

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 11, 2023

Agenda Item 3a.ii. - 23-0045

MTC Resolution No. 4505, Revised

Subject:

Revisions to the One Bay Area Grant (OBAG 3) program, including programming approximately \$302 million within the County and Local Program and \$300,000 to MTC's Active Transportation Technical Assistance Program.

Background:

The OBAG 3 program, adopted by the Commission in January 2022, establishes the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for FY 2022-23 through FY 2025-26.

The OBAG 3 framework directs \$375 million to local transportation projects through the County and Local Program. To date, the Commission has already programmed \$73 million (20%) to County Transportation Agencies (CTAs) for countywide planning and programming activities and ongoing Safe Routes to School (SRTS) programs throughout the OBAG 3 program horizon.

This month, staff recommend programming the remaining \$302 million (80%) available within the County & Local Program to local projects prioritized through a regionwide call for projects. Staff also recommend programming \$300,000 in available balances within the Regional Program to MTC's Active Transportation Technical Assistance program and revising the OBAG 3 Project Selection and Programming Policies to clarify requirements for projects involved in a local funding exchange.

County & Local Program of Projects

In accordance with guidelines adopted by the Commission, MTC released a regionwide call for projects for the OBAG 3 County & Local Program in April 2022 (MTC Resolution No. 4505, Appendix A-1). Following a county prioritization process, CTAs forwarded a total of \$408 million in project nominations to MTC in September 2022 for regional evaluation and project selection (**Attachment 1**).

Staff recommend programming approximately \$302 million to 65 projects located throughout all nine counties in the Bay Area, supporting a diverse range of project types to advance regional mobility goals established in *Plan Bay Area 2050*. County and Local Program projects proposed for funding this month are detailed in **Attachment 2**, which also includes a summary of recommended funding by county. **Attachment 3** illustrates grant awarded projects by county.

- The **average proposed grant award is approximately \$4.6 million**, which is a marked increase over previous OBAG County Programs (\$1.9 million average grant in OBAG 2) and mirrors trends in other recent competitive grant cycles, such as the Active Transportation Program (ATP). The increased competition over grant funding, coupled with cost escalations associated with supply chain issues and inflation, may have contributed to larger and more expensive project applications this cycle.
 - While the proposed program includes larger average grant awards than prior cycles, it also **effectively leverages \$302 million in MTC's limited discretionary federal funds to advance projects with combined total project costs of \$917 million**. Most projects proposed for OBAG funding have other committed local, state, and/or federal funds, and in some cases the proposed OBAG awards will position sponsors to compete more successfully for larger discretionary federal and state grants.
 - The proposed program of projects, along with previously programmed County & Local Program funds, meets or exceeds all adopted investment targets by project type and *Plan Bay Area 2050* geography:
 - **Over 90% of all proposed investments are within or supportive of Priority Development Areas (PDAs)**, defined as projects within one mile or less of a PDA boundary, and projects in each county exceed the county-specific PDA investment target by 10% or more.
 - More than half of County & Local Program funds, or **\$215 million, are proposed to support active transportation projects**, exceeding the ambitious \$200 million target established by the Commission.
 - Similarly, the **\$47 million investment in Safe Routes to School (SRTS) projects and programs** is nearly double the adopted regionwide \$25 million target.
 - While there was no specific target set for projects supporting Equity Priority Communities (EPCs), **\$209 million is invested in projects located in EPCs**.
- In addition to meeting established targets, the proposed program of projects increases investments in active transportation, SRTS, and PDAs substantially over previous cycles, likely due at least in part to the more competitive nature of the call for projects this cycle.
- The **majority of nominated projects are eligible for federal CMAQ funding**. However, in accordance with the adopted guidelines, the proposed program focuses this fund source on projects with the most cost-effective emissions reduction impacts. MTC

staff calculated estimated air quality improvements associated with each CMAQ-eligible project nomination and assigned an additional 10% to the total project score based on the relative cost-effectiveness of lifetime emission reductions. This score was used to assign CMAQ funding to projects up to the total program target (\$150 million), with a preference for projects fully eligible for CMAQ funding (see Attachment 2 for recommended CMAQ assignments). These proposed investments are estimated to result in substantial emission reductions for the region, as detailed by pollutant in Table 1.

