

**Metropolitan Transportation Commission
Programming and Allocations Committee**

March 8, 2023

Agenda Item 2g - 23-0288

**MTC Resolution No. 4273, Revised. FY2022-23 Cap and Trade Low Carbon Transit
Operations Program (LCTOP)**

Subject:

A request that the Committee refer MTC Resolution No. 4273, Revised to the Commission for approval, adopting the FY2022-23 Cap and Trade Low Carbon Transit Operations Program (LCTOP).

Background:

LCTOP receives 5% of the state's Cap and Trade auction revenues. Funds are allocated annually, with half of the program distributed to transit operators based on revenue, and half distributed to regions based on population.

The State Controller's Office (SCO) had not yet released FY2022-23 LCTOP amounts before this month's packet was published, but staff estimate \$180 million will be available statewide. This would distribute approximately \$17.6 million in population-based funds to MTC and \$48.6 million in revenue-based funds directly to operators in the region.

FY 2022-23 Population-Based Funds Programming

For MTC's share (approximately \$17.6 million), projects are programmed based on the Cap and Trade Funding Framework, MTC Resolution No. 4130, adopted in April 2016; approximately \$6 million is being distributed to each of the following three project categories. See Attachment A of MTC Resolution No. 4273, Revised for further detail.

1. North Counties/Small Operators. North county and small operators will implement a variety of projects, including service expansion, free or reduced fare programs, and procurement of zero-emission buses and supportive bus-charging infrastructure. At least 70% of the funds from this category, will be used for zero-emission buses or infrastructure.
2. Clipper/Fare Policy. Staff recommend applying these funds to Next Generation Clipper Operations to support account-based back office operations in preparation for the public launch of Open Payment capability, expansion of the Clipper START means-based pilot program, single and multi-operator trip and fare capping (day, week, and monthly pass

accumulators), improvements and upgrades to the Regional Transit Connection (RTC) Discount program, and expanded regional no-cost/reduced cost inter-operator fare policies.

3. **Key Transit Corridors.** This program aligns with the Transit Network element of the Bay Area Transit Transformation Action Plan and continues MTC's investment in transit priority corridors through infrastructure and technology that improve operations and reduce traffic impacts on transit. The Cap and Trade Funding Framework sets aside minimum percentages over five years for SFMTA, VTA, and AC Transit within the key transit corridors category. This year, staff released an open call for projects, using both this year's LCTOP funding and previously set-aside OBAG 2 funds, for any eligible operator, including SFMTA, VTA, and AC Transit, to propose TPI-eligible projects.

In February 2023, staff presented \$21 million in award recommendations for this call for projects to PAC and Commission, including recommendation of approximately \$6 million in awards for three LCTOP-eligible projects. The Commission approved the staff recommendation, and to formalize the LCTOP portion of this award, this item recommends programming LCTOP funds to the following three projects:

- AC Transit MacDonald Avenue Transit Signal Priority Project, Phase 1: Install signal upgrades and other improvements for transit priority along with bus stop improvements along MacDonald Avenue in Richmond to improve transit travel times and reliability.
- SFMTA Next Generation Transit Lane and Bus Zone Enforcement Pilot Program: Modernize a quarter of the Muni bus fleet with next generation camera technology to improve detection of parking violations in transit lanes and at stops, improving reliability and efficiency of buses using transit-only lanes.
- VTA Transit Reliability Improvement and Performance System: Plan and deploy a centralized transit signal priority system to improve transit speed and reliability on Route 66.

Additional details of the TPI call for projects and awarded projects are available in the February 8, 2023 PAC item. The OBAG 2 awards are recommended to be programmed

in item 5a on today's agenda. Staff intends to recommend additional funding for similar types of projects through future Transit Performance Initiative calls for projects.

Issues:

Final Apportionments: The final apportionment amounts are expected to be released by the State Controller's Office shortly, if they are not yet available by the time of this meeting. MTC staff will amend the programming resolution with exact amounts after they are available.

Schedule: Project sponsors are responsible for submitting applications to Caltrans by March 24, 2023. Staff recommends that MTC approval of Resolution No. 4273, Revised be conditioned on local support documentation being submitted to Caltrans. Pending Commission approval, staff will submit Resolution No. 4273, Revised to Caltrans as documentation of the region's contribution of population-based funds to the various LCTOP projects.

