Road, Union Avenue, Butterfield Road, San Antonio Road, Charcot Avenue, King Road, Montague Expressway, San Carlos Street, Zanker Road, Coleman Avenue, Autumn Street, Winchester Boulevard, Center Avenue, DeWitt Avenue, Hill Road, Wastonville Road, Mary Avenue, and Wildwood Avenue					Yes
17-07-0007	Santa Clara	Affordable Fare Program	Program objective is to increase ridership by reducing the cost of transit services for low-income populations including seniors, persons with disabilities, youth and students.					
17-07-0008	Santa Clara	Implement System Operations and Management Program for Santa Clara County	This program includes projects that use technology to improve operation and management of the overall transportation system. These new technologies are collectively referred as Intelligent Transportation Systems.					
17-07-0009	Santa Clara	SR 87 Technology-based Corridor Improvements	Improvements in San Jose to address mainline congestion and system reliability through the implementation of technology-based operational improvements to the freeway.					
17-07-0010	Santa Clara	Hwy. Transportation Operations System/Freeway Performance Initiative Phase 1 & 2	Implement Freeway Performance Initiative projects for Santa Clara County, which includes freeway ITS infrastructure, arterial management, incident management, emergency preparedness, and operations and maintenance of ITS infrastructure.					Yes
17-07-0012	Santa Clara	BART Silicon Valley Extension - San Jose (Berryessa) to Santa Clara	The Berryessa Station to San Jose Extension Project would physically extend BART from the future BART Berryessa Station in San Jose to Downtown San Jose and then into Santa Clara. Project includes four new stations - Alum Rock, Downtown San Jose, Diridon, and Santa Clara. Project cost includes operating expenses - escalated capital cost is \$5.175 billion.		Yes	Yes	Yes	Yes
17-07-0013	Santa Clara	Implement El Camino Rapid Transit Project	Implement Rapid line 522 improvements in the El Camino Real/The Alameda corridor including: dedicated guideways, signal prioritization, low-floor boarding, ticket vending machines, premium stations, real-time information, and specialized vehicles.		Yes	Yes	Yes	
17-07-0021	Santa Clara	Alviso Wetlands Doubletrack	Provide double track section on the UPRR Coast Subdivision from the Alameda County line to the vicinity of State Route 237. The improvements are expected to include double-tracking the segment running over the Alviso Wetlands.		Yes	Yes	Yes	
17-07-0022	Santa Clara	Environmental Studies for SR-152 New Alignment	Project includes further environmental and planning studies for the SR-152 corridor, including a new alignment and potential toll options.					Yes
17-07-0023	Santa Clara	US 101/Zanker Rd./Skyport Dr./Fourth St. Interchange Improvements	Construct a new interchange at U.S. 101/Zanker Road/Skyport Drive/Fourth Street		Yes	Yes	Yes	
17-07-0024	Santa Clara	Lawrence/Stevens Creek/I-280 Interchange	Lawrence/Stevens Creek/I-280 Interchange: Provide direct connections between Lawrence Expressway and I-280		Yes	Yes	Yes	
17-07-0025	Santa Clara	I-280/Winchester Blvd Interchange Improvements	Improve I-280/ Winchester Blvd Interchange to relieve congestion and improve operations and local circulation.		Yes	Yes	Yes	Yes
17-07-0026	Santa Clara	I-280/Wolfe Road Interchange Improvements	Modify I-280/Wolfe Road Interchange to relieve congestion and improve local circulation.		Yes	Yes	Yes	Yes
17-07-0027	Santa Clara	US 101/Mabury Rd./Taylor St. Interchange Improvements	Construct interchange at U.S. 101/Mabury Road/Taylor Street		Yes	Yes	Yes	Yes
17-07-0028	Santa Clara	I-280 New HOV Lane from San Mateo County line to Magdalena Avenue	New HOV lane added to I-280 from existing HOV lane at Magdalena Avenue to the San Mateo County Line. Requires constructing a new lane.		Yes	Yes	Yes	Yes
17-07-0029	Santa Clara	I-280/Saratoga Avenue Interchange Improvements	Modify I-280/ Saratoga Avenue Interchange to relieve congestion and improve local circulation		Yes	Yes	Yes	Yes
17-07-0030	Santa Clara	I-280 Northbound Braided Ramps between Foothill Expressway and SR 85	Improve braided ramps on northbound I-280 between Foothill Expressway and Route 85.		Yes	Yes	Yes	Yes

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17-07-0031	Santa Clara	US 101 Southbound/Trimble Rd./De La Cruz Blvd./Central Expressway Interchange Improvements	Improve interchange at U.S. 101 southbound Trimble Road/De la Cruz Boulevard/Central Expressway.		Yes	Yes	Yes	Yes
17-07-0032	Santa Clara	I-680/ Alum Rock/ McKee Road Interchange Improvements	Reconfigure interchange, improve access for all modes of transportation, improve traffic operations and relieve congestion at the I-680/ Alum Rock and I-680/ McKee Road interchanges. Construct an Express Bus Station in the Median of I-680 to connect buses using HOV or Express Lanes with Santa Clara Alum Rock BRT Station.		Yes	Yes	Yes	Yes
17-07-0033	Santa Clara	SR 237/Mathilda Ave. and US 101/Mathilda Ave. Interchange Improvement	The project proposes to improve local road operations on Mathilda Avenue in the City of Sunnyvale from Almanor Avenue to Innovation Way, including on- and off-ramp improvements at the State Route (SR) 237/Mathilda Avenue and US 101/Mathilda Avenue interchanges.		Yes	Yes	Yes	Yes
17-07-0034	Santa Clara	US 101 Interchanges Improvements: San Antonio Rd. to Charleston Rd./Rengstorff Ave.	Improve U.S. 101 interchanges at San Antonio Road to Charleston Road/Rengstorff Avenue including new auxiliary lane.		Yes	Yes	Yes	Yes
17-07-0035	Santa Clara	US 101/Buena Vista Ave. Interchange Improvements	Construct a full interchange at US 101 and Buena Vista Avenue in Gilroy. The interchange includes a flyover southbound on-ramp to braid with the existing truck exit at the CHP Inspection Station. Off-ramp diagonal ramps will be constructed.		Yes	Yes	Yes	Yes
17-07-0036	Santa Clara	SR 85 Northbound to Eastbound SR 237 Connector Ramp and Northbound SR 85 Auxiliary Lane	Widen off-ramp from Northbound SR 85 to SR 237 Eastbound to two lanes; construct auxiliary lane on Eastbound SR 237 between SR 85 on-ramp to Middlefield Rd.; construct braid off-ramp on Eastbound SR 237 between SR 85 and Dana St.		Yes	Yes	Yes	
17-07-0037	Santa Clara	SR 85/El Camino Real Interchange Improvements	Improve SR 85 auxiliary lanes between El Camino Real and SR 237, and SR 85/El Camino Real interchange.		Yes	Yes	Yes	
17-07-0038	Santa Clara	US 101/Blossom Hill Rd. Interchange Improvements	Widen interchange at U.S. 101/Blossom Hill Road.		Yes	Yes	Yes	Yes
17-07-0039	Santa Clara	US 101/Old Oakland Rd. Interchange Improvements	Improve interchange at U.S. 101/Old Oakland Road.		Yes	Yes	Yes	Yes
17-07-0040	Santa Clara	US 101/Shoreline Blvd. Interchange Improvements	Interchange improvements at Shoreline Boulevard.				Yes	
17-07-0042	Santa Clara	SR 237/Great America Parkway WB Off- Ramps Improvements	Modify WB off-ramps at the SR 237/Great America Parkway interchange to improve traffic operations and relieve congestion.		Yes	Yes	Yes	
17-07-0043	Santa Clara	SR 237/El Camino Real/Grant Rd. Intersection Improvements	Widen Westbound SR 237 within the existing median to extend both of the left-turn lanes; lengthen the Northbound El Camino Real right-turn lane onto SR 237 starting the lane at Yuba Drive; widen the Southbound El Camino Real left-turn lane within the existing median; and construct a right-turn lane on Southbound El Camino Real for traffic accessing Westbound Grant Rd.		Yes	Yes	Yes	
17-07-0044	Santa Clara	Double Lane Southbound US 101 off-ramp to Southbound SR 87	Widen Southbound US 101 freeway connector to Southbound SR 87 to add a second lane and install TOS.	Yes	Yes	Yes	Yes	Yes
17-07-0051	Santa Clara	Widen Calaveras Blvd. overpass from 4 to 6 lanes	Replaces the existing four lane bridge, which currently has a single sidewalk and no bicycle lane over the Union Pacific (UP) Railroad tracks, to a six lane bridge. Project will also add sidewalks and bicycle lanes in both directions.		Yes	Yes	Yes	Yes
17-07-0056	Santa Clara	Bus Stop Improvements	Enhance transit waiting environments by improving accessibility and amenities at VTA bus stops.					
17-07-0057	Santa Clara	Frequent Core Bus Network - 15 minutes	Provide 15-minute all day bus service on VTA's highest ridership routes	Yes	Yes	Yes	Yes	
17-07-0058	Santa Clara	SR 85 Corridor Improvements - reserve amount	This program will fund corridor transit studies that improve transit connectivity and reduce traffic congestion in this corridor. It also includes a reserve amount for future projects along SR 85 that would be funded with Measure B sales tax revenue.					
17-07-0059	Santa Clara	Implement Stevens Creek Rapid Transit Project	Implement Rapid Transit improvements in the Stevens Creek corridor including: dedicated guideways, signal prioritization, low-floor boarding, ticket vending machines, premium BRT stations, real-time information, and specialized vehicles.		Yes	Yes	Yes	
17-07-0060	Santa Clara	North First Street light rail speed Improvements	This project would improve light rail service and reliability along North First Street. Some of the problems in this area include signal timing issues, slow speeds (maximum speed currently restricted to 35mph), and unscheduled stops. Fencing along this corridor would allow maximum speeds to increase to 45 mph combined with improvements to signal timing.	Yes	Yes	Yes		

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17-07-0061	Santa Clara	Extend Capitol Expressway light rail to Eastridge Transit Center - Phase II	Extends the Capitol Avenue light rail line 2.6 miles from the existing Alum Rock Transit Center to a rebuilt Eastridge Transit Center. Includes the removal of HOV lanes on Capitol Expressway between Capitol Avenue and Tully Road in San Jose.		Yes	Yes	Yes	Yes
17-07-0062	Santa Clara	Extend light-rail transit from Winchester Station to Route 85 (Vasona Junction)	Extends light rail from Winchester Station to Route 85 (Vasona Junction).		Yes	Yes	Yes	Yes
17-07-0063	Santa Clara	Mineta San Jose International Airport APM connector - planning and environmental	Conduct planning and design work on a proposed project that would provide a transit link to San Jose International Airport using automated People Mover (APM) technology.					
17-07-0064	Santa Clara	County Safety, Security, Noise and Other	Noise abatement program countywide - This project will implement noise reduction projects throughout Santa Clara County.					Yes
17-07-0065	Santa Clara	Caltrain Station and Service Enhancements	Projects to improve Caltrain service, system performance and stations including full EMU conversion, longer vehicles, longer platforms, level boarding, parking improvements, bike facilities, transit connectivity, other station enhancements and track reconfigurations.					Yes
17-07-0066	Santa Clara	Future Transit Corridor Studies	This program includes future transit corridor studies throughout Santa Clara County.					
17-07-0067	Santa Clara	SR 17 Corridor Congestion Relief in Los Gatos	Operational improvements for the SR 17 Corridor, including upgrading Highway 17/Highway 9 interchange to improve pedestrian and bicycle safety, mobility, and roadway operations; deploying advanced transportation technology to reduce freeway cut thru traffic in Los Gatos, including traffic signal control system upgrades in Los Gatos, traveler information system, advanced ramp metering systems and multi-modal congestion relief solutions		Yes	Yes	Yes	Yes
17-07-0068	Santa Clara	237 WB Additional Lane from McCarthy to North First	Corridor Improvements in the cities of San Jose, Santa Clara and Milpitas to address mainline congestion and regional connectivity by the addition of SR 237 westbound auxiliary lane between McCarthy Boulevard and North First Street		Yes	Yes	Yes	Yes
17-07-0069	Santa Clara	US 101/SR 25 Interchange	The project consists of reconfiguring the interchange at US 101 and SR 25 just south of the City of Gilroy in Santa Clara County, connecting SR 25 and Santa Teresa Boulevard, and widening the existing freeway from 4 to 6 lanes from the Monterey Street interchange to the US 101/SR 25 interchange.		Yes	Yes	Yes	Yes
17-07-0070	Santa Clara	SR 237 Express Lanes: North First St. to Mathilda Ave.	Convert HOV to express lane in both directions		Yes	Yes	Yes	Yes
17-07-0074	Santa Clara	SR 85 Express Lanes: US 101 (South San Jose) to Mountain View	SR 85 typically has 1 HOV lane and 2 general purpose lanes in both directions with auxiliary lane in some segments. Project will convert existing HOV lane to express lane and add a second express lane between SR 87 and I-280 in both directions.		Yes	Yes	Yes	Yes
17-07-0075	Santa Clara	US 101 Express Lanes: Whipple Ave. in San Mateo County to Cochrane Road in Morgan Hill	Convert HOV Lanes to express lane and add a second express lane in some segments.		Yes	Yes	Yes	Yes
17-07-0076	Santa Clara	Santa Clara County Express Lanes Operations and Maintenance	This program includes operations and maintenance for the Santa Clara County (VTA) Express Lanes.					
17-07-0077	Santa Clara	BART – Warm Springs to Berryessa Extension (SVBX)	The project entails design, ROW, construction, equipment and Rolling Stock procurements necessary to extend BART to the future Berryessa Station in San Jose. Improvements will include track, bridges, traction electrification, stations, parking areas, fare vending equipment and other ancillary operating and/or maintenance equipment.	Yes	Yes	Yes	Yes	Yes
17-07-0078	Santa Clara	Envision Expressway (Tier 1 Expressway Plan) Major and Minor Projects	Various operational and capacity improvements to expressways in Santa Clara County comprising the Tier 1 investments from the Santa Clara County Expressway Plan. These projects include capacity improvements for Almaden Expressway, Capitol Expressway, Foothill Expressway, Lawrence Expressway, Montague Expressway, Oregon-Page Mill Expressway, San Tomas Expressway, Santa Teresa Boulevard. This project also includes the following ITS/Signal upgrades: Replace/upgrade/add fiber optic lines; upgrade equipment for new technologies; systemwide pedestrian sensors; enhance/replace bicycle and vehicle detection with new technologies on the County expressways	VARIES	Yes	Yes	Yes	Yes
17-07-0079	Santa Clara	Envision Highway Minor Projects	Includes: 1-280 NB Second exit lane to Foothill Expressway; SR 17 SB/Hamilton Ave Off-Ramp widening; San Tomas expressway at SR-17 Improvements; US101/SR 152 10th Street Ramp and Intersection Improvements; and Charcot Avenue Extension over I-880					Yes

