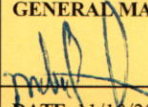

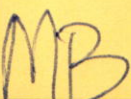
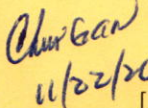
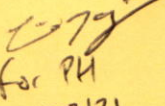




## EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:  DATE: 11/19/2021		GENERAL MANAGER ACTION REQ'D: No		
DATE: 11/19/2021		BOARD INITIATED ITEM: No		
Originator/Prepared by: Richard Fuentes Dept: Grant Development	General Counsel	Controller/Treasurer	District Secretary	BARC
Signature/Date:  11/22/21	 11/22/21	 11/22/21 [ ]	[ ]	 for PH 11/22/21 [ ]

### Resolution of Local Support for an Application for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for the MacArthur BART Station Mobility HUB

#### PURPOSE:

To obtain BART Board approval of a Resolution of Local Support for an Application for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for the MacArthur BART Station Mobility HUB ("Project").

#### DISCUSSION:

As a condition of receiving CMAQ funds, Metropolitan Transportation Commission ("MTC") requires that the BART Board of Directors approve a resolution formally accepting the grant with associated terms and conditions.

BART staff has worked with stakeholders, community groups and agencies to develop a plan to address innovations aimed at enhancing transit connectivity, promoting transit universal design, and utilizing low-carbon and renewable energy. MTC has partnered with BART by providing significant grant support for planning and construction of transit connectivity improvements.

The Mobility Hubs Program is one of the Climate Initiative Strategies from Plan Bay Area 2040 and is included in Plan Bay Area 2050. The primary goal of the Mobility Hubs Program is to reduce greenhouse gas emissions (GHGs) through a reduction in vehicle miles traveled



(VMT) by making it easier for trips to be made by transit, biking, walking, scooter, wheelchair or other mobility devices. The program also supports other regional and Plan Bay Area goals of increasing transit access and connectivity, focusing growth, increasing transit-oriented development and providing viable travel options to all Bay Area communities.

In addition, MTC seeks to achieve three main objectives by investing in mobility hubs in the following manner:

- **Connected Mobility:** Establish regionally consistent and community-oriented mobility hubs with contextually appropriate options, centered on convenient and affordable first- and last-mile access to frequent and high capacity transit.
- **Climate Action:** Reduce congestion and improve air quality by converting solo vehicle trips to sustainable modes such as transit, shared mobility, biking and walking.
- **Equitable Mobility:** Achieve equitable outcomes through needs-based mobility and anti-displacement measures.

The Project will implement a suite of mobility hub amenities at MacArthur Station, including wayfinding signs, digital real-time displays for transit departures, app-based wayfinding, and a solar powered charging station to demonstrate the region's innovative culture.

**FISCAL IMPACT:**

Approval of the Resolution of Local Support is a requirement for the District to receive an allocation in an amount of \$750,000 in CMAQ funding. This action will have no fiscal impact on un-programmed District Reserves. BART is providing a match of \$97,170. Total funding of \$847,170 for the Project is provided through a CMAQ and BART match.

**ALTERNATIVES:**

Do not approve the Resolution of Local Support. If the Resolution is not approved BART would risk loss of the CMAQ grant funds in an amount of \$750,000 for the MacArthur BART Station Mobility HUB Project.

**RECOMMENDATION:**

Adoption of the following motion.

**MOTION:**

The Board of Directors approves the attached resolution: "In the Matter of Authorizing Actions Necessary to Obtain Congestion Mitigation and Air Quality



ImprovementProgram funding from the Metropolitan Transportation Commission for theMacArthur BART Station Mobility HUB Project".

**BEFORE THE BOARD OF DIRECTORS OF THE  
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**

**In the Matter of Authorizing Actions Necessary  
to Obtain Congestion Mitigation and Air Quality  
Improvement Program funding from the Metropolitan  
Transportation Commission for the MacArthur BART  
Station Mobility HUB Project**

**Resolution No. \_\_\_\_\_**

**WHEREAS**, San Francisco Bay Area Rapid Transit District (BART) (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$750,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the MacArthur BART Station Mobility HUB Project (herein referred to as PROJECT) for the Mobility Hubs Pilot Program (herein referred to as PROGRAM); and

**WHEREAS**, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

**WHEREAS**, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

**WHEREAS**, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

**WHEREAS**, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

**WHEREAS**, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

**WHEREAS**, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

**WHEREAS**, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and

- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and
- 

**WHEREAS**, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

**WHEREAS**, there is no legal impediment to APPLICANT making applications for the funds; and

**WHEREAS**, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

**WHEREAS**, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

**WHEREAS**, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

**NOW, THEREFORE, BE IT RESOLVED** that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and be it further

**RESOLVED** that APPLICANT will provide any required matching funds; and be it further

**RESOLVED** that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further



**RESOLVED** that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

**RESOLVED** that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

**RESOLVED** that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and be it further

**RESOLVED** that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

**RESOLVED** that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

**RESOLVED** that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

**RESOLVED** that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it further

**RESOLVED** that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

**RESOLVED** that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

**RESOLVED** that there is no legal impediment to APPLICANT making applications for the funds; and be it further

**RESOLVED** that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

**RESOLVED** that APPLICANT authorizes its Executive Director, General Manager, City Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

**RESOLVED** that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

**RESOLVED** that the MTC is requested to support the application for the PROJECT described in the

resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.