Table 1: Estimated Emission Reductions from Proposed CMAQ Investments

Reactive Organic Gases (ROG)	Nitrous Oxides (NO _x)	Fine Particulate Matter (PM _{2.5})	Particulate Matter (PM ₁₀)	Carbon Monoxide (CO)	Carbon Dioxide (CO ₂)
42	67	2	5	439	129,154

Note: Estimated lifetime reductions in metric tons.

The above findings are preliminary and based upon information provided by sponsors in individual project applications. Staff will complete further analyses on overall program outcomes and key findings to inform future OBAG programming policies and guidelines.

Contingency Projects and Reprogramming

Concurrent with the adoption of the OBAG 3 County & Local program of projects, MTC staff recommend adopting a contingency list of projects. The contingency list would establish the Commission’s priorities for programming County & Local Program funds during the OBAG 3 program horizon should MTC receive higher than anticipated federal revenues, benefit from cost savings from prior cycle projects, or need to reprogram current cycle funds due to project delivery failures. In addition, the contingency list may also be used to reprogram funds returned by a project sponsor or sponsors, due to forthcoming federal or state earmarks or discretionary grants. While the contingency list would establish priorities for future programming, the Commission would maintain discretion to consider programming actions beyond projects on the OBAG 3 County & Local Program contingency list.

Inclusion of projects on the contingency list is based on the following criteria:

- Regional priority projects and strategies,
- Project deliverability (including completion of project funding plans), and
- Total project score.

The proposed contingency list is included as **Attachment 4** to this agenda item.

Other Proposed Revisions

In addition to the County & Local Program adoption, this month staff also recommend:

- Programming \$300,000 in available balances within the Regional Program for MTC's Active Transportation Technical Assistance program. This action is intended to support regional competitiveness in the Statewide component of the Active Transportation Program, as discussed in Agenda Item 3a.
- Revising the OBAG 3 Project Selection and Programming Policies to clarify the applicability of OBAG 3 requirements for projects involved in a local funding exchange.

Issues:

- **Local Compliance Requirements and TIP Programming:** Sponsors awarded OBAG 3 County & Local Program funding must have their projects added or amended in the Transportation Improvement Program (TIP) before obligating funds, contingent on compliance with OBAG 3 requirements. Applicable requirements include a certified Housing Element, an adopted resolution affirming compliance with various state housing laws, and a resolution of local support (see MTC Resolution No. 4505, Appendix A-1 for a full list of sponsor and project requirements). MTC staff will communicate with sponsors regarding OBAG 3 program compliance on an ongoing basis.
- **Lafayette School Street Class I Multiuse Facility.** Several letters of correspondence have been submitted to the Commission and staff concerning this project, which is recommended for OBAG 3 County & Local Program funding. The School Street project, as detailed in Lafayette's grant application with safety improvements on both School Street and Topper Lane, meets many OBAG 3 program goals and objectives. It competed well at the county level, having been nominated to MTC for funding by Contra Costa Transportation Authority (CCTA), as well as at the regional level during MTC staff evaluations. Lafayette is encouraged to engage closely with stakeholders and community members throughout the planning, design, and implementation of the project.
- **Anticipated Capacity Increase & Federal Earmarks.** Annual STP/CMAQ apportionments in the first two fiscal years of the Infrastructure Investment and Jobs Act (IIJA) have slightly outpaced the original OBAG 3 annual fund estimate. Additionally, the recently enacted federal appropriations bill included several earmark projects that may overlap with proposed OBAG 3 projects. Staff will return to the Commission in

Spring 2023 to program additional IJA revenues and to reprogram any OBAG 3 funds no longer needed by recipients of federal earmarks.