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17-07-0080	Santa Clara	Alum Rock/Santa Clara Street Bus Rapid Transit	Implement Rapid Transit improvements in the Santa Clara/Alum Rock route, including: dedicated guideways, signal prioritization, ticket vending machines, premium stations, real-time information, and specialized vehicles.	Yes	Yes	Yes	Yes	
17-07-0081	Santa Clara	I-880 Express Lanes: SR-237 to US-101	Convert existing HOV lane to an express lane in both directions between SR 237 and US 101		Yes	Yes	Yes	
17-07-0082	Santa Clara	SR-87 Express Lanes: I-880 to SR-85	Convert existing HOV lane to an express lane in both directions between I-880 and SR-85		Yes	Yes	Yes	
17-07-0083	Santa Clara	I-680 Express Lanes: SR-237 to US-101	Convert existing general purpose lane to an express lane in both directions between SR-237 and US-101		Yes	Yes	Yes	
17-07-0084	Santa Clara	I-280 Express Lanes: US-101 to Magdalena Avenue	Convert existing HOV lane to an express lane in both directions between US 101 and Magdalena Avenue		Yes	Yes	Yes	
17-07-0085	Santa Clara	Santa Clara County Express Lanes - Environmental and Design Phase for Future Segments	This program includes environmental and design phases for future express lane segments in Santa Clara County, including along I-880, US 101 south of Morgan Hill, and for Highway 17					
17-07-0086	Santa Clara	Santa Clara County Express Lanes - Reserve	This program includes future revenue from express lanes in Santa Clara County					
17-07-0087	Santa Clara	Widen San Tomas Expressway to 8 Lanes from Stevens Creek Blvd to Campbell Ave	Widen San Tomas Expressway from 6 to 8 Lanes from Stevens Creek Blvd to Campbell Ave.		Yes	Yes	Yes	
17-07-0088	Santa Clara	Senter Road Widening from Umbarger to Lewis	Widening Senter Road between Umbarger Rd. and Lewis Rd. from 4 to 6 lanes with improved bicycle/ped facilities and install median landscaping.		Yes	Yes	Yes	
17-07-0089	Santa Clara	South Bascom Complete Streets	On South Bascom Ave. from Parkmoor Ave. to Southwest Expressway reduce the road to two lanes and make bicycle and pedestrian improvements in the corridor.		Yes	Yes	Yes	
17-07-0090	Santa Clara	Widen Brokaw Bridge over Coyote Creek	Widen north side of the bridge to add on additional through traffic lane on westbound Brokow Road.					
17-07-0091	Santa Clara	Widen Oakland Road from 4-lanes to 6-lanes between U.S. 101 and Montague Expressway	Widens Oakland Rd. from 4 to 6 lanes between US 101 and Montague Expwy. Also provides median island landscaping and operational improvements in roadway corridor.		Yes	Yes	Yes	
17-08-0001	Solano	Access and Mobility Program	This category includes projects that improve access and mobility for people with disabilities, low-income residents, and seniors, including providing Lifeline transit service countywide and providing transit service to seniors and individuals with disabilities separate from Lifeline					Yes
17-08-0002	Solano	Bicycle and Pedestrian Program	Projects in this category are new bicycle (on-street and off-street) and pedestrian facilities, and facilities that connect existing network gaps					Yes
17-08-0003	Solano	Climate Program: TDM and Emission Reduction Technology	Projects in this category implement strategies and programs that reduce emissions, encourage alternative transportation modes, and manage transportation demand including but not limited to projects such as TDM program implementation, parking management, local area shuttle and paratransit services					
17-08-0004	Solano	County Safety, Security and Other	Projects in this category address safety, security and other needs. This project includes safety improvements to state highways throughout Solano County. This also includes countywide Safe Routes to School projects.					Yes
17-08-0005	Solano	Multimodal Streetscape	Projects in this category implement multimodal or complete streets elements					Yes
17-08-0006	Solano	PDA Planning	This category includes planning studies supporting the region's PDA framework and connecting transportation and land use					
17-08-0007	Solano	Minor Roadway Expansions	This category includes roadway capacity increasing projects (new roadways or widening/extensions of existing roadways) on minor roads throughout Solano County					Yes
17-08-0008	Solano	Roadway Operations	This category includes projects that improve roadway, intersection, or interchange operations, ITS, as well as other transportation system management. This project also includes a realigning SR 113 around downtown Dixon to I-80.					Yes
17-08-0009	Solano	I-80/I-680/SR12 Interchange (Packages 2-7)	Packages 2-7 provide direct connectivity from I-680 NB to SR12 WB, widens I-680 and I-80 near the interchange, and improves connections to Red Top road off-ramp. Express lane direct connectors are included in RTPID 17-10-0061.			Yes	Yes	Yes

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17-08-0010	Solano	Improve interchanges and widen roadways serving Solano County Fairgrounds, including Redwood Parkway	Improvements to interchanges and widening of roadways serving the Solano County Fairgrounds, including Redwood Parkway.		Yes	Yes	Yes	Yes
17-08-0011	Solano	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway	Project provides Auxiliary Lanes on I-80 in the EB & WB directions from I-680 to Airbase Parkway; and removes the I-80/Auto Mall hook ramps and C-D road slip-ramp;		Yes	Yes	Yes	
17-08-0012	Solano	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road at I-80	Constructs phase 2,3,4,6,7,8 and 10. Road costs only - bike and other special enhancements assumed from other programs (i.e. Regional Bicycle Program).		Yes	Yes	Yes	Yes
17-08-0013	Solano	Conduct planning and design studies along SR-12 corridor in Solano County	Conduct planning and design studies related to improvements from I-80 to the Rio Vista Bridge					
17-08-0014	Solano	Construct train station building and support facilities at the new Fairfield / Vacaville multimodal station	Construct train station building and expanded bicycle access for the new multimodal center serving the Capitol Corridor.	Yes	Yes	Yes	Yes	
17-08-0015	Solano	Solano MLIP Support Projects	Construct projects and operate programs to support implementation of the MLIP. Projects include expansion of transit centers, including in Vallejo and Fairfield, and new bus stops served by Solano Express; construction or expansion of Park and Ride facilities; and, replacement and maintenance of intercity buses.		Yes	Yes	Yes	Yes
17-08-0016	Solano	Vallejo Station Parking Structure Phase B	Vallejo: Baylink Ferry Terminal; Construct two phased parking structure to consolidate surface parking for ferry patrons; create a pedestrian link between bus transit facility and existing ferry terminal building adjacent to ferry parking structure.					
17-08-0017	Solano	I-80 WB Truck Scales	Project upgrades existing truck scales on WB I-80 in Solano County. Existing westbound truck scales are located on the most congested freeway segment of I-80 in Solano County. Scales are outdated and cannot process the current and future truck volumes on WB I-80. Trucks are slow to enter and leave the scales because of short ramps, adding to existing traffic congestion and safety issues on I-80.					
17-09-0001	Sonoma	Bicycle and Pedestrian Program	Projects in this category are new bicycle (on-street and off-street) and pedestrian facilities, and facilities that connect existing network gaps					Yes
17-09-0002	Sonoma	SMART Rail Freight Improvements	Improvements along publicly-owned SMART rail right-of-way to accommodate rail freight services and expansions. Programmatic category that could include freight spurs, Positive Train Control/systems and crossing upgrades, track and sidings expansions and bridge improvements.					
17-09-0003	Sonoma	Multimodal Streetscape	Projects in this category implement multimodal or complete streets elements.					Yes
17-09-0004	Sonoma	Minor Roadway Expansions	This category includes roadway capacity increasing projects (new roadways or widening/extensions of existing roadways) on minor roads such as Airport Boulevard, Caulfield Lane, Bodway Parkway, Brickway Blvd/Laughlin Rd, Corby Avenue, Dowdell Avenue, Fulton Road, Old Redwood Highway, River Road, Snyder Lane, and Jaguar Way					
17-09-0005	Sonoma	Roadway Operations	This category includes projects that improve roadway, intersection, or interchange operations, ITS, as well as other transportation system management. This project also includes landscaping along US 101 HOV lanes, intersection improvements at Route 116/Route 121, local circulation in Penn Grove, Sonoma Boulevard Improvements, among other operational improvements throughout Sonoma County.					Yes
17-09-0006	Sonoma	Implement Marin Sonoma Narrows Phase 2 (Sonoma County)	Adds 1 HOV lane in each direction to US 101 from Old Redwood Highway in Petaluma to the Marin/Sonoma County line making the freeway 6 lanes wide. It includes widening and replacing the Hwy 116 separation bridges.		Yes	Yes	Yes	Yes
17-09-0008	Sonoma	Arata Lane Interchange	Construction of the Northbound on-ramp to US 101 will complete the Arata Lane interchange with US 101. This project also includes the relocation of a portion of Los Amigos Road north of Arata Lane. Rights of way have been obtained in prior phases.		Yes	Yes	Yes	
17-09-0009	Sonoma	Cotati US 101/Railroad Avenue Improvements (incl. Penngrove)	This project is the creation of a new south bound off ramp and north bound on ramp at Railroad Avenue. There continues to be growth outside of Cotati and Penngrove that will exacerbate traffic in both Penngrove and in downtown Cotati, as these are the only options to access US 101. Improvements would include safety improvements on Railroad Avenue from Petaluma Hill to US 101.			Yes	Yes	



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17-09-0010	Sonoma	Hearn Avenue Interchange	The project would replace the existing Hearn Avenue overcrossing bridge with a new bridge to accommodate four traffic lanes with bike lanes and sidewalks on both sides of the roadway. The project would also increase the bridge height clearance and improve ramp connections to US 101 and provide continuous bike lanes and sidewalks between Corby Avenue and Santa Rosa Avenue		Yes	Yes	Yes	Yes
17-09-0011	Sonoma	Shiloh Road Interchange Reconstruction	Reconstruct the Shiloh Road/US 101 interchange to provide two lanes in each direction. It is anticipated that the existing over crossing will be replaced and ramps reconfigured. It is expected that 60% of project costs will come from federal, state or regional funds.			Yes	Yes	
17-09-0012	Sonoma	Cotati Highway 116 Cotati Corridor Improvements	This project is a widening of Highway 116 between US 101 and Stony Point Road, including phased closure of driveway access to 116, the addition of signalized intersections, new bike lanes, and new sidewalk to improve the vehicle LOS, improve the safety of 116 for all modes of transportation, and create safe new corridors for pedestrian and bicyclists.	Yes	Yes	Yes	Yes	
17-09-0013	Sonoma	Petaluma Crosstown Connector and Rainier Interchange	Extend Rainier Avenue from current terminus at McDowell Boulevard westerly with a bridge crossing over the railroad tracks and the Petaluma River to a terminate at Petaluma Boulevard North. A second phase of work will construct a new interchange with the 101.		Yes	Yes	Yes	
17-09-0014	Sonoma	Farmers Lane extension between Bennett Valley Rd and Yolanda Avenue	Construct new road with travel lanes, bike lanes and sidewalks. Expand bike, pedestrian, transit, and vehicle improvements in Southeast Santa Rosa.		Yes	Yes	Yes	
17-09-0015	Sonoma	Road Diet Extension - Petaluma Boulevard South	Reduce Petaluma Boulevard from E-Street to Crystal Lane (Roundabout) from 4 through lanes to 2 through lanes and a two-way-left-turn-lane	Yes	Yes	Yes	Yes	
17-09-0016	Sonoma	SMART Petaluma Infill Station	Construct a second SMART station in the City of Petaluma including associated amenities.	Yes	Yes	Yes	Yes	
17-09-0017	Sonoma	Enhance bus service frequencies in Sonoma County	Enhance transit to achieve a 50% increase in bus service countywide - this includes Sonoma County Transit, Santa Rosa CityBus, Petaluma Transit. Project also includes BRT-like facilities in Santa Rosa.	Yes	Yes	Yes	Yes	
17-09-0018	Sonoma	SMART Rail Extension to Windsor + Environmental to Cloverdale + Bike Path	Project extends SMART from the Sonoma Airport to Windsor, implements the SMART bike path, and includes additional environmental/planning assessment of extending SMART to Healdsburg and Cloverdale.	Yes	Yes	Yes	Yes	Yes
17-10-0001	AC Transit	AC Transit Fleet Expansion and Major Corridors	Purchases rolling stock for enhanced transbay, local, or express services.		Yes	Yes	Yes	
17-10-0003	AC Transit	San Pablo Avenue BRT	Project implements BRT along San Pablo Avenue in Alameda and Contra Costa counties. This includes a bus-only lane from 20th Street to Ashby Avenue in Alameda County and from Richmond Parkway Center to Central Avenue in Contra Costa County. Project also includes enhanced real-time info, queue jump lanes where bus-only lane is not proposed, new buses and on-board equipment, and passenger amenities.		Yes	Yes	Yes	Yes
17-10-0004	AC Transit	Environmental Studies for Bay Bridge Contraflow Lane	This project includes further environmental and planning studies for the proposed Bay Bridge Contraflow lane, which would convert an EB lane on the bottom deck of the Bay Bridge into a peak-period WB lane in the AM period. This lane would likely be used by buses and carpool vehicles.					
17-10-0005	BART	BART Metro Program + Bay Fair Connector	Investments in support of the region's Sustainable Communities Strategy, including studies of a future Transbay Corridor rail crossing. Capital: Turnbacks/crossovers/tail track extensions (24th St, Lafayette, Glen Park, Millbrae, Dublin, Daly City, Richmond, South Hayward); Station capacity improvements (platform doors at 4 downtown SF stations, additional stairs/escalators/elevators Operating: 12-minute headways on all lines in the peak period (instead of current 15-minutes) Bay Fair Connector: Modify BART Bay Fair Station and approaches to add one or more additional tracks and one or more passenger platforms for efficient train service and operational flexibility. Includes station modernization, modifications to switches, tracks, crossovers, train control, signaling, traction power, etc.		Yes	Yes	Yes	Yes

# List of Projects in Amended Plan Bay Area 2040

Appendix B

RTPID	County/ Sponsor	Title	Description	Complete and Operational By:			Included in the Model?	Referenced in the 2019 TIP
				2020	2030	2040		
17-10-0006	BART	BART Transbay Core Capacity Project	<p>The Transbay Corridor Core Capacity Project is a multi-pronged effort to address capacity issues in the Transbay corridor and is in coordination with the BART Metro Program project. The project elements are:</p> <ul style="list-style-type: none"> <li>• Communication-based train control (CBTC) system to safely enable closer headways and allow BART to operate more frequent service (12 minute frequencies);</li> <li>• Expansion of the rail car fleet by 306 vehicles to add cars to existing trains and operate more frequent trains;</li> <li>• Added traction power substations to allow more frequent service;</li> <li>• Expansion of the Hayward Maintenance Complex (HMC) to provide storage and maintenance capability for the expanded fleet;</li> <li>• Other (Unallocated contingency)</li> </ul> <p>Financing cost is included in RTPID 17-10-0016.</p>					Yes
17-10-0007	CAHSR	California HSR in the Bay Area	This project implements the segment of California High Speed Rail that is in the Bay Area.		Yes	Yes	Yes	
17-10-0008	Caltrain	Caltrain Electrification Phase 1 + CBOSS	The Peninsula Corridor Electrification Project (PCEP) includes the electrification of the Caltrain corridor between San Francisco and San Jose, the procurement of new, Electric Multiple Unit rolling stock, and an increase in the Caltrain service levels. This project also includes CBOSS, which is the Communications Based Overlay Signal System (CBOSS) Positive Train Control necessary to monitor and control train movements as well as increase safety.		Yes	Yes	Yes	Yes
17-10-0009	GGBHTD	Golden Gate Bridge Capital and Operations	This program includes operations and maintenance for the Golden Gate Bridge.					Yes
17-10-0010	GGBHTD	Bus and Ferry Service Expansion	This program includes planned bus and ferry expansion projects such as new express bus service between East Santa Rosa and San Francisco; between Richmond and San Rafael; and between Central Marin and West San Francisco. This program also includes off-site parking and an additional Larkspur Ferry crossing.		Yes	Yes	Yes	Yes
17-10-0011	Multi-County	Lifeline, Community Based Transportation Program, and Mobility Management	The Lifeline Transportation Program funds priority projects identified by residents in MTC's Communities of Concern through locally crafted Community-Based Transportation Plans. Projects can include community shuttles, transit services, streetscape improvements and bus stop amenities. Additionally, this program includes \$90 million for a future mobility management program. Mobility management enables communities to monitor transportation needs and to link individuals to appropriate, cost-efficient travel options					Yes
17-10-0012	Multi-County	Means-Based Fare Study Implementation	This program would implement the recommendations from MTC's Means-Based Fare Study, which launched in 2015 to determine if a transit fare program based on household income would be feasible and effective. This study will identify possible fare structures and payment methods, eligible recipients, overall program costs, and potential technical challenges.					
17-10-0013	Multi-County	Transportation Management Systems	This program replaces and rehabilitates the physical ramp meters, induction loops and cameras used to manage traffic real-time and to collect traffic data for planning purposes. This program also maintains and replaces telecommunication networks connecting all field devices with potential to transition from copper lines to fiber optics. Related to the SHOPP program (RTPID 17-10-0025)					Yes
17-10-0014	Multi-County	Bay Trail - non toll bridge segments	This program would complete the Bay Trail along the shoreline. This program does not include the segments of the Bay Trail that would cross the Bay via toll bridges.					
17-10-0015	Multi-County	Climate Program: TDM and Emission Reduction Technology	MTC's Climate Initiatives Program includes transportation demand management (TDM) strategies, car sharing, vanpool incentives, alternative fuel/vehicle initiatives, targeted transportation alternatives, trip caps and commuter benefits ordinances.					Yes
17-10-0016	Multi-County	Cost Contingency and Financing	This program includes future financing costs for capital projects such as for BART's Transbay Core Capacity Project (RTPID 17-10-0006). It also would cover contingency for major capital projects, if needed.					Yes
17-10-0017	Multi-County	Capital Projects Debt Service	This program includes on-going payments to debt service resulting from past financing of revenue, especially for bridge toll and sales tax revenue sources.					Yes
17-10-0018	Multi-County	Goods Movement Clean Fuels and Impact Reduction Program	Program for implementing recommendations of the Freight Emission Reduction Action Plan and developing programs for impact reduction in neighborhoods with high levels of freight activity.					
17-10-0019	Multi-County	Goods Movement Technology Program	Program for deploying communications infrastructure to increase active traffic management along freight corridors and to/from the Port of Oakland					