Disadvantaged Communities: LCTOP requires 50% of funds spent in a jurisdiction to benefit a Disadvantaged Community, if any are located in that jurisdiction. As the recipient of population-based funds for the region, MTC must ensure this requirement is met overall for the region's funds. Additionally, the agencies receiving MTC's population-based funds must meet this requirement for their own jurisdiction. These requirements will be met through the list of projects in Attachment A of Resolution No. 4273, Revised, with over 70% of funds going to projects that directly benefit Disadvantaged Communities or otherwise satisfy the state's requirement by investing in zero-emission buses or supporting infrastructure.

Recommendations:

Refer MTC Resolution No. 4273, Revised to the Commission for approval.

Attachments:

- Attachment A: MTC Resolution No. 4273, Revised



Andrew B. Fremier

Date: March 22, 2017
W.I.: 1515
Referred by: PAC
Revised: 03/22/17-ED 04/26/17-C
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ABSTRACT

Resolution No. 4273, Revised

This resolution adopts the allocation requests for the Cap and Trade Low Carbon Transit Operations Program for the San Francisco Bay Area.

This resolution includes the following attachments:

Attachment A – Cap and Trade Low Carbon Transit Operations Program – Population-based Funds Project List

This resolution was amended through Executive Director’s Administrative Authority on March 22, 2017 to update the name of the GGBHTD project.

This resolution was revised via Commission Action on April 26, 2017 to replace the SFMTA Geary Bus Rapid Transit Phase 1 project with the AC Transit San Pablo and Telegraph Rapid Bus Upgrades project.

This resolution was amended through Executive Director’s Administrative Authority on May 24, 2017 to replace the City of Union City Convert New Cutaway Vans from Gasoline to Gasoline-Hybrid project with the AC Transit East Bay Bus Rapid Transit project.

This resolution was revised via Commission Action on March 28, 2018 to add the FY 2017-18 LCTOP Population-based Funds Project List to Attachment A, and to add the Transit Performance Initiative Project Savings Policy as Attachment B.

ABSTRACT

MTC Resolution No. 4273

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This resolution was amended through Executive Director's Administrative Authority on May 23, 2018 to replace the FY 2017-18 AC Transit East Bay Bus Rapid Transit project with the AC Transit San Leandro BART – Transit Access Improvements project.

This resolution was revised via Commission Action on April 24, 2019 to add the FY 2018-19 LCTOP Population-based Funds Project List to Attachment A.

This resolution was revised via Commission Action on June 26, 2019 to replace the FY 2018-19 VTA Fast Transit Program: Speed Improvement Project with the VTA 2021 Zero Emission Bus Procurement project.

This resolution was revised via Commission Action on March 25, 2020 to add the FY 2019-20 LCTOP Population-based Funds Project List to Attachment A and to revise LAVTA's FY2017-18 project.

This resolution was revised through Executive Director's Administrative Authority on June 24, 2020 to replace the FY 2016-17 City of Fairfield Local Bus Fleet Replacement – Diesel-Electric Hybrid Buses project with the City of Fairfield Destination Sign and Voice Announcement System Upgrade Project, replace the FY2017-18 City of Fairfield Electric Bus Infrastructure Upgrade Project with the City of Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program, and replace the FY2018-19 City of Fairfield Electric Infrastructure Upgrade Phase I Project with the City of Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program.

This resolution was revised through Executive Director's Administrative Authority on November 20, 2020 to reprogram \$100,824 in savings from the FY2018-19 Solano County Transit SolTrans All-Electric Bus Purchase project to the FY2018-19 Solano County Transit Electrical Infrastructure for Charging All-Electric Buses project.

This resolution was revised through Commission Action on December 16, 2020 to replace the FY 2017-18 VTA North First Street Light Rail Speed and Safety Improvement Project – Phase 1 with the VTA Eastridge to BART Regional Connector project, and to update the footnote on VTA's FY 2018-19 project.

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This resolution was revised through Commission Action on March 24, 2021 to add the FY 2020-21 LCTOP Population-based Funds Project List to Attachment A.

This resolution was revised through Commission Action on July 28, 2021 to replace the FY 2018-19 VTA 2021 Zero Emission Bus Procurement Project with the VTA Charging Infrastructure and Microgrid Technology Project.