Recommendations:

Refer MTC Resolution No. 4505, Revised to the Commission for approval.

Attachments:

- MTC Resolution No. 4505, Revised, Attachments A, B-1, and B-2
- Attachment 1: Nominated Projects
- Attachment 2: Recommended Projects
- Attachment 3: Project Maps
- Attachment 4: Contingency Projects
- Presentation
- Public Comments



Alix A. Bockelman

Date: January 26, 2022
W.I.: 1512
Referred by: PAC
Revised: 02/23/22-C 03/23/22-C 06/22/22-C
09/28/22-C 10/26/22-C 11/16/22-C
01/25/23-C

ABSTRACT

Resolution No. 4505, Revised

Adoption of the project selection and programming policies for the third round of the One Bay Area Grant program (OBAG 3). The project selection and programming policies contain the project categories that are to be funded with various fund sources, including federal surface transportation act funding assigned to MTC for programming, to implement the Regional Transportation Plan (*Plan Bay Area 2050*) and to be included in the federal Transportation Improvement Program (TIP) for the OBAG 3 funding delivery period.

The resolution includes the following attachments:

- Attachment A – OBAG 3 Project Selection and Programming Policies
- Attachment B – OBAG 3 Project Lists

With the adoption of the project selection and programming policies, Attachments B-1 and B-2 program \$8,300,000 to Regional Planning Activities, \$37,200,000 for OBAG 3 Program and Project Implementation, and \$4,000,000 for Program and Project Implementation for transit transformation activities within the Planning and Program Implementation Regional Program; and \$35,157,000 for CTA Planning Activities within the Planning and Program Implementation County & Local Program.

On February 23, 2022, Attachment B-1 was revised to program \$30,000,000 in OBAG 3 Regional Multimodal Systems Operations and Performance Program funds to the Clipper C2 Capital project as part of an alternative funding plan for the project's Regional Measure 3 (RM3) funds.

On March 23, 2022, Appendix A-1 was added to incorporate guidelines for the County and Local Program call for projects.

On June 22, 2022, Attachments A, B-1, B-2, and Appendix A-1 were revised to further define program categories and program \$80,800,000 million to various projects within the Regional Program, including \$31,600,000 for Transit Transformation Action Plan programs and \$7

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million for future SamTrans projects as part of a Caltrain right-of-way (ROW) repayment arrangement; program \$11,762,000 for ongoing Safe Routes to School Non-Infrastructure programs within the County & Local Program; add \$7,000,000 in additional anticipated revenues to the Regional Program; and clarify language related to local policy requirements and project eligibilities within the County & Local Program.

On September 28, 2022, Attachments B-1 and B-2 were revised to program \$14,000,000 to 511 Traveler Information Services within the Regional Travel Demand Management (TDM) Program, \$1,280,000 in the Regional Vision Zero/Safety Program for Local Roadway Safety Plan Development, \$2,500,000 for Bay Trail Planning, Delivery, and Technical Assistance projects within the Regional Active Transportation Plan Implementation Program, and \$86,900,000 to various projects within the Multimodal Systems Program; assign \$7,000,000 in Multimodal Systems Program funds previously committed to SamTrans as part of MTC's Caltrain Right-of-Way repayment to SamTrans' Preventative Maintenance project; and add \$620,000 in County & Local Program funds to San Mateo C/CAG's Safe Routes to School Non-Infrastructure Program project.

On October 26, 2022, Attachments B-1 and B-2 were revised to program \$43,800,000 within the Climate Initiatives Program, \$25,000,000 within the Growth Framework Implementation program, \$18,166,000 in County & Local Program for CTA Planning Activities, and \$7,613,000 in County & Local Program funds to Alameda County Transportation Commission's Safe Routes to School Non-Infrastructure Program.

On November 16, 2022, Attachment B-1 was revised to program \$6,000,000 from the Regional Active Transportation Plan Implementation balance to two Bay Skyway projects: \$1,900,000 to MTC's West Oakland Link and \$4,100,000 to SFCTA's Yerba Buena Island Multi-Use Path.