# List of Projects in Amended Plan Bay Area 2040

Appendix B

RTPID	County/ Sponsor	Title	Description	Complete and Operational By:			Included in the Model?	Referenced in the 2019 TIP
				2020	2030	2040		
17-10-0020	Multi-County	New/Small Starts Reserve	This is a reserve for future FTA funds (Section 5309) that are referred to as New Starts, Small Starts, or Core Capacity funding. This reserve is for future transit projects eligible for these funds and that serve the North or East Bay.					
17-10-0021	Multi-County	Priority Development Area (PDA) Planning Grants	This program includes Priority Development Area (PDA) Planning Grants and associated programs					Yes
17-10-0022	Multi-County	Local and Streets and Roads - Existing Conditions	This program includes local streets and roads maintenance throughout the region, including pavement and non-pavement assets					Yes
17-10-0023	Multi-County	Local Streets and Roads - Operations	This program includes on-going operations of the local streets and roads throughout the region					Yes
17-10-0024	Multi-County	Regional and Local Bridges - Existing Conditions	This program includes operations and maintenance of regional and local bridges. Golden Gate Bridge operations and maintenance is in a separate program (RTPID 17-10-0009)					Yes
17-10-0025	Multi-County	Regional State Highways - Existing Conditions	This program includes operations and maintenance of the state highways within the Bay Area. This program generally implements the SHOPP, which also includes minor mobility enhancements and management systems.					Yes
17-10-0026	Multi-County	Regional Transit Capital - Existing Conditions	This program includes capital maintenance and replacement funding for the region's transit operators. Types of projects in this category mostly include replacing vehicles and fixed-guideway assets like rail that have a direct impact on service. To a lesser extent, this program includes station upgrades and replacing other assets that do not directly affect revenue service.					Yes
17-10-0027	Multi-County	Regional Transit Operations	This program covers the costs to operate the Bay Area's existing transit service every year through the Plan horizon.					Yes
17-10-0028	Multi-County	Clipper	This program covers annual operating costs of Clipper as well as the upgrade of Clipper to Clipper 2.0.					Yes
17-10-0029	Multi-County	511 Traveler Information Program	This program covers the 511 program in the Bay Area. 511 includes a transit trip planner, real-time transit information, up-to-the minute traffic information, carpool and vanpool formation services and parking information.					Yes
17-10-0030	Multi-County	SAFE Freeway Patrol	This program covers MTC's Service Authority for Freeways and Expressways, or SAFE, program. MTC-SAFE manages the Bay Area's fleet of Freeway Service Patrol tow trucks and roadside call boxes.					
17-10-0031	Multi-County	Regional Transportation Emergency Management Program	This program enhances first responders' capabilities to clear traffic incidents and respond to major emergencies through integrated corridor management.					Yes
17-10-0032	Multi-County	Regional Rail Station Modernization and Access Improvements	This program includes station modernization and access improvements for rail station throughout the region.					Yes
17-10-0033	Multi-County	Bay Area Forward	This program includes a variety of operational and multimodal improvements, including: active traffic management - upgrades to all existing ramp meters to adaptive, implementing hard shoulder running lanes, contra-flow lanes, queue warning, and ramp modifications; arterial operations - implementation of traditional time-of-day signal timing coordination, adaptive traffic signal control systems, transit signal priority, real-time traffic monitoring devices, ped/bike detection, queue-jump lanes, etc; connected vehicles - pilot deployments of vehicle-to-infrastructure (V2I) strategies; Managed Lanes Implementation Plan - pilot express bus service for routes not currently served by operators; expands park-and-ride facilities throughout the region; and supports pilot deployment of shared-mobility solutions.	VARIES	VARIES	VARIES	Yes	Yes
17-10-0034	Multi-County	San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path - Environmental Only	This project continues environmental and design work on the proposed bicycle, pedestrian, and maintenance path on the west span of the Bay Bridge.					
17-10-0036	Multi-County	I-580 Access Improvements Project	Project converts the right shoulder of the Richmond-San Rafael Bridge to a third freeway lane from the Sir Francis Drake Blvd. on-ramp in Marin County to the Marine Street (Richmond Parkway/Point Richmond) exit in Contra Costa County. Project also constructs a path on the north side of I-580, including the upper deck of the Richmond-San Rafael Bridge, with concrete barriers to separate bicyclists and pedestrians from westbound freeway traffic.	Yes	Yes	Yes	Yes	Yes
17-10-0037	Multi-County	Highway 37 Improvements and Sea Level Rise Mitigation PSR	Prepare multi-county study, to PID standard, on improvements to SR 37 to accommodate future sea level rise and existing congestion					



# List of Projects in Amended Plan Bay Area 2040

Appendix B

RTPID	County/ Sponsor	Title	Description	Complete and Operational By:			Included in the Model?	Referenced in the 2019 TIP
				2020	2030	2040		
17-10-0038	TJPA	Caltrain/HSR Downtown San Francisco Extension	The Downtown Rail Extension (DTX) will extend Caltrain commuter rail from its current terminus at Fourth and King streets and deliver the California High-Speed Rail Authority's future high-speed service to the new Transit Center. The 1.95-mile rail extension will be constructed principally below grade underneath Townsend and Second streets. The design includes an underground station at Fourth and Townsend streets, utility relocations, rail systems work, and structures for emergency exit, ventilation at six locations along the alignment, and an underground pedestrian bridge connecting the Transbay Terminal to the Embarcadero BART station. Cost includes operating expenses - capital cost is \$3.999 billion		Yes	Yes	Yes	Yes
17-10-0039	TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 1 - Transbay Transit Center)	The project has 3 components: (1) new Transbay Transit Center built on the site of the former Transbay Terminal in downtown San Francisco serving 11 transportation systems; (2) extension of Caltrain commuter rail service from its current San Francisco terminus at 4th & King Streets to a new underground terminus; and (3) establishment of a Redevelopment Area Plan with related development projects.	Yes	Yes	Yes	Yes	Yes
17-10-0040	WETA	North Bay Ferry Service Enhancement	Purchase and operate 2 new ferry vessels for WETA North Bay ferry services. Project increases frequency for the Richmond-SF and Vallejo-SF ferry lines.		Yes	Yes	Yes	
17-10-0041	WETA	Central Bay Ferry Service Enhancement	Purchase and operate 2 new ferry vessels for WETA Central Bay ferry services. Project increases frequency for the Oakland-Alameda-SF ferry line and the Harbor Bay-SF ferry line.		Yes	Yes	Yes	
17-10-0042	WETA	Albany/Berkeley Ferry Terminal	Construct a new Berkeley/Albany ferry terminal, purchase 2 new ferry vessels, operate new ferry service between Berkeley/Albany and San Francisco.		Yes	Yes	Yes	Yes
17-10-0043	Multi-County	Regional Carpool Program	This program includes carpool outreach and promotion, supporting vanpools, positioning the program to rely on private sector ridematching apps, and other services. The Regional Carpool Program will support carpoolers during the launch of Bay Area Express Lanes, promote carpooling and vanpooling along high-priority congested travel corridors, and grow first/last mile carpool solutions to transit, consistent with its annual work plan. Includes MTC staff costs.					
17-10-0044	Multi-County	I-80 Express Lanes in both directions: Airbase Parkway to Red Top Road	Express Lanes on I-80 in Solano County from Red Top Road to Air Base Parkway - convert existing HOV lanes to express lanes		Yes	Yes	Yes	Yes
17-10-0045	Multi-County	I-80 Express Lanes: Westbound Bay Bridge Approaches	Express Lanes on the four westbound SFOBB bridge approaches: (1) I-80 direct connector from Powell Street to SFOBB metering lights (1.8 miles); (2) I-580 from I-80 junction to metering lights (1 mile); (3) I-880/880S direct connector from 14th Street to metering lights (1.5 miles); (4) West Grand Ave/I-880 direct connector to metering lights (0.7 miles) - convert existing HOV lanes to express lanes		Yes	Yes	Yes	
17-10-0047	Multi-County	I-680 Express Lanes: Northbound from Marina Vista to SR 242	Express Lanes on I-680 northbound from SR-242 to Marina Vista. Convert existing HOV lane to express lanes.		Yes	Yes	Yes	
17-10-0048	Multi-County	I-680 Express Lanes: Southbound from Marina Vista to Rudgear	Express Lanes on I-680 southbound from Marina Vista to Rudgear Rd. Convert existing and future SB HOV lane to express lane. Future SB HOV lane from North Main to Livorna/Rudgear is in RTPID 17-02-0022		Yes	Yes	Yes	
17-10-0049	Multi-County	I-680 Express Lanes in both directions: Livorna/Rudgear to Alcosta	Express lanes on I-680 in Contra Costa County from Alcosta Road to Livorna northbound and to Rudgear southbound - convert existing HOV lanes to express lanes	Yes	Yes	Yes	Yes	Yes
17-10-0050	Multi-County	SR-84 Express Lanes: Westbound from I-880 to Dumbarton Bridge Toll Plaza	Express Lanes on Route 84 westbound in Alameda County from I-880 through Dumbarton Bridge toll plaza - convert existing HOV lane to express lane	Yes	Yes	Yes	Yes	
17-10-0051	Multi-County	SR-92 Express Lanes: Westbound from Hesperian to San Mateo Bridge Toll Plaza	Express Lanes Route 92 WB in Alameda County from Hesperian Boulevard through San Mateo-Hayward Bridge toll plaza - convert existing HOV lane to express lane	Yes	Yes	Yes	Yes	
17-10-0052	Multi-County	I-880 Express Lanes in both directions: Hegenberger/Lewelling to SR-237	Express lane on I-880 in Alameda County from Lewelling Blvd to SR 237 Direct Connector in northbound direction, Hegenberger Rd to SR 237 Direct Connector in the southbound direction- convert existing HOV lanes to express lanes.	Yes	Yes	Yes	Yes	Yes
17-10-0053	Multi-County	I-80 Express Lanes in both directions: Carquinez Bridge to Bay Bridge	Express Lanes on westbound I-80 from Carquinez Bridge Toll Plaza to Powell St Direct Connector on eastbound I-80 from Powell St Direct Connector to Cummings Skyway. Add new express lane on eastbound I-80 from Cummings Skyway to Carquinez Bridge.		Yes	Yes	Yes	Yes
17-10-0054	Multi-County	MTC Express Lane Program Cost	Includes non-corridor activities such as centralized toll system activities, start-up program management, contingency and capitalized O&M.					Yes
17-10-0055	Multi-County	East and North Bay Express Lanes Operations and Maintenance	This program includes on-going operations and maintenance for the express lanes in the East and North Bay counties					

# List of Projects in Amended Plan Bay Area 2040

Appendix B

RTPID	County/ Sponsor	Title	Description	Complete and Operational By:			Included in the Model?	Referenced in the 2019 TIP
				2020	2030	2040		
17-10-0056	Multi-County	East and North Bay Express Lanes Reserve	This program includes future revenue from express lanes in the East and North Bay counties					
17-10-0057	Multi-County	I-880 Express Lanes: Northbound from Hegenberger to Lewelling and bridge improvements	I-880 Northbound express lane from Lewelling Blvd to Hegenberger Rd. and reconstruct bridges at Davis Street and Marina Boulevard - widen to add an express lane and reconstruct bridges		Yes	Yes	Yes	Yes
17-10-0058	Multi-County	I-680 Express Lanes: Northbound from SR-84 to SR-237	Express lanes on I-680 in the northbound direction from SR-84 to SR-237 which involves constructing a new lane.	Yes	Yes	Yes	Yes	Yes
17-10-0059	Multi-County	I-80 Express Lanes in both directions: Airbase Parkway to I-505	I-80 Solano Express Lanes from Air Base to I-505-widen to add an express lane in each direction		Yes	Yes	Yes	
17-10-0060	Multi-County	I-680 Express Lanes: Northbound from Rudgear to SR 242 and operational improvements	Widen I-680 for a new northbound express lane between N. Main Street and Route 242 and implement operational improvements on I-680 from Rudgear to N. Main. This project complements the NB HOV lane extension through the 680/24 interchange and from N. Main to SR 242 as well as operational improvements included in RTPIDs 17-02-0012 and 17-02-0013.		Yes	Yes	Yes	
17-10-0061	Multi-County	I-680 Express Lanes: I-80 westbound to I-680 southbound and I-680 northbound to I-80 eastbound direct connectors	Express lanes on I-680/I-80 interchange in Solano County - widen to add express lane direct connectors I-80 westbound to I-680 southbound and I-680 northbound to I-80 eastbound. This complements the larger interchange project of RTPID 17-08-0009.		Yes	Yes	Yes	
17-10-0062	Multi-County	East and North Bay Express Lanes - Environmental and Design Phases for Future Segments	This program includes environmental and design phases for future express lane segments in Alameda and Solano counties, including along I-80, I-680, and I-580					
17-10-0063	BART	BART Seismic Safety Augmentation	Alternatives analysis and design associated with the Berkeley Hills Tunnel plus design of the A-Line structural augmentation / improvement to operability standards.					Yes
17-10-0064	BART	Hayward Maintenance Complex Phase 1	This project increases maintenance capacity as part of its Fleet of the Future program as well as to support increased service for the Berryessa Extension. This Phase I project involves constructing an outdoor storage area for maintenance and engineering materials and equipment, building track access to new maintenance facilities from the existing mainline, and improving access for BART maintenance operations.					Yes

Date: February 24, 2021  
W.I.: 1512  
Referred by: PAC

ABSTRACT

Resolution No. 4475

This resolution adopts the 2021 Transportation Improvement Program (TIP) for the San Francisco Bay Area, and supporting documents as listed in Attachment A.

Subsequent revisions are listed below and described further in Attachment B to this resolution.

Further discussion of the 2021 TIP adoption is contained in the summary to the Programming & Allocations Committee dated November 4, 2020 and February 10, 2021.

Date: February 24, 2021  
W.I.: 1512  
Referred by: PAC

Re: 2021 Federal Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4475

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, except for 2020; and

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

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

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

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

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

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

WHEREAS, federal regulations prescribe the timely use of federal apportionment and obligation authority; and

WHEREAS, federal regulations (23 CFR §630.106) prescribe the timely expenditure, invoicing and reimbursement of federally obligated transportation funds; and

WHEREAS, state statutes (Streets and Highways Code Section 182), and California Transportation Commission (CTC) policies and guidance prescribe requirements for the timely use of federal and state funds; and

WHEREAS, MTC has adopted the regional project funding policy (MTC Resolution 3606, Revised) prescribing management practices, expectations and requirements on state and federal funds coming to the region in order to meet federal and state timely use of funds requirements; and

WHEREAS, MTC has found in MTC Resolution No. 4374 that the 2021 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<sub>2.5</sub>) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM<sub>2.5</sub> SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 2021 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 2021 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 2021 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 2021 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 2021 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that the 2021 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 projects and project sponsors with funds programmed in the federal TIP must comply with the provisions and requirements of the regional project funding delivery policy, MTC Resolution 3603, 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 2021 TIP satisfies the public involvement requirements of the FTA annual Program of Projects for applicable fund sources; and, be it further

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

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

RESOLVED, that MTC finds that the 2021 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. 4474); and, be it further

RESOLVED, that the projects and programs included in the 2021 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 2021 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 2021 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. 4475, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised) and as otherwise adopted by MTC; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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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 February 24, 2021.