This resolution was revised through Executive Director's Administrative Authority on December 15, 2021 to reprogram \$221,902 from the FY2020-21 ECCTA New Tri MyRide Service Zone project to the ECCTA Maintenance Facility Upgrades for Fuel Cell Electric Buses Project; correct the FY2019-20 ECCTA Hydrogen Fueling Station project title to Maintenance Facility Upgrades for Fuel Cell Electric Buses; and make minor corrections to the FY2019-20 and FY2020-21 ECCTA Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor II & III projects to remove the numerals in each title.

This resolution was revised through Commission Action on March 23, 2022 to add the FY 2021-22 LCTOP Population-based Funds Project List to Attachment A and replace the FY2018-19 Union City Electric Vehicle Charging Infrastructure for Union City Transit Fleet project with the Paratransit Replacement Vehicle project.

This resolution was revised through Executive Director's Administrative Authority on April 27, 2022 to reprogram \$753,280 from the FY 2018-19 SFMTA West Portal Optimization and Crossover Activation project to the SFMTA Expanded Service on Line 29-Sunset project.

This resolution was revised through Commission Action on June 22, 2022 to reprogram \$4.6 million from the FY 2021-22 MTC Regional Means-Based Transit Fare Pilot project to the SamTrans Zero Emission Bus Replacement project.

This resolution was revised through Commission Action on October 26, 2022 to revise the title of the FY2021-22 SamTrans Zero-Emission Bus Replacement project to Battery/Electric Buses and Charging Infrastructure.

This resolution was revised through Executive Director's Administrative Authority on October 26, 2022 to reprogram \$273,983 in FY 2020-21 population-based funds from the CCTA Free

ABSTRACT

MTC Resolution No. 4273

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Fares for Routes 11, 14, and 16 Serving the Monument Corridor project to the CCTA Free Fares for Routes Serving the Monument Corridor project.

This resolution was revised through Commission Action on March 22, 2023 to add the FY 2022-23 LCTOP Population-based Funds Project List to Attachment A.

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated March 8, 2017, April 12, 2017, March 7, 2018, April 10, 2019, June 12, 2019, March 11, 2020, December 9, 2020, March 10, 2021, July 14, 2021, March 9, 2022, June 8, 2022, October 12, 2022, and March 8, 2023.

Date: March 22, 2017
W.I.: 1515
Referred by: PAC

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4273

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, Plan Bay Area (“Plan”), the region’s integrated long-range transportation and land use plan adopted by MTC, provides the planning foundation for transportation improvements and regional growth throughout the San Francisco Bay Area through 2040; and

WHEREAS, the Plan includes a \$3.1 billion reserve from future Cap and Trade funding; and

WHEREAS, the Plan identifies the expected uses of Cap and Trade funding as including but not limited to transit operating and capital rehabilitation/replacement, local streets and roads rehabilitation, goods movement, and transit-oriented affordable housing, consistent with the Plan's focused land use strategy; and

WHEREAS, the Plan states that Cap and Trade revenues will be allocated to specific programs through a transparent and inclusive regional public process; and

WHEREAS, the Plan calls for the process to ensure that at least 25 percent of the Cap and Trade revenues will be spent to benefit disadvantaged communities in the Bay Area; and

WHEREAS, Senate Bill 852 (Statutes 2014) establishes the Low Carbon Transit Operations Program (LCTOP) from the Greenhouse Gas Reduction Fund; and

WHEREAS, MTC is the recipient of the population-based funding in LCTOP funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC has adopted Resolutions 4123 and 4130, a Programming Framework for the Cap and Trade funds and Transit Core Capacity Challenge Grant program; and

WHEREAS, staff has prepared a LCTOP population-based funding allocation request list, Attachment A, for submittal to Caltrans based on the distribution formula in Resolution 4130, said attachment attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is an eligible project sponsor and may receive state funding from the LCTOP now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, MTC wishes to implement the LCTOP program of projects attached hereto as Attachment A; now, therefore, be it

RESOLVED, that MTC adopts LCTOP program of projects, attached hereto as Attachment A, and finds it consistent with the RTP; and, be it further

RESOLVED, that MTC agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations and guidelines for all LCTOP funded transit projects; and, be it further

RESOLVED, that MTC hereby authorizes the submittal of the project nominations and allocation requests to the Department in LCTOP funds attached hereto as Attachment A; and, be it further

RESOLVED, that the Executive Director is authorized to make changes to Attachment A, including revisions to existing allocation requests up to \$1,000,000, and authorize new

allocations up to \$1,000,000 to conform to sponsor requests, and Caltrans and State Controller's actions.