Date: February 24, 2021  
W.I.: 1512  
Referred by: PAC

Attachment A  
Resolution No. 4475  
Page 1 of 1

## **2021 Transportation Improvement Program**

The 2021 Transportation Improvement Program for the San Francisco Bay Area, adopted February 24, 2021, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2021 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 2021 TIP Investment Analysis: Focus on Low-Income and Minority Communities
- The 2021 TIP Performance Report

Date: February 24, 2021  
W.I.: 1512  
Referred by: PAC

Attachment B  
Resolution No. 4475  
Page 1 of 1

### **Revisions to the 2021 TIP**

Revisions to the 2021 Transportation Improvement Program (TIP) are included as they are approved.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	21-0180	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	1/7/2021	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	2/10/2021	<b>Final action:</b>			
<b>Title:</b>	Bay Area Transit Operator Financial and Service Update				

Staff will present an overview of Bay Area transit operator financial and service status during the on-going COVID-19 pandemic.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [11e - 21-0180 - Operator Financial and Service Update.pdf](#)  
[11e - 21-0180 - Operator Financial and Service Status Update Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Bay Area Transit Operator Financial and Service Update

Staff will present an overview of Bay Area transit operator financial and service status during the on-going COVID-19 pandemic.

**Presenter:**

Theresa Romell

**Recommended Action:**

Information

# Metropolitan Transportation Commission


February 24, 2021

Agenda Item 11e - 21-0180

## Bay Area Transit Operator Financial and Service Update

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- Subject:** Staff will present an overview of Bay Area transit operator financial and service status.
- Background:** The COVID-19 pandemic that began in March of 2020 and continues today, has had a tremendous impact on transit operator finances and service levels.
- The attached presentation provides information on operator ridership, service provision, revenue losses, and expense adjustments since the onset of the pandemic. The presentation will also touch on operators' ability to respond to increased demand once riders begin to return to public transit.
- Issues:** None
- Recommendation:** Information
- Attachments:** Presentation Slides



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Therese W. McMillan



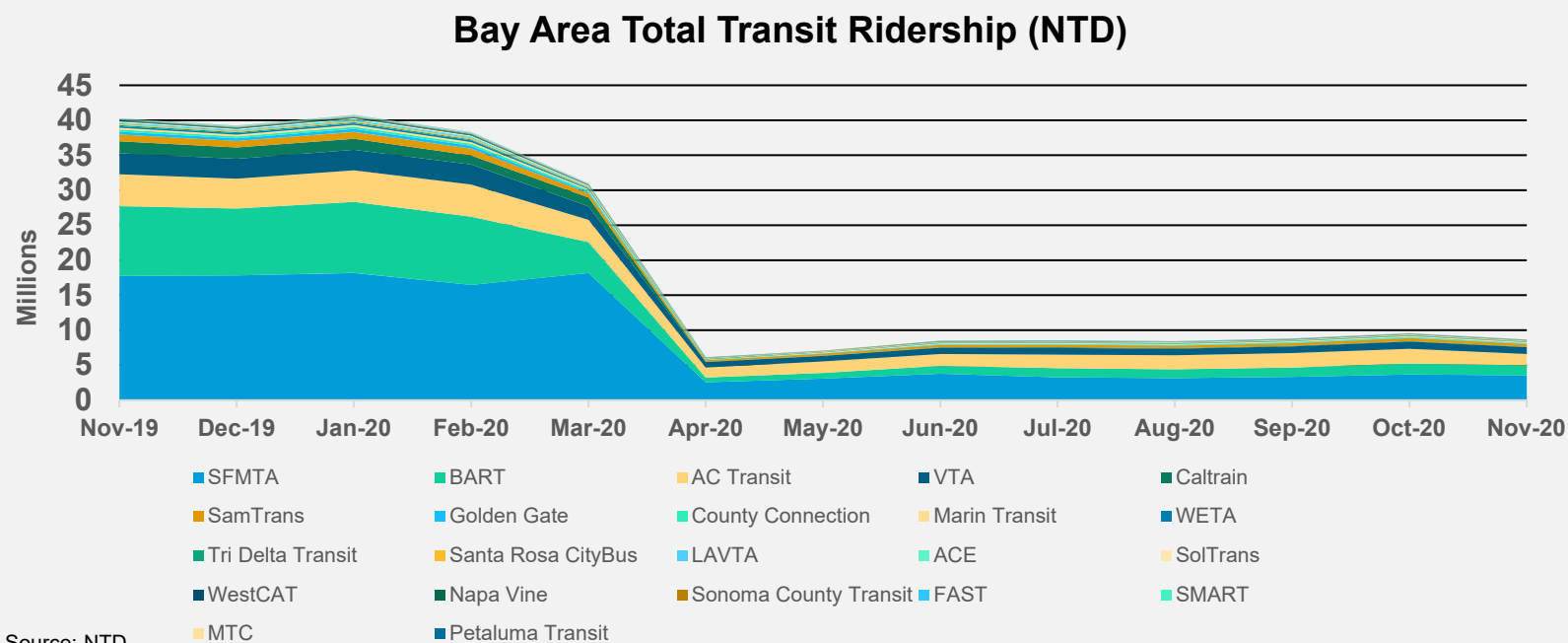
# **BAY AREA TRANSIT OPERATOR FINANCIAL & SERVICE STATUS UPDATE**

Photo: SMART staff

## TRANSIT RIDERSHIP

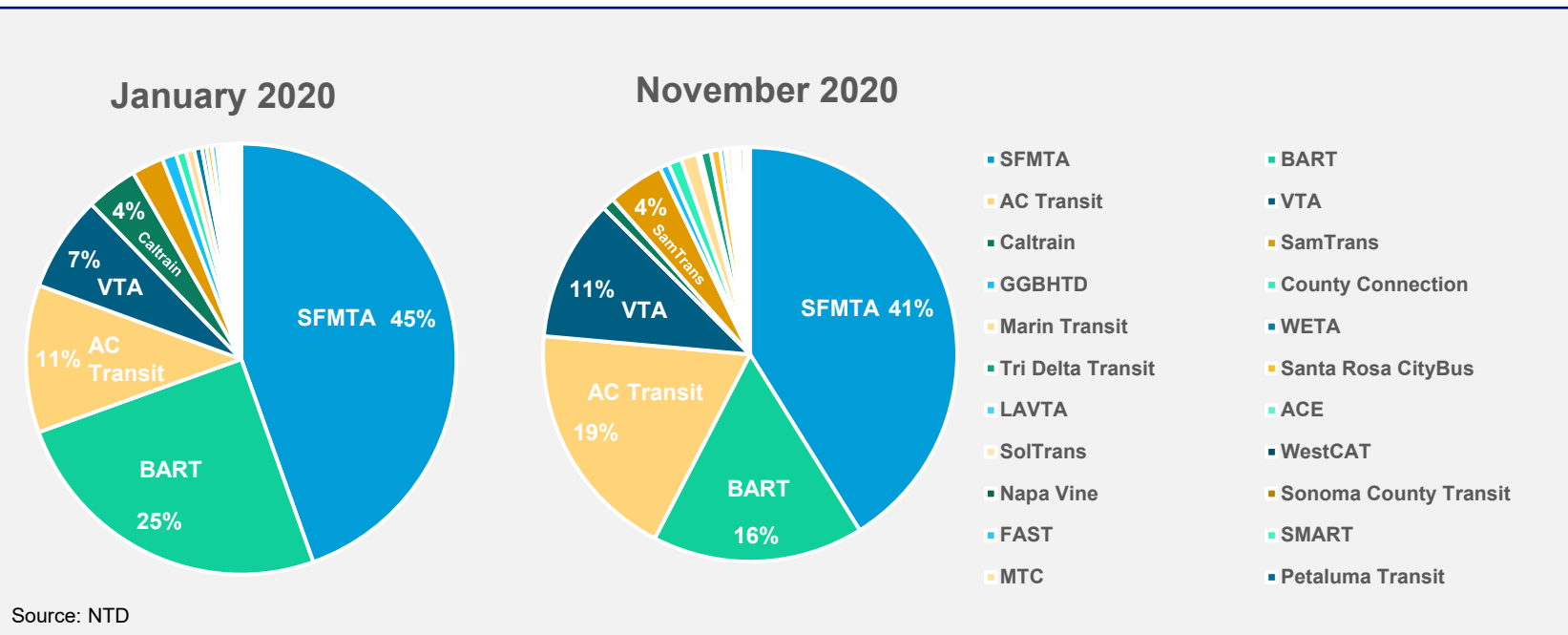
**Bay Area ridership has declined 80%,** comparing April-November 2020 to the same period in 2019.

The sharpest declines are among operators that disproportionately carried peak hour commuters pre-pandemic such as BART, Caltrain, Golden Gate, and WETA. Small bus operators that served, and continue to serve, more transit-dependent riders have seen a somewhat greater ridership recovery.



# RIDERSHIP BY OPERATOR

Ridership patterns by operator have shifted since the pandemic. AC Transit is currently carrying more passengers than BART. Ridership on VTA has also increased from 7 to 11% of regional ridership



# STUDENT RIDERSHIP

Student transit users comprise a significant percentage of ridership for some operators. This creates a “**ceiling**” on ridership recovery until in-person education resumes.

**8.1 million**

**trips per month**

Average number of trips taken by students (K-12, post-secondary) each month in the Bay Area, pre-COVID-19.

**100+**

**School only/supplemental routes**

Number of special student targeted services operated Bay Area-wide pre-COVID-19.

**15%**

**of riders**

**Bay Area-wide share of pre-COVID-19 ridership that were (K-12, post-secondary) students.**

The share varies by operator, with some operators' ridership consisting of 40% students.

**Operators with approx. 20%+ student ridership:**

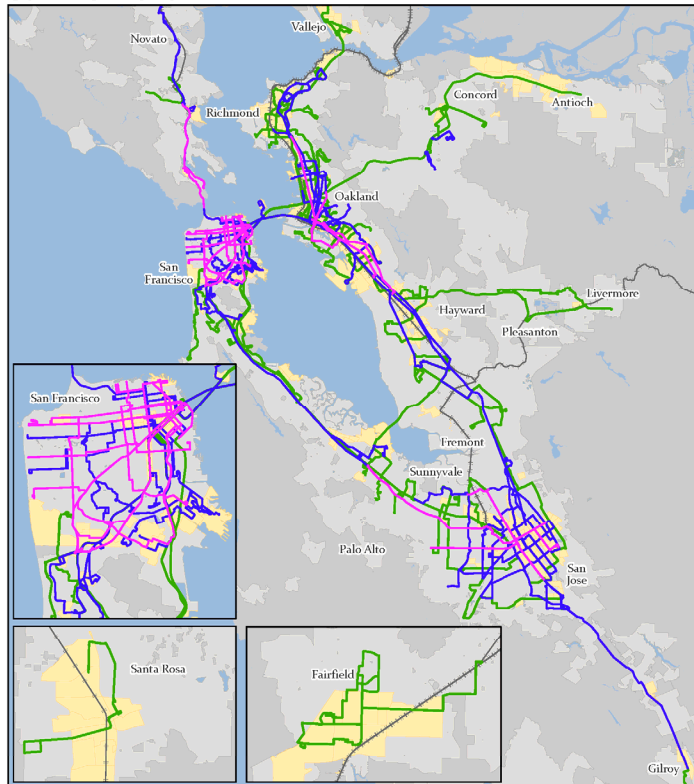
- SFMTA
- AC Transit
- VTA
- Marin Transit
- Union City Transit
- Petaluma Transit
- LAVTA
- WestCAT
- Santa Rosa CityBus
- SamTrans

Source: Operator data, passenger surveys

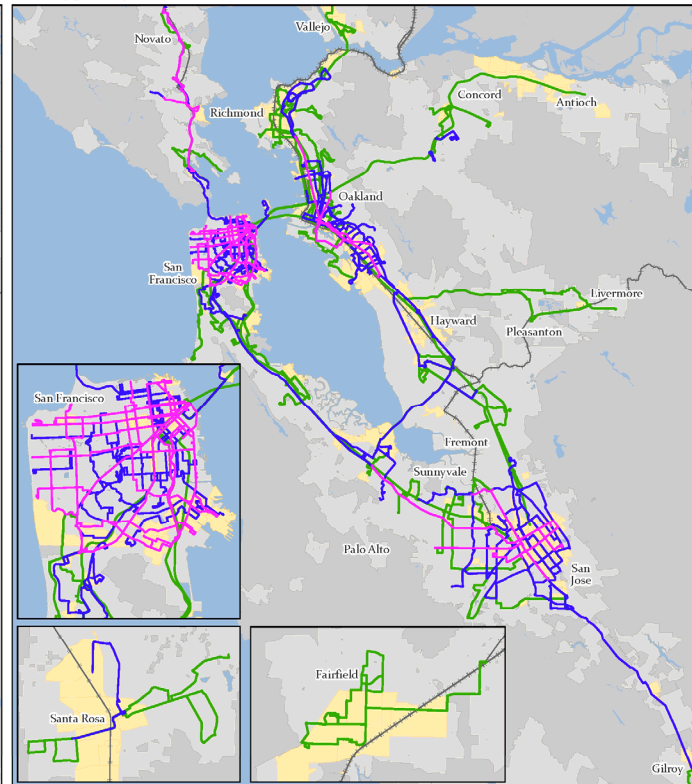


# SERVICE FREQUENCY CHANGES

Summer 2020



Winter 2021



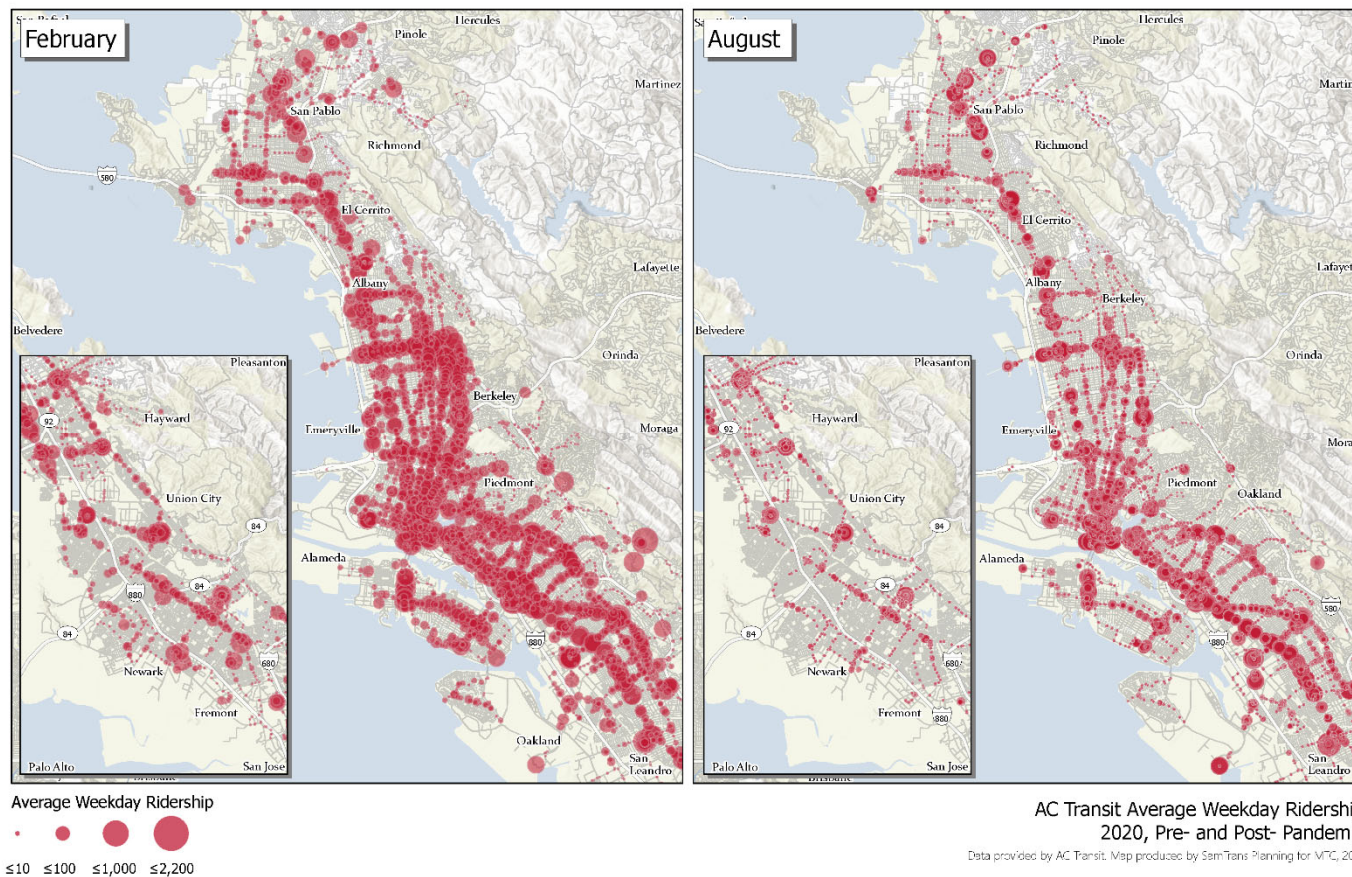
High Frequency Transit Corridors During COVID 19

Data provided by transit operators. Produced by SamTrans Planning for MTC, February 2021

Almost all operators increased frequency on some corridors or routes since the summer of 2020 to improve service in core areas and to support local trips.

This is most pronounced for SFMTA, which reinstated some routes that were previously suspended.

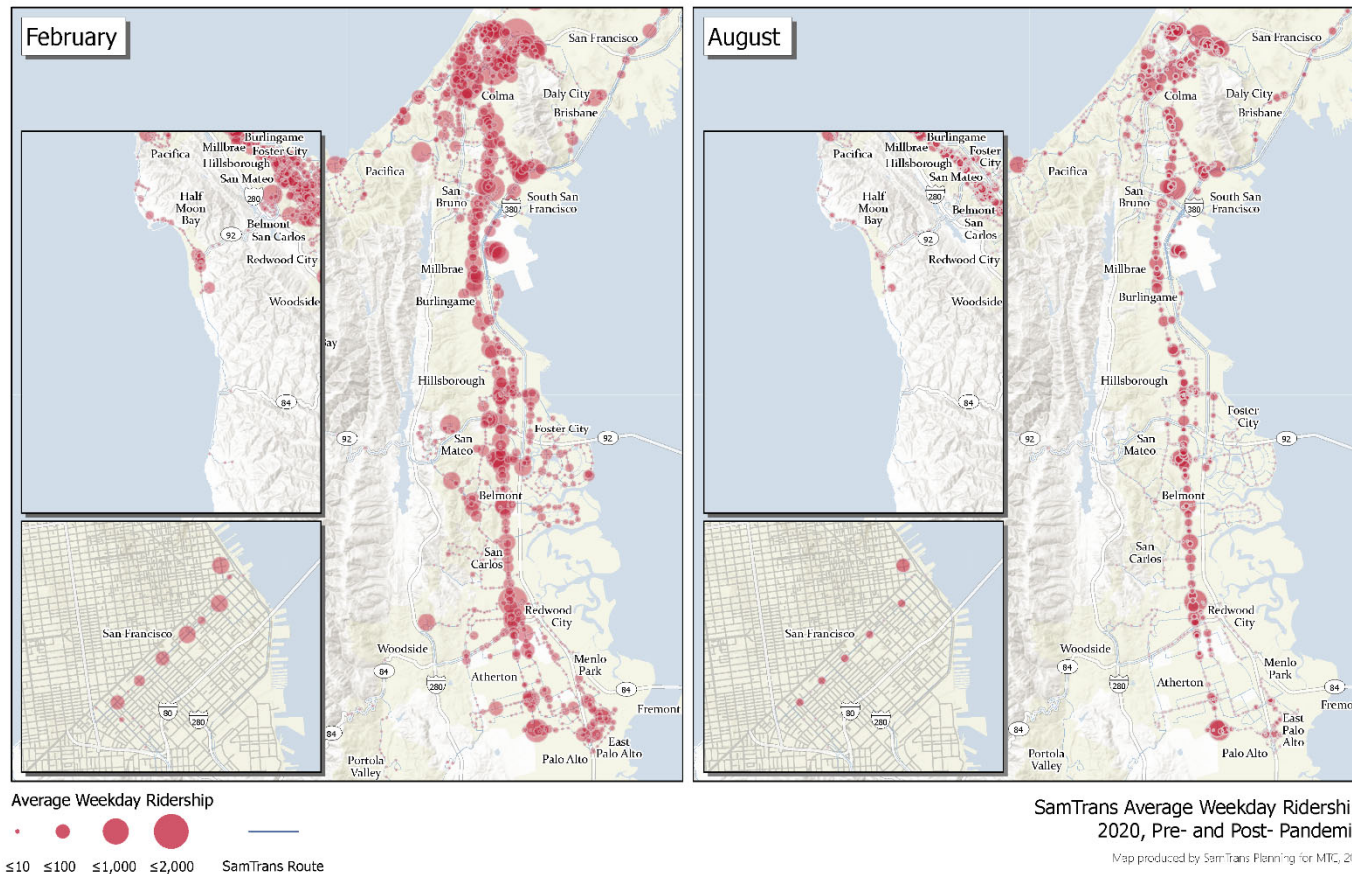
## CHANGES IN WHERE THE SYSTEM IS BEING USED – AC TRANSIT



Overall AC Transit ridership decreased by 56% between February and August 2020.

The impacts vary geographically, with greater ridership retainment in certain communities of Richmond, San Pablo and East Oakland.

## CHANGES IN WHERE THE SYSTEM IS BEING USED – SAMTRANS



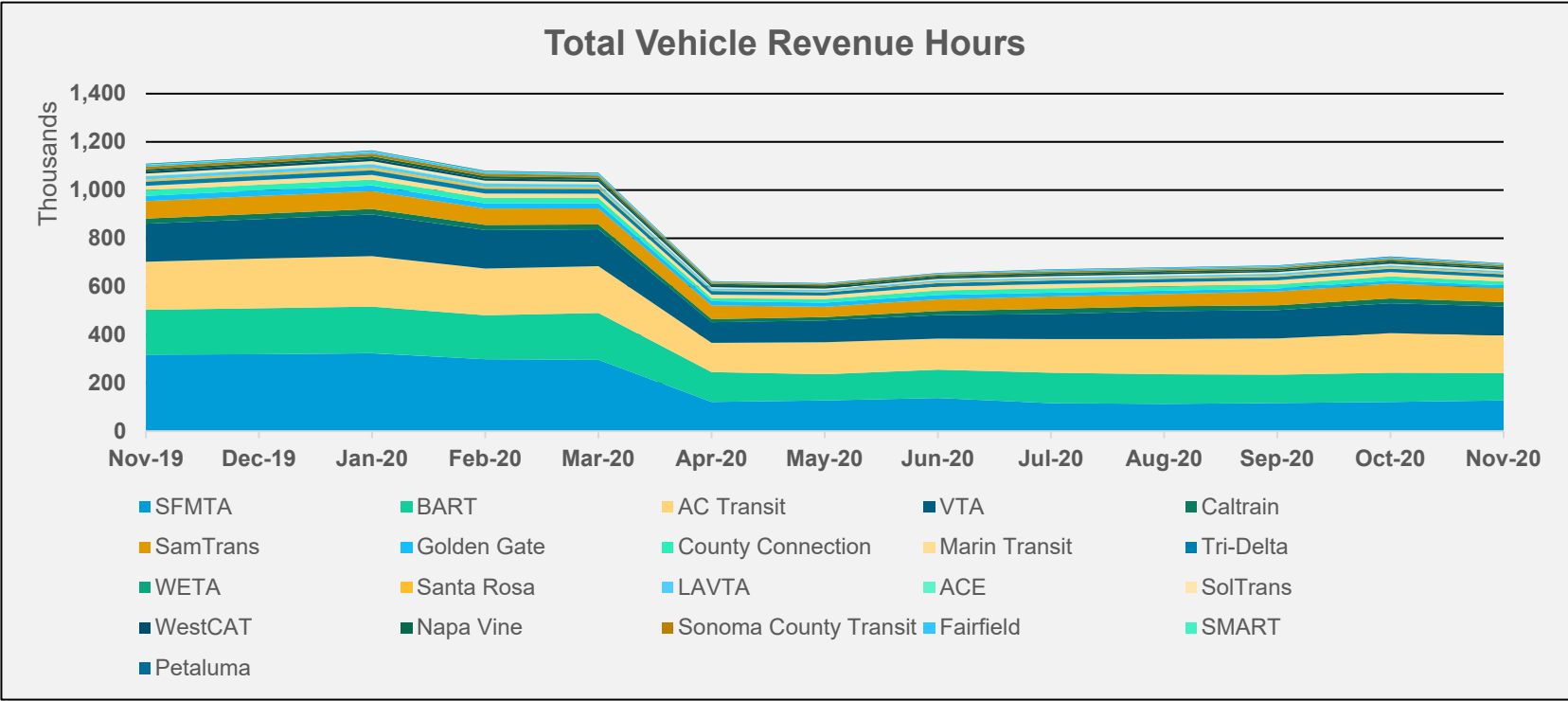
Overall SamTrans ridership decreased by 63% between February and August 2020.

Similar to the geographic variance shown in the AC Transit map, ridership retainment was greater along El Camino Real and in Daly City.



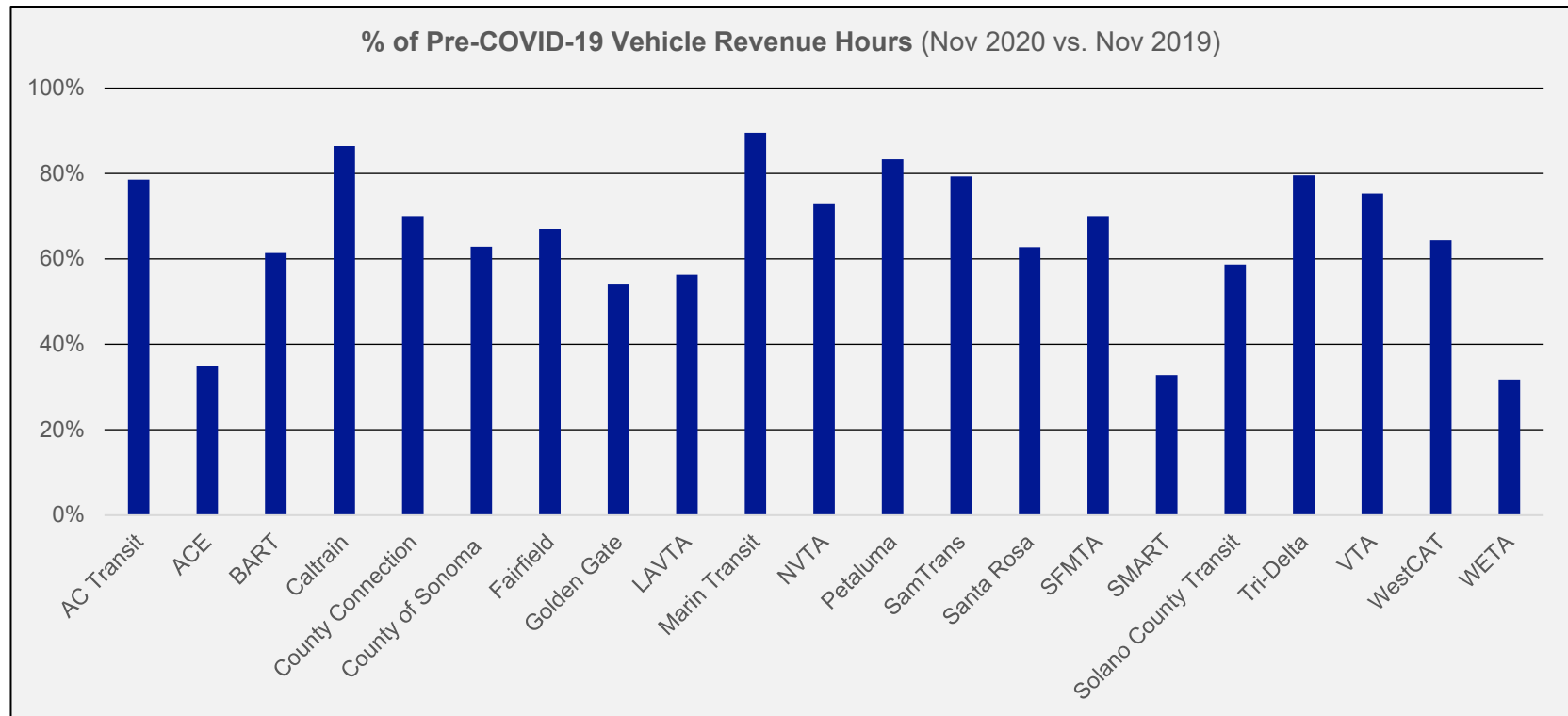
## TOTAL VEHICLE REVENUE HOURS

Bay Area-wide, service operated has **decreased by 40% compared to pre-pandemic levels** as measured by total vehicle revenue hours, however the decrease varies dramatically by operator.



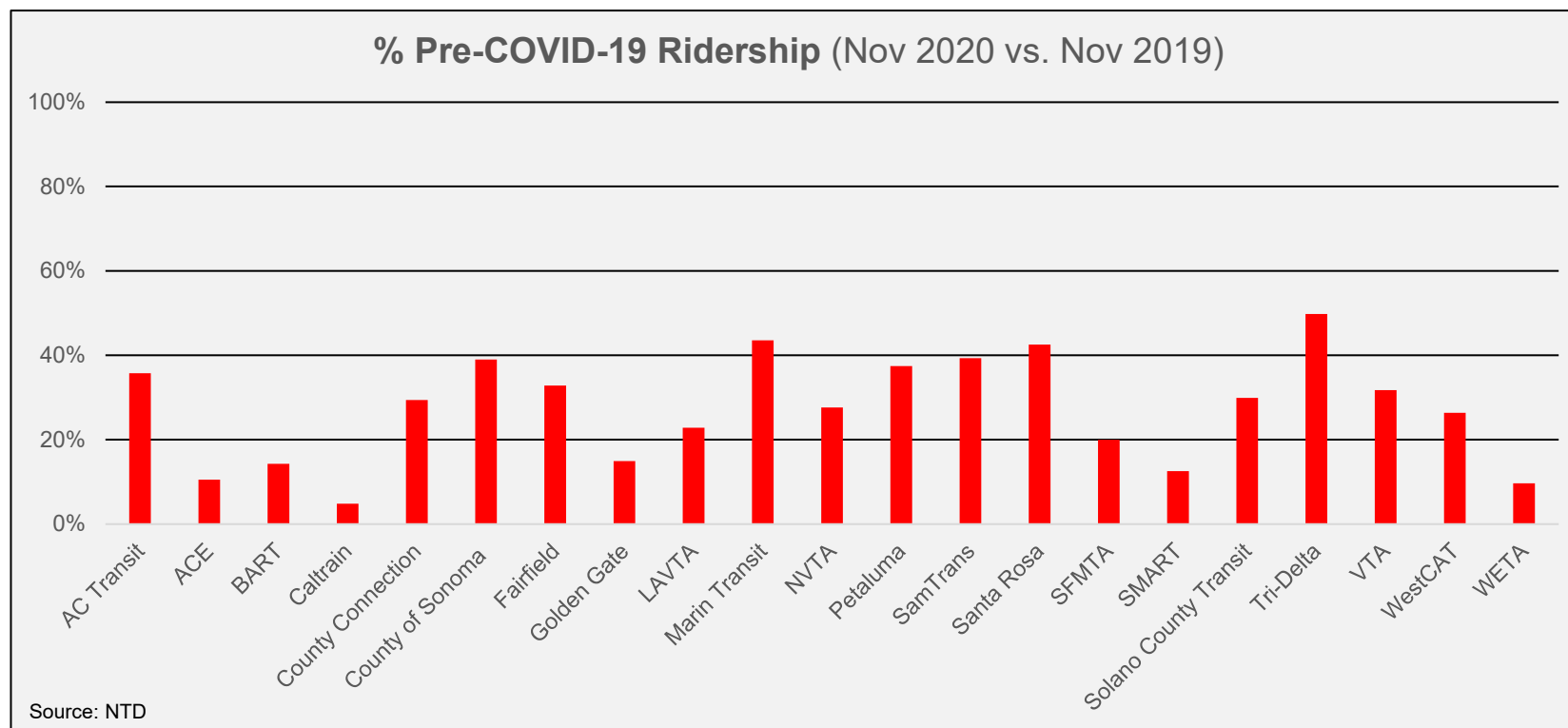
# TOTAL VEHICLE REVENUE HOURS

As a % of pre-COVID-19 service levels, service varies dramatically across operators. While some are operating at 80-90% of pre-pandemic levels, others are at around 30%.