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 March 22, 2017.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C
 05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C
 06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C
 07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED
 6/22/22-C 10/26/22-C 10/26/22-ED 3/22/23-C

FY 2016-17 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/1/2017

| Agency | Project(s) | FY 2016-17 LCTOP Population-Based Funding | Date |
|--|--|--|---------|
| CCCTA | Martinez Shuttle | \$ 228,378 | 3/22/17 |
| ECCTA | Pittsburg eBART Connector Service Demonstration Project | \$ 137,935 | 3/22/17 |
| LAVTA | Las Positas College Easy Pass Fare Voucher Program | \$ 94,419 | 3/22/17 |
| NVTA | Vine ZEB Procurement Program | \$ 65,105 | 3/22/17 |
| AC Transit (from Union City) ⁴ | East Bay Bus Rapid Transit Project | \$ 33,064 | 5/24/17 |
| WCCTA | Continue Expanded Service on Route 11 | \$ 30,450 | 3/22/17 |
| GGBHTD ¹ | Purchase Sixty-seven (67) 40-Foot Diesel-Electric Hybrid Buses | \$ 74,635 | 3/22/17 |
| Marin Transit ¹ | MCTD 2016 Transit Service Expansion | \$ 45,803 | 3/22/17 |
| City of Fairfield ² | Destination Sign and Voice Announcement System Upgrade | \$ 67,091 | 6/24/20 |
| Solano County Transit ² | SolTrans Electric Bus Purchase | \$ 129,018 | 3/22/17 |
| City of Petaluma ³ | Weekday Afternoon Service Enhancements | \$ 27,715 | 3/22/17 |
| City of Santa Rosa ³ | Increased Frequency on Trunk Routes - Santa Rosa CityBus Operating | \$ 80,639 | 3/22/17 |
| Sonoma County Transit ³ | Electric Bus Purchase | \$ 122,069 | 3/22/17 |
| North Counties / Small Operators Subtotal | | \$ 1,136,320 | |
| MTC | Clipper Fare Payment System | \$ 1,118,681 | 3/22/17 |
| AC Transit | San Pablo and Telegraph Rapid Bus Upgrades | \$ 1,118,681 | 4/26/17 |
| TOTAL | | \$ 3,373,683 | |

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$120,438, and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$196,109, and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$230,423, and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

4. City of Union City received \$33,064 and released funds back to MTC. These funds have been re-programmed to AC Transit for FY16-17 as noted. When MTC distributes population-based funds for the FY17-18 LCTOP program according to the Cap and Trade Funding Framework (MTC Resolution No. 4130, Revised), the same amount will be redirected from the Transit Performance Initiative category to the North Counties/Small Operators category, provided that sufficient funds are available.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C