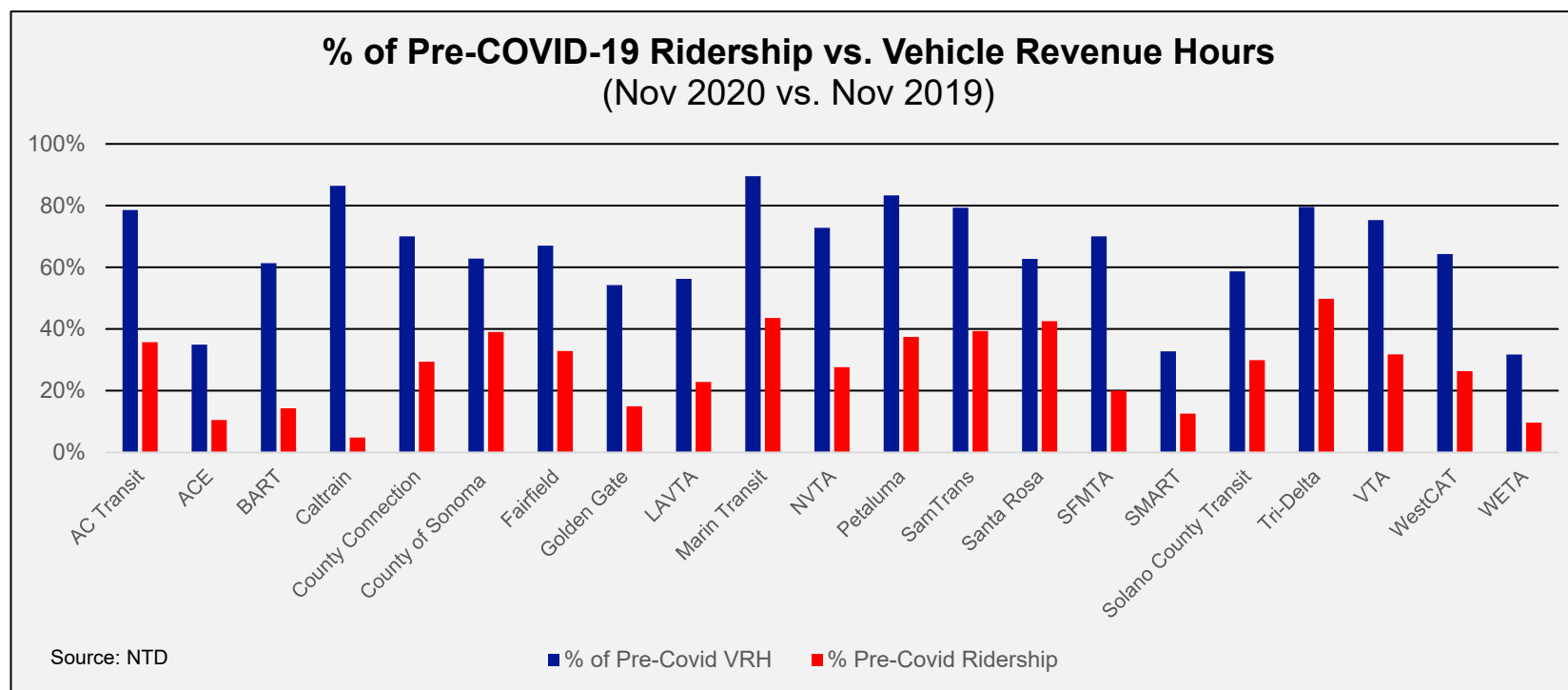
# TOTAL RIDERSHIP

Region-wide, ridership in November 2020 was 20% of ridership in November 2019. Across operators, this figure ranges from 5% to 50% of pre-pandemic levels.



# VEHICLE REVENUE HOURS & RIDERSHIP

Region-wide, operators are serving 20% of pre-COVID ridership with 60% of pre-COVID service, as measured by total vehicle revenue hours.



# PASSENGER “PASS UPS”

Capacity on transit vehicles has been reduced to adhere to social distancing policies. This has created a challenge for many operators, and a situation where some passengers are “passed up” on vehicles are already at their reduced capacities.

**2,000**

passengers per day

**Approximate number of  
passengers being “passed up”**

Agency data on pass ups are inconsistent, given challenges of quantifying it.

- SFMTA has reported up to 800 pass-ups per day in the fall.
- VTA has reported an average of over 500 pass-ups per day
- AC Transit has reported overcrowding on 12% of its trips

## Why pass ups occur:

- Reduced capacity to manage social distancing
  - Buses, on average, now operate at 20% of capacity
  - A bus that would normally serve up to 100, is now limited to 24
- Reduced service to reflect lower ridership overall and uncertain resources

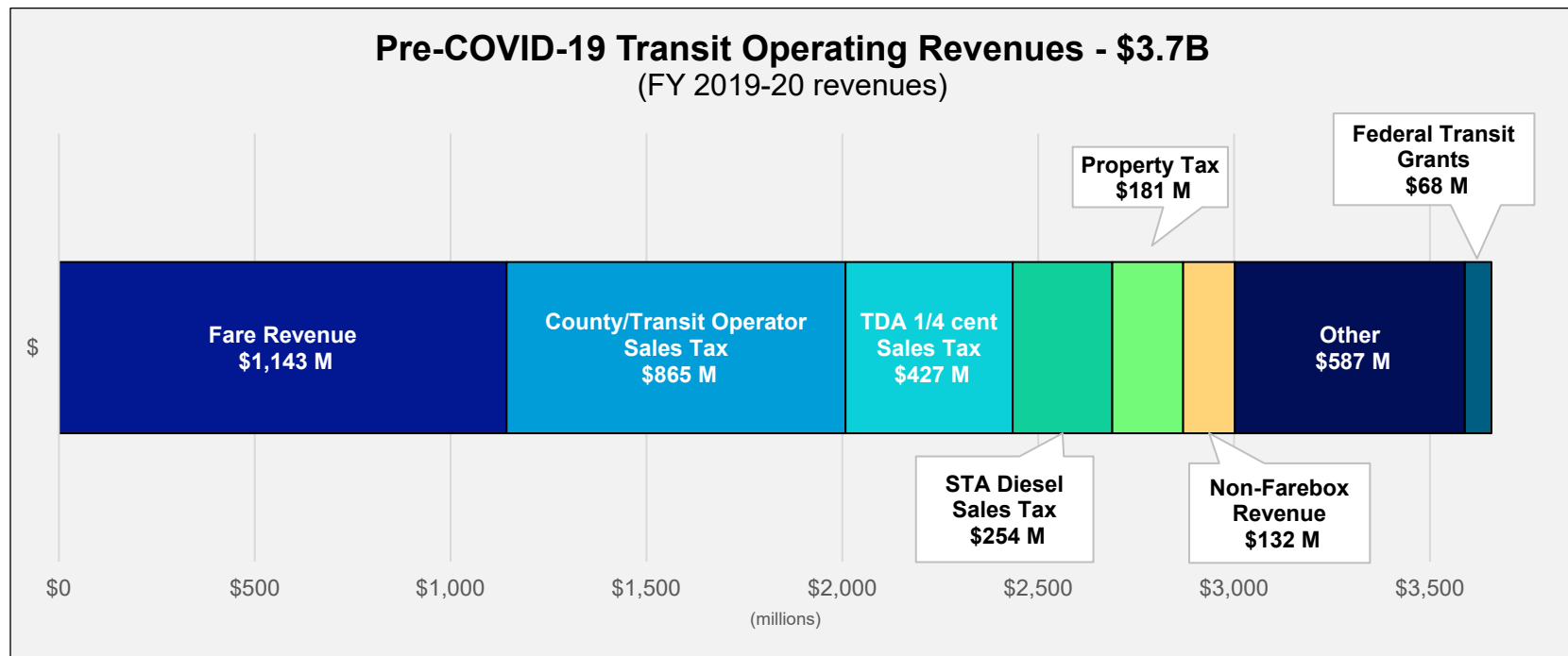
## What can we do to ensure every rider who needs a ride has access to one?

- Back up service has been deployed on many operators, targeting stations or areas with a high amount of pass ups
- Service levels have been increased in some places where demand has recovered



# OPERATING REVENUE : PRE-COVID-19

Pre-pandemic, Bay Area transit operations were funded with a diverse mix of sources, including fare revenue and various sales taxes.

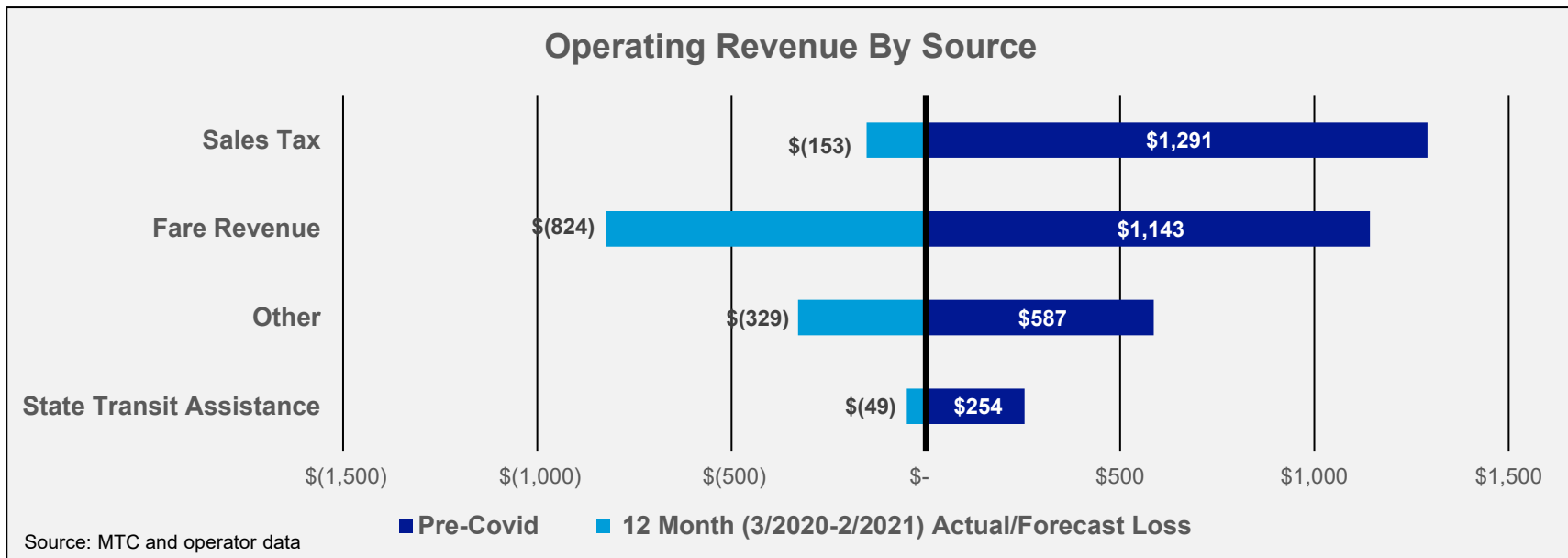


Source: Transportation Development Act Claims to MTC  
MTC Fund Estimate, State Budget

# OPERATING REVENUE LOSS

Transit agencies have lost over **\$1.1 Billion** in revenues between March and December 2020, at a rate of nearly \$110 million per month. Of the funding mix, fare revenues have been most severely impacted.

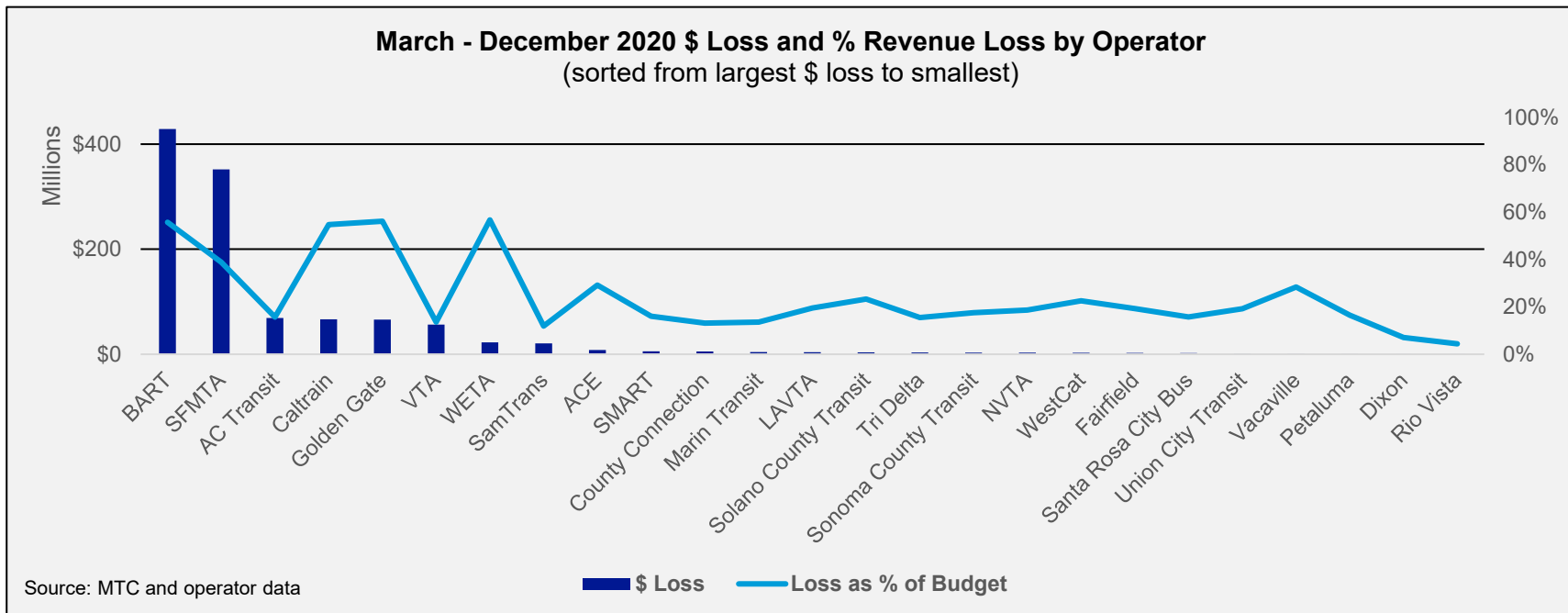
**At this rate, the region would lose \$1.3 billion over a 12-month period, or over a third of pre-pandemic operating revenues.**



# OPERATING REVENUE LOSS

Revenue impacts have varied greatly by operator. Revenue loss between March and December of 2020 as a % of FY 2018-19 budgets range from the single digits to 57%.

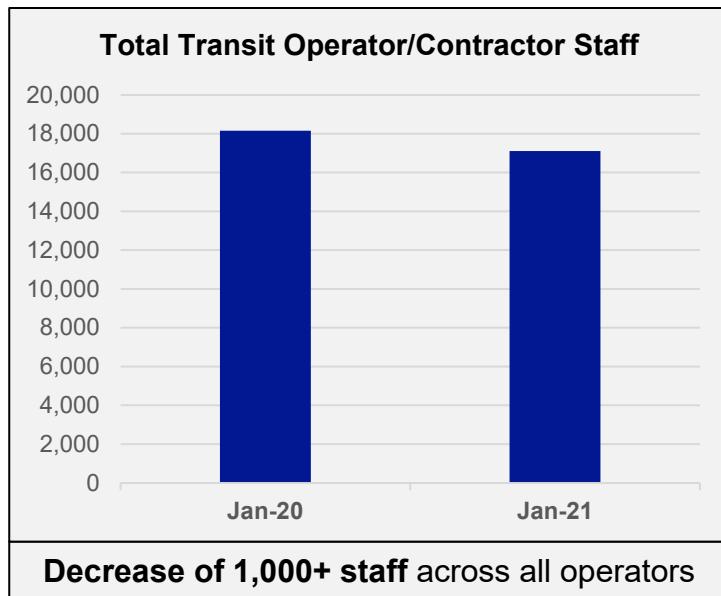
Impacts have been especially significant for fare, parking, and toll revenue-dependent operators, such as BART, Caltrain, Golden Gate, SFMTA, and WETA.