07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED

6/22/22-C 10/26/22-C 10/26/22-ED 3/22/23-C

FY 2017-18 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/7/2018

| Agency | Project(s) | FY 2017-18 LCTOP Population-Based Funding | Date |
|--|---|--|----------|
| CCCTA | New Service and Additional Weekend Trips (Martinez DAC) | \$ 375,378 | 3/28/18 |
| CCCTA | Low/No Electric Bus | \$ 265,319 | 3/28/18 |
| ECCTA | Continue Service -- New Route 381 | \$ 386,968 | 3/28/18 |
| LAVTA | Fare-Free Summer Rides Promotion | \$ 264,885 | 3/25/20 |
| NVTA | Vine Zero Emission Bus (ZEB) Procurement Program | \$ 182,646 | 3/28/18 |
| Union City ¹ | Paratransit Vehicle Replacement | \$ 125,822 | 3/28/18 |
| WCCTA | Purchase and Install New AVL/CAD/APC System | \$ 85,426 | 3/28/18 |
| GGBHTD ² | Purchase Sixty-four (64) 40-foot Diesel-Electric Hybrid Buses | \$ 202,999 | 3/28/18 |
| Marin Transit ² | MCTD 2016 Transit Expansion [Third year] | \$ 134,881 | 3/28/18 |
| City of Fairfield ³ | Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program | \$ 189,628 | 6/24/20 |
| Solano County Transit ³ | SolTrans Electric Bus Purchase | \$ 360,542 | 3/28/18 |
| City of Petaluma ⁴ | Enhanced Weekday Afternoon Transit Service | \$ 77,990 | 3/28/18 |
| City of Santa Rosa ⁴ | Maintain Increased Frequency on Trunk Routes and Improve Route 15 Service - Santa Rosa CityBus Operating | \$ 226,261 | 3/28/18 |
| Sonoma County Transit ⁴ | Electric Bus Purchase | \$ 342,183 | 3/28/18 |
| North Counties / Small Operators Subtotal | | \$ 3,220,928 | |
| MTC | Clipper Fare Payment System | \$ 3,138,381 | 3/28/18 |
| SFMTA | Mission Bay Loop | \$ 1,440,568 | 3/28/18 |
| VTA | Eastridge to BART Regional Connector | \$ 874,631 | 12/16/20 |
| AC Transit | San Leandro BART -- Transit Access Improvements | \$ 579,338 | 5/23/18 |
| AC Transit | South Alameda County Major Corridors Travel Time Improvement Project | \$ 210,780 | 3/28/18 |
| TOTAL | | \$ 9,464,626 | |

* MTC approval conditioned on local support documentation submitted to Caltrans

1. City of Union City amount includes \$33,064 in funds from Transit Performance Initiative category as discussed in note 4 of FY2016-17 table.

2. Marin County received \$337,880, and distributed between Marin Transit and GGBHTD as noted.

3. Solano County received \$550,170, and distributed between City of Fairfield and Solano County Transit as noted.

4. Sonoma County received \$646,434 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C

07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED

6/22/22-C 10/26/22-C 10/26/22-ED 3/22/23-C

FY 2018-19 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 1/31/2019

| Agency | Project(s) | FY 2018-19 LCTOP Population-Based Funding | Date |
|--|--|--|----------|
| CCCTA | Martinez to Amtrak BART II | \$ 375,378 | 4/24/19 |
| CCCTA | Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor | \$ 596,332 | 4/24/19 |
| ECCTA | New Route 383 | \$ 586,893 | 4/24/19 |
| LAVTA | Purchase Four (4) Zero-Emission Replacement Buses and Related Support Infrastructure | \$ 401,737 | 4/24/19 |
| NVTA | NVTA Zero Emission Bus Procurement Project | \$ 277,010 | 4/24/19 |
| Union City | Paratransit Replacement Vehicle | \$ 140,680 | 3/23/22 |
| WCCTA | "Spare the Fare" -- Free Rides on Weekday Spare the Air Days | \$ 129,561 | 4/24/19 |
| GGBHTD ¹ | Purchase Sixty-four (64) 40-foot Diesel-Electric Hybrid Buses | \$ 307,876 | 4/24/19 |
| Marin Transit ¹ | Purchase Four 40ft Electric Transit Vehicles | \$ 204,568 | 4/24/19 |
| City of Fairfield ² | Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program | \$ 287,598 | 6/24/20 |
| Solano County Transit ² | SolTrans All-Electric Bus Purchase | \$ 39,176 | 11/20/20 |
| Solano County Transit ² | Electrical Infrastructure for Charging All-Electric Buses | \$ 507,369 | 11/20/20 |
| City of Petaluma ³ | Purchase One Zero-Emission Replacement Bus | \$ 122,145 | 4/24/19 |
| City of Santa Rosa ³ | Maintain Increased Frequency on Routes 1 and 2 | \$ 347,666 | 4/24/19 |
| Sonoma County Transit ³ | Electric Bus Purchases | \$ 510,600 | 4/24/19 |
| North Counties / Small Operators Subtotal | | \$ 4,834,589 | |
| MTC | Infrastructure for Regional Means-Based Transit Fare Pilot | \$ 4,759,808 | 4/24/19 |
| SFMTA | West Portal Optimization and Crossover Activation | \$ 1,431,550 | 4/24/19 |
| SFMTA | Expanded Service on Line 29-Sunset ⁴ | \$ 753,280 | 4/27/22 |
| VTA | Charging Infrastructure & Microgrid Technology ⁵ | \$ 1,326,504 | 7/28/21 |
| AC Transit | Dumbarton Innovative Deployments to Enhance Arterials (IDEA) | \$ 1,248,474 | 4/24/19 |
| TOTAL | | \$ 14,354,205 | |

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$512,444, and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$834,413 and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$980,411 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

4. Savings moved from the West Portal Optimization and Crossover Activation project to the operational Expanded Service on Line 29-Sunset project. As this is not eligible under the TPI program, the minimum amount set-aside for SFMTA TPI funds programmed through LCTOP will be reduced by this amount.