# TOTAL STAFFING IMPACTS

Service plan and revenue reductions have impacted staffing levels across operators. Across all operators, **total staff levels (including directly employed and contract staff) have decreased by over 1,000 employees, or 6% of pre-Covid staffing.**

Nearly all operators have implemented a hiring freeze or wage freeze as well as limits on overtime. Other efforts to manage staff levels include early retirement programs and shifting staff from operations to capital projects.



## Staffing Changes at Selected Operators

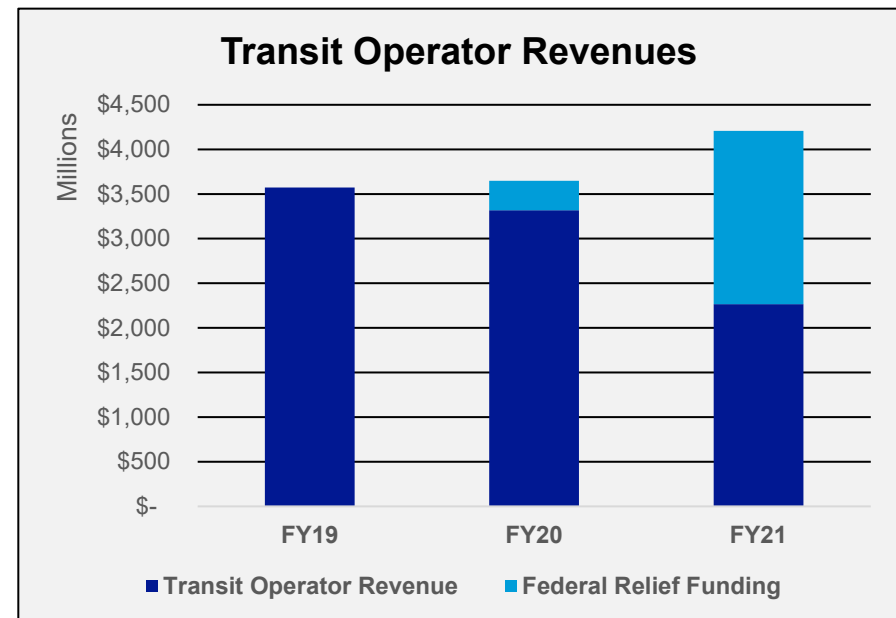
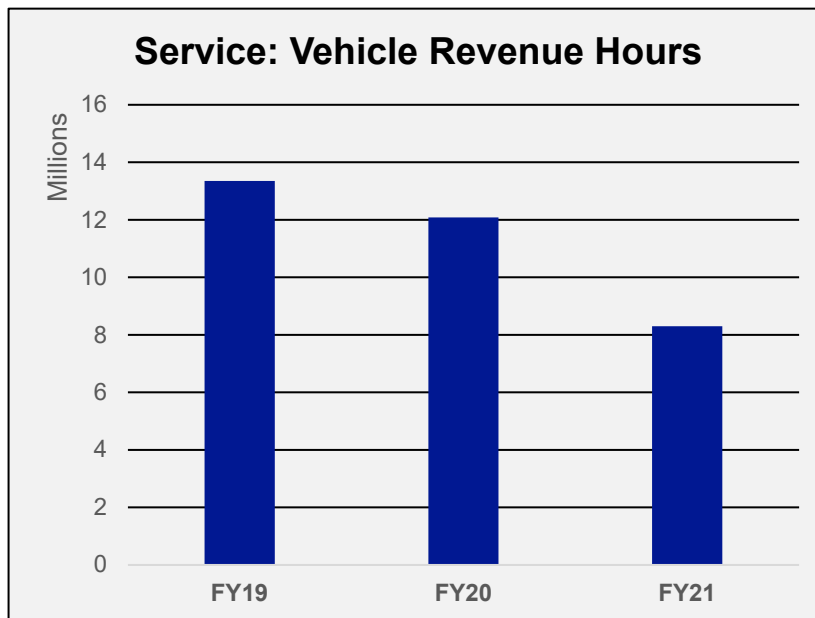
Operator	January 2020 Staff	January 2021 Staff	% Change
BART	5,087	4,384	-14%
AC Transit	2,137	2,059	-4%
VTA	2,122	2,076	-2%
Caltrain	521	471	-10%
LAVTA	148	118	-20%
SFMTA	4,569	4,702	+3%

Source: Operator data

## FINDING THE BALANCE: BUDGET CAUTION VS SERVICE

While Bay Area transit operators are projected to lose \$1.3 billion over the first 12 months of the pandemic, the federal government has already allocated **\$2.2 billion** in relief funding to the Bay Area.

Operators face a difficult choice in deciding when to increase service to meet current and future demand while not knowing what future revenue levels will look like.



Source: MTC and operator data

# OUTLOOK TO RESTORE SERVICE

Transit operators face important decisions over the next few months.

- How might the rate of vaccine roll out and community penetration affect transit demand?
- How will customers view the level of service as sufficient or reliable?
- And how is this factored into budget decisions?

Many riders likely won't come back without sufficient service levels and confidence that transit will be there for them, creating a "chicken or the egg" problem.

## 1 month - 9 months

Amount of lead time needed by operators to increase service

Lead time varies by agency based established processes to adjust service several times a year, along with collective bargaining agreements.

Requirements to make service changes vary between operators, and include:

- Planning and analysis
- Coordination with partner agencies
- Public outreach
- Formal public hearings
- Title VI analyses
- Board approval





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0242      **Version:** 1      **Name:**  
**Type:** Senate Bill      **Status:** Commission Approval  
**File created:** 1/22/2021      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 2/12/2021      **Final action:**  
**Title:** Senate Bill 10 (Wiener): Housing Approval Streamlining Tool

Optional tool for local governments to streamline a parcel's upzoning located in transit-rich or jobs-rich locations or on urban infill sites.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [12a - 21-0242 - SB 10 Wiener.pdf](#)  
[3b SB 10 Wiener.pdf](#)

Date	Ver.	Action By	Action	Result
2/12/2021	1	Joint MTC ABAG Legislation Committee		

**Subject:**

Senate Bill 10 (Wiener): Housing Approval Streamlining Tool

Optional tool for local governments to streamline a parcel's upzoning located in transit-rich or jobs-rich locations or on urban infill sites.

**Presenter:**

Rebecca Long

**Recommended Action:**

Support / ABAG Executive Board Approval  
Support / MTC Commission Approval

**Attachments:**



**Metropolitan Transportation Commission and Association of Bay Area Governments  
Joint MTC ABAG Legislation Committee**

February 12, 2021

Agenda Item 3b

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**Senate Bill 10 (Wiener): Housing Approval Streamlining Tool**

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**Subject:** Optional tool for local governments to streamline a parcel's upzoning located in transit-rich or jobs-rich locations or on urban infill sites.

**Overview:** Senate Bill 10 (Wiener) is a reintroduction of SB 902 (Wiener) from 2020, which MTC and ABAG supported. The bill passed the Senate and the Assembly Local Government Committee but was held in the Assembly Appropriations Committee. SB 10 contains the same language as the final version of SB 902, except for adding exceptions for parcels located in very high or high fire hazard severity zones.

SB 10 would enable a local government to pass an upzoning ordinance for a parcel located in a transit-rich area, an area with higher-than-average proximity to jobs, or an urban infill site to up to 10 housing units per parcel, subject to height limits determined by the local government. The bill would provide that such zoning ordinance would be subject to the local jurisdiction's approval and would not require review under the California Environmental Quality Act (CEQA).

The bill defines transit-rich areas as follows: those within ½-mile of a major transit stop or high-quality bus corridor with minimum weekday and weekend service intervals). Jobs-rich areas would be defined by the Department of Housing and Community Development (HCD) in consultation with the Office of Planning and Research and are required to be both high opportunity (associated with positive educational and economic outcomes for households of all income levels residing in the tract) and either jobs rich (higher than average proximity to jobs for the region) or in a location that would enable shorter commutes for residents relative to existing commute patterns and jobs-housing fit. The bill defines an "urban infill site" as meeting the following three criteria: 1) only applicable on a parcel located in a city that has urbanized areas or urban clusters or, if in an unincorporated area, a parcel that is itself located in an urbanized area or urban cluster; 2) a site in which at least 75 percent of the perimeter adjoins parcels with urban uses; 3) a site zoned for residential or mixed-use development with at least two-thirds of the development designated for residential use.

**Recommendation:** Support

**Discussion:** Under current Housing Element law, cities and counties must update their housing elements each cycle of the Regional Housing Need Allocation (RHNA) to demonstrate that they can accommodate their share of housing needs at all income levels. Updates to the housing element in the form of zoning changes are currently considered a "project" under CEQA. By allowing modest upzoning to be approved via an ordinance, SB 10 would give local jurisdictions the ability to accelerate the planning process, at their discretion, to help accommodate increased housing near transit and jobs. Because SB 10 is almost identical to SB 902, which MTC and ABAG supported last year, and is consistent with our [2021 Advocacy Program](#) (Item 3B) to support legislation "to boost housing density near jobs-rich, high quality transit and high resource areas with reasonable local flexibility provided," we recommend a support position on the bill.

**Bill Positions:**           **Support:** California YIMBY, LA Business Council and the Valley Industry and Commerce Association

**Oppose:** None on file

**Attachments:**           Attachment A: Bill positions on SB 902 (Wiener, 2020)

  
Therese W. McMillan

**Bill Position on SB 902(Wiener, 2020) – almost identical to SB 10 (Wiener, 2021)**

***Note: This list is illustrative of organizations that might support SB 10 but since the bill was just introduced, they (like MTC/ABAG) have yet to submit official position letters.***

Support	Opposition
California YIMBY [SPONSOR] 350 Bay Area Action 350 Sacramento All Home American Planning Association, California Chapter Associated Builders and Contractors Northern California Chapter Association of Bay Area Governments (ABAG) Bay Area Council Bay Area Housing Advocacy Coalition BRIDGE Housing Corporation California Apartment Association California Association of Realtors California Building Industry Association California Chamber of Commerce California Community Builders and The Two Hundred California Downtown Association Central City Association Chan Zuckerberg Initiative City of Fullerton City of Oakland Council of Infill Builders East Bay for Everyone Facebook Generation Housing Habitat for Humanity California Hollywood Chamber of Commerce Hollywood YIMBY House Sacramento League of Women Voters of California Livable Sunnyvale Los Angeles Business Council Los Angeles County Business Federation (BIZFED) Metropolitan Transportation Commission Monterey Peninsula Renters United New Pointe Communities	Aircraft Owners and Pilots Association Angeles Mesa Homeowners Community Group Brentwood Homeowners Association Brynhurst Avenue Block Club California State Association of Electrical Workers California State Pipe Trades Council Cherrywood Leimert Park Block Club Cities Association of Santa Clara County Citizens Preserving Venice Citizens Protecting San Pedro Cities of El Segundo, Hidden Hills, Rancho Palos Verdes, Redondo Beach, Saratoga, Thousand Oaks, and Torrance Communities United CD7 Comstock Hills Homeowners Association Contra Costa Taxpayers Association Coral Tree Endowment Fund Families of Park Mesa Heights Federation of Hillside and Canyon Associations Franklin Corridor Coalition Friends of Sunset Park Grayburn Avenue Block Club Graylawn Neighbors for Quality of Life International Elevator Constructors Union Leimert Park - Edgehill Drive Residents Association Livable Riverside & Moreno Valley Mission Street Neighbors New Livable California DbA Livable California Noe Neighborhood Council North Santa Ana Preservation Alliance Northeast San Fernando Valley Activists Orange County Council of Governments Protecting Our Foothill Community Riviera Homeowners Association Shadow Hills Property Owners Association Sherman Oaks Homeowners Association

<p>Non-Profit Housing Association of Northern California North County YIMBY Orange County Business Council Peninsula for Everyone Salesforce.com San Francisco Bay Area Planning and Urban Research Association (SPUR) San Francisco Bay Area Rapid Transit District (BART) San Francisco Housing Action Coalition Santa Cruz YIMBY Schneider Electric Silicon Valley At Home (SV@HOME) Silicon Valley Community Foundation Silicon Valley Leadership Group SLO County YIMBY South Bay YIMBY South California Rental Housing Association South Pasadena Residents for Responsible Growth Sv@home Action Fund Techequity Collaborative The Greenlining Institute The Two Hundred TMG Partners Up for Growth Valley Industry &amp; Commerce Association Ventura County YIMBY Westside Young Democrats YIMBY Action YIMBY Democrats of San Diego County YIMBY Voice Zillow Group</p>	<p>Southeast Torrance Homeowners' Association, Inc. (SETHA) Sunnyvale Neighbors Sunset-Parkside Education and Action Committee (SPEAK) Sustainable Tamalmonite Tamalpais Design Review Board Tarzana Property Owners Association Telegraph Hill Dwellers Victoria/54th Ave Block Club View Heights Block Club WCH Association Western States Council of Sheet Metal Workers Westwood Hills Property Owners Association Wilshire Montana Neighborhood Coalition Bay Area Transportation Working Group California Labor Federation, AFL-CIO California State Council of Laborers California Teamsters Public Affairs Council Cities of Agoura Hills, Cupertino, Dublin, Livermore, Pleasanton, and San Ramon International Union of Elevator Constructors International Union of Operating Engineers, Cal-Nevada Conference Pacific Palisades Community Council State Building &amp; Construction Trades Council of California Town of Danville Transportation Solutions Defense and Education Fund</p>
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# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	21-0243	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Senate Bill	<b>Status:</b>		Commission Approval	
<b>File created:</b>	1/22/2021	<b>In control:</b>		Joint MTC ABAG Legislation Committee	
<b>On agenda:</b>	2/12/2021	<b>Final action:</b>			
<b>Title:</b>	Senate Bill 7 (Atkins): Extension of California Environmental Quality Act (CEQA) Judicial Review Streamlining Authority				
	Restores an expired authorization for streamlined judicial review and adds eligible specified housing projects consistent with a region's sustainable communities strategy, and dedicates at least 15 percent of the units to lower-income households.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">12b - 21-0243 - SB 7 Atkins CEQA-2.pdf</a> <a href="#">3c SB 7 Atkins CEQA-2 Corrected.pdf</a>				

Date	Ver.	Action By	Action	Result
2/12/2021	1	Joint MTC ABAG Legislation Committee		

**Subject:**  
Senate Bill 7 (Atkins): Extension of California Environmental Quality Act (CEQA) Judicial Review Streamlining Authority

Restores an expired authorization for streamlined judicial review and adds eligible specified housing projects consistent with a region's sustainable communities strategy, and dedicates at least 15 percent of the units to lower-income households.

**Presenter:**  
Rebecca Long

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

**Attachments:**

Metropolitan Transportation Commission and Association of Bay Area Governments  
**Joint MTC ABAG Legislation Committee**

February 12, 2021

Agenda Item 3c

**Senate Bill 7 (Atkins): Extension of California Environmental Quality Act (CEQA)  
 Judicial Review Streamlining Authority**

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**Subject:** Restores an expired authorization for streamlined judicial review and adds eligible specified housing projects consistent with a region’s sustainable communities strategy, and dedicates at least 15 percent of the units to lower-income households.