5. This project is not considered eligible for the TPI category but will count toward VTA's minimum set-aside. VTA has committed a like amount of local funds to the Eastridge to BART Regional Connector, which is TPI eligible, as a replacement project

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C

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07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED

6/22/22-C 10/26/22-C 10/26/22-ED 3/22/23-C

FY 2019-20 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/14/2020

| Agency | Project(s) | FY 2019-20 LCTOP Population-Based Funding | Date |
|--|--|--|---------|
| CCCTA | Martinez Amtrak to BART III | \$ 215,710 | 3/25/20 |
| CCCTA | Free Fares for Routes 11, 14, and 16 serving the Monument Corridor | \$ 748,023 | 3/25/20 |
| ECCTA | Maintenance Facility Upgrades for Fuel Cell Electric Buses | \$ 582,076 | 3/25/20 |
| LAVTA | Purchase four (4) Zero-Emission Replacement Buses and Related Support Infrastructure | \$ 398,439 | 3/25/20 |
| NVTA | NVTA Zero Emissions Bus | \$ 274,736 | 3/25/20 |
| Union City | Electric Vehicle Charging Infrastructure for Union City Transit Fleet | \$ 139,526 | 3/25/20 |
| WCCTA | Spare the Fare - Free Rides on Spare the Air Days | \$ 128,498 | 3/25/20 |
| GGBHTD ¹ | Golden Gate High Speed Ferry Vessel Acquisition | \$ 304,638 | 3/25/20 |
| Marin Transit ¹ | Purchase four 40ft Electric Transit Vehicles | \$ 203,600 | 3/25/20 |
| City of Fairfield ² | Electric Infrastructure Upgrade, Phase 1 | \$ 231,718 | 3/25/20 |
| Solano County Transit ² | Electrical Infrastructure for Charging All-Electric Buses | \$ 595,846 | 3/25/20 |
| City of Petaluma ³ | Purchase One Replacement Zero-Emission Bus | \$ 120,890 | 3/25/20 |
| City of Santa Rosa ³ | Maintain Increased Frequency on Routes 1 and 2 | \$ 341,082 | 3/25/20 |
| Sonoma County Transit ³ | Electric Bus Purchase | \$ 510,392 | 3/25/20 |
| North Counties / Small Operators Subtotal | | \$ 4,795,174 | |
| MTC | Discount Fare Subsidy for BART, Caltrain, GGBHTD, and SFMTA, Regional Means-Based Transit Fare Pilot | \$ 4,720,738 | 3/25/20 |
| NVTA | Imola Park and Ride and Express Bus Stop Improvements | \$ 1,052,102 | 3/25/20 |
| ECCTA | Wi-Fi for Bus and Paratransit Rider Connectivity | \$ 340,505 | 3/25/20 |
| SFMTA | 27 Bryant Tenderloin Transit Reliability Project | \$ 3,328,131 | 3/25/20 |
| TOTAL | | \$ 14,236,650 | |

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$508,238 and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$827,564 and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$972,364 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C
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 07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED
 6/22/22-C 10/26/22-C 10/26/22-ED 3/22/23-C

FY 2020-21 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/26/2021

| Agency | Project(s) | FY 2020-21 LCTOP Population-Based Funding | Date |
|--|---|--|----------|
| CCCTA | Martinez Amtrak to BART IV | \$ 215,710 | 3/24/21 |
| CCCTA | Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor | \$ 52,845 | 10/26/22 |
| CCCTA | Free Fares for Routes Serving the Monument Corridor | \$ 273,983 | 10/26/22 |
| ECCTA | Install EV Bus Chargers | \$ 105,780 | 3/24/21 |
| ECCTA | Maintenance Facility Upgrades for Fuel Cell Electric Buses | \$ 221,902 | 12/15/21 |
| LAVTA | Restart Operations for School-Serving Routes | \$ 224,303 | 3/24/21 |
| NVTA | NVTA Zero Emission Bus Electrification | \$ 154,664 | 3/24/21 |
| Union City | Electric Vehicle Charging Infrastructure for Union City Transit Fleet | \$ 78,547 | 3/24/21 |
| WCCTA | Spare the Fare - Free Rides on Spare the Air Days | \$ 72,338 | 3/24/21 |
| GGBHTD ¹ | Golden Gate High Speed Ferry Vessel Acquisition | \$ 161,769 | 3/24/21 |
| Marin Transit ¹ | Purchase Four 40ft Electric Transit Vehicles | \$ 114,217 | 3/24/21 |
| SMART ¹ | Restart Operations on SMART | \$ 10,129 | 3/24/21 |
| Solano County Transit ² | SolTrans Electrification Project | \$ 465,881 | 3/24/21 |
| City of Petaluma ³ | Purchase Four Zero-Emission Replacement Buses | \$ 68,703 | 3/24/21 |
| City of Santa Rosa ³ | Electric Bus Purchase | \$ 192,793 | 3/24/21 |
| Sonoma County Transit ³ | Electric Buses | \$ 285,901 | 3/24/21 |
| North Counties / Small Operators Subtotal | | \$ 2,699,465 | |
| MTC | Regional Means-Based Transit Fare Pilot | \$ 2,657,562 | 3/24/21 |
| SFMTA | 5 Fulton: Arguello to 25th Ave Muni Forward | \$ 1,219,864 | 3/24/21 |
| AC Transit | AC Transit Quick Build Transit Lanes | \$ 697,065 | 3/24/21 |
| VTA | Eastridge to BART Regional Connector | \$ 740,632 | 3/24/21 |
| TOTAL | | \$ 8,014,588 | |

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$286,115 and distributed between Marin Transit, GGBHTD, and SMART as noted.

2. Solano County received \$465,881 and distributed to Solano County Transit as noted.

3. Sonoma County received \$547,397 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C

07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED

6/22/22-C 10/26/22-C 10/26/22-ED 3/22/23-C

FY 2021-22 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/18/2022

| Agency | Project(s) | FY 2021-22 LCTOP Population-Based Funding | Date |
|--|---|--|----------|
| CCCTA | Martinez to Amtrak BART | \$ 600,619 | 3/23/22 |
| CCCTA | Free Fares for Routes Serving the Monument Corridor | \$ 669,333 | 3/23/22 |
| ECCTA | Inductive Charging Infrastructure | \$ 767,026 | 3/23/22 |
| LAVTA | Rapid Service Restoration | \$ 525,040 | 3/23/22 |
| NVTA | Zero Emission Bus Procurement Project | \$ 362,031 | 3/23/22 |
| Union City | Electric Vehicle Charging Infrastructure for Union City Transit Fleet | \$ 183,859 | 3/23/22 |
| WCCTA | System-wide Free Fares for Western Contra Costa Residents | \$ 169,327 | 3/23/22 |
| GGBHTD ¹ | Golden Gate High Speed Ferry Vessel Acquisition | \$ 364,197 | 3/23/22 |
| Marin Transit ¹ | Purchase Electric Paratransit Vehicle & Charging Infrastructure | \$ 276,865 | 3/23/22 |
| SMART ¹ | Restart Transit Operations on SMART | \$ 28,664 | 3/23/22 |
| Solano County Transit ² | Solano Express Electrification | \$ 1,090,516 | 3/23/22 |
| City of Petaluma ³ | Zero Emission Replacement Bus | \$ 161,695 | 3/23/22 |
| City of Santa Rosa ³ | Electric Bus Purchase | \$ 454,387 | 3/23/22 |
| Sonoma County Transit ³ | Purchase one 35' Battery Electric Transit Bus | \$ 665,243 | 3/23/22 |
| North Counties / Small Operators Subtotal | | \$ 6,318,802 | |
| MTC | Regional Means-Based Transit Fare Pilot | \$ 1,620,716 | 6/22/22 |
| SamTrans | Battery/Electric Buses and Charging Infrastructure ⁴ | \$ 4,600,000 | 10/26/22 |
| SFMTA | 29 Sunset Muni Forward Phase 1 | \$ 2,855,411 | 3/23/22 |
| AC Transit | Mission Boulevard Corridor TSP Project | \$ 1,631,663 | 3/23/22 |
| VTA | Eastridge to BART Regional Connector | \$ 1,733,642 | 3/23/22 |
| TOTAL | | \$ 18,760,234 | |

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$669,726 and distributed between Marin Transit, GGBHTD, and SMART as noted.