**Overview:** SB 7 is a reintroduction of SB 995, which MTC and ABAG supported last year but died on the last day of last year’s legislative session. It extends until January 1, 2024, the Jobs and Economic Improvement Through Environmental Leadership Act of 2011—initially authorized by Assembly Bill 900 (Buchanan, 2011)—and adds as a new category eligible for streamlined review housing projects meeting the following criteria:

- Located on an infill site and consistent with the policies specified for the project area in a region’s sustainable communities strategy
- Will invest between \$15 million to \$100 million in California
- At least 15 percent of the units dedicated to lower-income households
- Satisfy specified labor requirements, including that the project be constructed with a “skilled and trained workforce.”<sup>1</sup>

The bill is proposed as an urgency statute to take effect immediately.

***Changes from SB 995*** SB 7 adds a new requirement applicable to housing developments that want to take advantage of the streamlining - they must “unbundle” the parking that is offered unless doing so conflicts with a local ordinance. Unbundling is a strategy that can make housing more affordable by allowing the buyer or renter to choose whether to pay for parking or opt-out and keep the savings. The bill also adds a notice requirement for projects that intend to take advantage of the streamlining option and a legislative review mechanism whereby projects approved by the Governor as eligible must be submitted to the Joint Legislative Budget Committee for concur nonconcurrence.

**Background:** In 2011, the Legislature enacted AB 900, establishing specified administrative and judicial review procedures for CEQA challenges to certain residential, retail, commercial, sports, cultural, entertainment, or recreational use projects, known as Environmental Leadership Development Projects (ELDP). In April 2019, the Senate Office of Research released a report describing projects that have qualified for expedited CEQA judicial review pursuant to AB 900. According to the report, 10 of the 19 ELDPs have included a housing component.

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<sup>1</sup> Under the [Public Contract Code 2601](#), skilled and trained is defined as requiring that projects constructed after January 1, 2020 be constructed by a workforce at least 60 percent of whom are graduates of apprenticeship programs for the applicable occupation, with some exceptions.

Under the expired law, there was no minimum share of units that had be dedicated to lower-income households, and housing projects must be certified as Leadership in Energy and Environmental Design-gold (LEED-gold) or better by the United States Green Building Council.

***Accelerate Affordable Housing*** In addition to extending the program, the most significant change proposed by SB 7 is to add lower-cost affordable housing developments (with a minimum cost of \$15 million but less than \$100 million) that do not require LEED-Gold certification as eligible for the streamlined judicial review.

***Increased Certainty*** A desired benefit of the expedited judicial review under the AB 900 statute was a requirement that any CEQA-related judicial review, including appeals, be resolved within 270 days from the certification of the administrative record. This timeline itself was subject to dispute, so SB 7 would make a technical amendment clarifying that the 270-day target for resolving challenges to CEQA to a certified environmental impact report be resolved in 270 “business days” of filing. The bill also clarifies that the timeline applies to both appeals to the Court of Appeal and the state Supreme Court.

**Discussion:**

As noted in the Senate Floor Analysis, the existing AB 900 process has had a relatively modest impact, likely due to the high threshold requirement of LEED-Gold certification and \$100 minimum investment. With the addition of affordable housing projects costing a minimum of \$15 million and removal of the LEED-Gold certification, many more projects will qualify. Notably, SB 7 does not exempt affordable housing projects from environmental review under CEQA. Instead, the bill provides a means to expedite the resolution of any legal challenges *after* a project sponsor has completed the environmental review process. Consistent with our prior support of SB 995 last year and our [2021 Advocacy Program’s](#) goal (4B) to pursue CEQA streamlining for housing projects consistent with local and regional plans, staff recommends a support position on SB 7.

**Recommendation:** Support

**Bill Positions:** Not available

**Attachments:** Attachment A: Bill positions on SB 995 (Atkins, 2020)

  
Therese W. McMillan

**Bill Position on SB 995 (Atkins, 2020) – almost identical to SB 7 (Atkins, 2021)**

***Note: This list is illustrative of organizations that might support SB 7 but since the bill was just introduced they (like MTC/ABAG) have yet to submit official position letters.***

Support	Opposition
Association of Bay Area Governments Bay Area Council Bay Area Housing Advocacy Coalition Bridge Housing Corporation California Apartment Association California Association of Realtors California Chamber of Commerce California State Council of Laborers California Yimby City of San Diego Civil Justice Association of California Council of Infill Builders Downtown San Diego Partnership Facebook Habitat for Humanity California Hollywood Chamber of Commerce Metropolitan Transportation Commission San Diego County Supervisor Greg Cox San Diego County Supervisor Nathan Fletcher San Diego Regional Economic Development Corporation San Diego Regional Chamber of Commerce San Francisco Housing Action Coalition Schneider Electric Silicon Valley Leadership Group South Pasadena Residents for Responsible Growth State Building & Construction Trades Council of California Silicon Valley at Home The Two Hundred Unite Here Up for Growth Valley Industry & Commerce Association Yucca Argyle Project	Angeles Mesa Homeowners Community Group Associated Builders and Contractors - Northern California Chapter (unless amended) Associated Builders and Contractors - Southern California Chapter By the Beach Tamarack Group California Environmental Justice Alliance (unless amended) California League of Conservation Voters (unless amended) Center for Biological Diversity (unless amended) Center on Race, Poverty & the Environment (unless amended) Cherrywood Leimert Park Block Club Citizens Preserving Venice Citizens Protecting San Pedro City of Hidden Hills City of Redondo Beach Communities United CD7 Comstock Hills Homeowners Association Families of Park Mesa Heights Federation of Hillside and Canyon Associations Franklin Corridor Coalition Friends of Sunset Park Graylawn Neighbors for Quality of Life Hyde Park Organizational Partnership for Empowerment Leadership Counsel for Justice & Accountability (unless amended) Leimert Park - Edgehill Drive Residents Association Livable Riverside & Moreno Valley Mission Street Neighbors New Livable California North Santa Ana Preservation Alliance Northeast San Fernando Valley Activists Physicians for Social Responsibility - Los Angeles (unless amended) Planning and Conservation League (unless amended) Preserve Saratoga Protecting our Foothill Community Riviera Homeowners Association Shadow Hills Property Owners Association Sierra Club California (unless amended)



	<p>Southeast Torrance Homeowners' Association Sunset-Parkside Education and Action Committee (SPEAK) Sustainable Tamalmonite Tamalpais Design Review Board Tarzana Property Owners Association Victoria/54th Avenue Block Club View Heights Block Club WCH Association Western Electrical Contractors Association Western Quadrant of North Leimert Park Wilshire Montana Neighborhood Coalition</p>
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# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	21-0172	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Contract	<b>Status:</b>		Commission Approval	
<b>File created:</b>	1/6/2021	<b>In control:</b>		Metropolitan Transportation Commission	
<b>On agenda:</b>	2/24/2021	<b>Final action:</b>			
<b>Title:</b>	Bay Area Transit Coordination and Structure Consultant Bench (Arc Alternative and Renewable Construction LLC, Arup North America Ltd., Cambridge Systematics, Inc., Ernst & Young Infrastructure Advisors, LLC, Interline Technologies LLC, KPMG LLP, Network Rail Consulting, Inc., Steer Davies Gleave, Inc., Transportation Management & Design, Inc., VIA ARCHITECTURE, Inc.)				

A request for Commission approval of a pre-qualified panel of consultants ("Consultant Bench") to provide services under four categories: Improving Project-Level Governance; Support and Evaluation of Functional and Full Consolidations of Transit Agencies; Establishing New Sub-regional and Regional Governance and Administration; and Subject Matter Expertise Specific to Multiple Areas of Transit Decision Making, Administration/Management and Operations.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [13a - 21-0172 - Bay Area Transit Organization Structure Consultant Bench.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

Bay Area Transit Coordination and Structure Consultant Bench (Arc Alternative and Renewable Construction LLC, Arup North America Ltd., Cambridge Systematics, Inc., Ernst & Young Infrastructure Advisors, LLC, Interline Technologies LLC, KPMG LLP, Network Rail Consulting, Inc., Steer Davies Gleave, Inc., Transportation Management & Design, Inc., VIA ARCHITECTURE, Inc.)

A request for Commission approval of a pre-qualified panel of consultants ("Consultant Bench") to provide services under four categories: Improving Project-Level Governance; Support and Evaluation of Functional and Full Consolidations of Transit Agencies; Establishing New Sub-regional and Regional Governance and Administration; and Subject Matter Expertise Specific to Multiple Areas of Transit Decision Making, Administration/Management and Operations.

### Presenter:

Therese McMillan / Shruti Hari

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission

February 24, 2021

Agenda Item 13a - 21-0172

**Bay Area Transit Coordination and Structure Consultant Bench  
(Arc Alternative and Renewable Construction LLC, Arup North America Ltd., Cambridge Systematics, Inc., Ernst & Young Infrastructure Advisors, LLC, Interline Technologies LLC, KPMG LLP, Network Rail Consulting, Inc., Steer Davies Gleave, Inc., Transportation Management & Design, Inc., VIA ARCHITECTURE, Inc.)**

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**Subject:** A request for Commission approval of a pre-qualified panel of consultants (“Consultant Bench”) to provide services related to Bay Area Transit Coordination and Structure in support of the Blue Ribbon Transit Recovery Task Force and related initiatives. The recommended firms and specific service categories are listed in Attachment A.

**Background:** In May 2020, MTC created the 32-member Blue Ribbon Transit Recovery Task Force to guide the recovery of public transit and its role in the region, as it adjusted to new conditions created by the COVID-19 pandemic. The Task Force is composed of representatives of the MTC Commission, transit operators, and stakeholder groups and one of the priorities of the panel is to foster long term improvements to the Bay Area transit network into a more connected, more efficient, and more user-focused mobility network. As part of its work, the Task Force will be exploring near-term actions to implement beneficial long-term network management and structural reforms to our region’s public transit system.

MTC was also recently awarded a Caltrans Sustainable Transportation Planning Grant for project delivery and governance of the region’s rail partnerships. Under this effort, MTC, in partnership with rail providers in the region, will identify project delivery and organizational structures that utilize existing expertise and identify partnerships and structures to build and operate a more seamless and customer focused rail network.

In support of these efforts MTC issued a Request for Qualifications in November 2020 to create a pre-qualified bench of consultants (“Bench”) from which MTC may contract on a per-project basis to provide a variety of services in the general categories listed below. Consultants could apply to be approved for any one or more of the following service categories on the Bench:

- A. Improving Project-Level Governance
- B. Support and Evaluation of Functional and Full Consolidations of Transit Agencies
- C. Establishing New Sub-Regional and Regional Governance and Administration

D. Subject Matter Expertise (SME) to Multiple Areas of Transit Decision Making, Administration/Management and Operations

Proposers were invited to submit for any or all service categories.

On January 13, 2021, sixteen responsive Statements of Qualifications (SOQs) were received. A panel of MTC, Caltrain, San Francisco Municipal Transportation Agency, and Sonoma County Transportation Authority staff evaluated the SOQs against the Desired Qualifications specified in the RFQ, and applied scoring criteria listed below in descending order of importance:

1. Experience & qualifications of firms & proposed staff in relation to the expertise sought by MTC, as listed and described in the Scope of Work (60%).
2. Reasonableness of rates (25%).
3. Presentation, as evidenced in the written responses, and interviews if conducted (15%).

Each criterion was scored with a total possible score of 100. Out of the sixteen submissions, six of the prime contractors had Disadvantaged Business Enterprise (DBE)/Small Business Enterprise (SBE) status while fourteen subcontractors had DBE/SBE status.

Based on the results of the evaluation, the Evaluation Panel recommended that ten of the sixteen firms be on the bench for their respective service categories, as listed in Attachment A to this summary sheet. All recommended firms identified qualified key staff with relevant project experience and demonstrated experience and expertise in one or more of the consulting services described in the service categories for which they were recommended. Of the firms selected for the bench, two prime contractors have a DBE/SBE status while thirteen of their subcontractors have a DBE/SBE status.

Any firms approved will be eligible for work throughout the life of the Consultant Bench. Award of a contract with one of the pre-qualified consultants may take place by direct selection or via mini-procurement, pursuant to MTC's procurement procedures. Attachment B to this summary sheet includes a list of the recommended firms and their SBE and DBE status.

**Issues:** None.

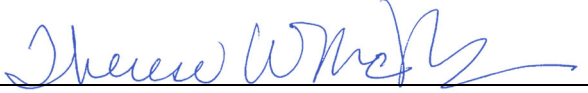
**Recommendation:** Staff recommends that the Commission approve the pre-qualified panel of consultants identified in Attachment A ("Consultant Bench") to provide Bay Area Transit Coordination and Structure services under four service categories as shown in Attachment A. Staff will return to the Commission or

to the appropriate Committee for authorization of any contracts exceeding the Executive Director's signature authority.

**Attachments:**

Attachment A: Bay Area Transit Coordination and Structure Consultant Bench – List of Firms and Service Categories.  
Attachment B: Consultant DBE and SBE Status.

Request for Commission Approval – Summary of Proposed Consultant Panel

  
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Therese W. McMillan

## Attachment A

### Bay Area Transit Coordination and Structure Consultant Bench List of Firms and Service Categories

No.	Firm name	<i>Service Categories</i>			
		A: Improving Project-Level Governance	B: Support and Evaluation of Functional and Full Consolidations of Transit Agencies	C: Establishing New Sub-regional and Regional Governance and Administration	D: Subject Matter Expertise Specific to Multiple Areas of Transit Decision Making, Administration/ Management and Operations
1	Arc Alternative and Renewable Construction LLC	X			X
2	Arup North America Ltd.	X			X
3	Cambridge Systematics, Inc.			X	X
4	Ernst & Young Infrastructure Advisors, LLC	X	X	X	X
5	Interline Technologies LLC				X
6	KPMG LLP	X	X	X	X
7	Network Rail Consulting, Inc.	X			
8	Steer Davies Gleave, Inc.	X			
9	Transportation Management & Design, Inc.		X	X	X
10	VIA ARCHITECTURE, Inc.		X	X	

## Attachment B

### Small Business and Disadvantaged Business Enterprise Status

	Firm Name	Role on Project	DBE* Firm			SBE** Firm		
			Yes	If Yes, List #	No	Yes	If Yes, List #	No
1	Arc Alternative and Renewable Construction LLC	RFQ - TBD	X	1783953		X	1783953	
2	Arup North America Ltd.	RFQ - TBD			X			X
3	Cambridge Systematics, Inc.	RFQ - TBD			X			X
4	Ernst & Young Infrastructure Advisors, LLC	RFQ - TBD			X			X
5	Interline Technologies LLC	RFQ - TBD			X	X	2011482	
6	KPMG LLP	RFQ - TBD			X			X
7	Network Rail Consulting, Inc.	RFQ - TBD			X			X
8	Steer Davies Gleave, Inc.	RFQ - TBD			X			X
9	Transportation Management & Design, Inc.	RFQ - TBD			X			X
10	VIA ARCHITECTURE, Inc.	RFQ - TBD			X			X

\*Denotes certification by the California Unified Certification Program (CUCP).

\*\*Denotes certification by the State of California.

## REQUEST FOR COMMISSION APPROVAL

### Summary of Proposed Consultant Panel

Work Item No.:	To be determined on a per-contract basis
Consultant:	See Attachment A to the Commission Summary Sheet dated February 24, 2021.
Work Project Title:	Bay Area Transit Coordination and Structure Consultant Bench
Purpose of Project:	Selection of a Consultant Bench to Support Blue Ribbon Task Force Recommendations and other initiatives related to transit structures and management.
Brief Scope of Work:	Provide services under four categories: Improving Project-Level Governance; Support and Evaluation of Functional and Full Consolidations of Transit Agencies; Establishing New Sub-regional and Regional Governance and Administration; and Subject Matter Expertise Specific to Multiple Areas of Transit Decision Making, Administration/Management and Operations.
Project Cost Not to Exceed:	To be determined on a per-contract basis
Funding Source:	Sources to be determined on a per-contract basis
Fiscal Impact:	No immediate fiscal impact until contracts are awarded. Funds for future fiscal years are subject to the agency budgetary approval process.
Motion by Committee:	That the above-referenced consultants be pre-qualified to enter into contracts with MTC to provide Consultant Assistance through June 30, 2025, as described above in the Metropolitan Transportation Commission Summary Sheet dated February 24, 2021, subject to applicable contract approval procedures and necessary budget approvals.
Metropolitan Transportation Commission:	

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Chair

Approved: February 24, 2021