2. Solano County received \$1,090,516 and distributed to Solano County Transit as noted.

3. Sonoma County received \$1,281,325 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

4. MTC Regional Means-Based Transit Fare Pilot funds were reprogrammed to SamTrans as part of the ROW repayment to Caltrain.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C

07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED

6/22/22-C 10/26/22-C 10/26/22-ED 3/22/23-C

FY 2022-23 Low Carbon Transit Operations Program Requests

MTC Estimates to be updated when State Controller's Office released final apportionments

| Agency | Project(s) | FY 2022-23 LCTOP Population-Based Funding | Date |
|--|---|--|---------|
| CCCTA | Martinez Amtrak to BART | \$ 541,175 | 3/22/23 |
| CCCTA | Free Fares for Routes Serving the Monument Corridor | \$ 650,825 | 3/22/23 |
| ECCTA | Hydrogen Fueling Station | \$ 720,000 | 3/22/23 |
| LAVTA | Atlantis Hydrogen Fueling Station | \$ 492,000 | 3/22/23 |
| NVTA | NVTA Zero Emission Bus Procurement | \$ 339,000 | 3/22/23 |
| Union City | Union City Flea Microtransit Service Expansion | \$ 172,000 | 3/22/23 |
| WCCTA | WestCAT Zero-Emission Bus Purchase | \$ 158,000 | 3/22/23 |
| GGBHTD ¹ | Ferry CARB Compliance Project | \$ 229,871 | 3/22/23 |
| Marin Transit ¹ | ZEB Charging Infrastructure and Solar Microgrid | \$ 385,169 | 3/22/23 |
| SMART ¹ | Restart Transit Operations on SMART | \$ 12,960 | 3/22/23 |
| Suisun City ² | Charging Stations at the Suisun Mobility Hub | \$ 200,000 | 3/22/23 |
| City of Fairfield ² | Fairfield Electrification Infrastructure | \$ 373,685 | 3/22/23 |
| Solano County Transit ² | SolTrans Electrification Infrastructure | \$ 449,315 | 3/22/23 |
| City of Petaluma ³ | Zero Emission Replacement Bus Purchase | \$ 146,995 | 3/22/23 |
| City of Santa Rosa ³ | Electric Bus Purchase | \$ 438,341 | 3/22/23 |
| Sonoma County Transit ³ | Purchase One 35-Foot Battery Electric Bus | \$ 617,664 | 3/22/23 |
| North Counties / Small Operators Subtotal | | \$ 5,927,000 | |
| MTC | Next Generation Clipper Operations | \$ 5,930,000 | 3/22/23 |
| SFMTA | Next Generation Transit Lane and Bus Zone Enforcement Pilot Program | \$ 2,544,000 | 3/22/23 |
| AC Transit | MacDonald Avenue Transit Signal Priority Project Phase I | \$ 1,000,000 | 3/22/23 |
| VTA | Transit Reliability Improvement and Performance System (TRIPS) | \$ 2,390,000 | 3/22/23 |
| TOTAL | | \$ 17,791,000 | |

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$628,000 and distributed between Marin Transit, GGBHTD, and SMART as noted.

2. Solano County received \$1,023,000 and distributed to Suisun City, City of Fairfield, and Solano County Transit as noted.

3. Sonoma County received \$1,281,325 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 28, 2018
W.I.: 1515
Referred by: PAC

Attachment B
MTC Resolution No. 4273
Page 1 of 1

Transit Performance Initiative Project Savings Policy

The following policy is adopted for projects funded through the Transit Performance Initiative Investment Program, including those projects funded with federal STP/CMAQ funds and Low Carbon Transit Operations Program funds:

Savings following project completion may be used to expand the scope of the project, if the expanded scope provides additional quantifiable benefits to the original transit corridor. The expanded scope must be approved by MTC staff prior to expenditure. All other project savings will be returned to MTC proportionally.

Staff will update the Commission on any such actions through the semi-annual Transit Performance Initiative updates.