On January 11, 2023, Attachments B-1 and B-2 and Appendix A were revised to program \$301,682,000 in County & Local Program funds to various projects throughout the region, and \$300,000 to MTC's Active Transportation Technical Assistance Program within the Regional Complete Streets and Community Choice Program; and to clarify programming policy requirements for OBAG 3 projects involved in local fund exchanges.

Further discussion of the project selection criteria and programming policy is contained in memorandums to the Programming and Allocations Committee dated January 12, 2022,

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February 9, 2022, March 9, 2022, June 8, 2022, September 14, 2022, October 12, 2022, November 9, 2022, and January 11, 2023.

Date: January 26, 2022
W.I.: 1512
Referred by: PAC

RE: One Bay Area Grant Program (OBAG 3) Project Selection and Programming Policies

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4505

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, as the RTPA/MPO for the San Francisco Bay Area, is assigned programming and project selection responsibilities for certain state and federal funds; and

WHEREAS, state and federal funds assigned for RTPA/MPO programming discretion are subject to availability and must be used within prescribed funding deadlines; and

WHEREAS, the California Department of Transportation (Caltrans) Obligation Authority (OA) Management Policy allows RTPAs and MPOs to exchange regional Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and other federal funds assigned to the RTPA or MPO with Caltrans and other regions, when a region or Caltrans-managed local program has excess or insufficient apportionment available to deliver its annual federal program; and

WHEREAS, Title 23 CFR § 630, Subpart G, allows the advancement of federal-aid projects and expenditure of eligible costs prior to the obligation of funds (referred to as “Advance Construction” or “AC”) with reimbursement of eligible expenditures permitted following conversion of the AC to a regular obligation; and

WHEREAS, MTC, in cooperation with transit operators, Caltrans, the Bay Area Air Quality Management District (BAAQMD), Bay Area County Transportation Agencies (CTAs), counties, cities, and interested stakeholders, has developed 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 and B 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 Attachment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP revisions and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the “Project Selection and Programming Policies” for projects to be funded in the OBAG 3 program as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the funds assigned to MTC as the RTPA/MPO for programming and project selection shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures, and programming, consistent with implementation of 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 changes to project sponsor, 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 Attachment B 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 is authorized to execute Advance Construction (AC) Authorizations with Caltrans and/or the Federal Highway Administration (FHWA) for federal projects sponsored or implemented by the Metropolitan Transportation Commission; and be it further

RESOLVED that the Executive Director or designee is authorized to execute agreements and Letters/Memorandums of Understanding with Caltrans and other MPOs and RTPAs for the exchange of regional Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) and other federal funds assigned to MTC for programming discretion, consistent with Caltrans' Obligation Authority (OA) Management Policy; 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

A handwritten signature in black ink, consisting of a large, stylized 'A' followed by a long horizontal line extending to the right.

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California and at other remote locations on January 26, 2022.

Date: January 26, 2022
W.E.: 1512
Referred by: PAC
Revised: 06/22/22-C 01/25/22-C

Attachment A
Resolution No. 4505

One Bay Area Grant (OBAG 3) Program

Project Selection and Programming Policies

One Bay Area Grant (OBAG 3) Program
Project Selection and Programming Policies

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Appendices

Appendix A-1 County & Local Program Call for Projects Guidelines

Appendix A-2 CTA and Local Jurisdiction Compliance Checklist (pending)

The One Bay Area Grant Program (OBAG 3) establishes the policy framework and commitments for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for a four-year period covering federal fiscal year (FY) 2022-23 through FY 2025-26. Attachment A outlines the OBAG 3 program principles and objectives, revenue estimates, program architecture, and programming policies. Attachment B details the projects, funding amounts, and project sponsors, as they are approved by the Commission.

Background

The Commission adopted the inaugural One Bay Area Grant Program (OBAG 1) in May 2012 (MTC Resolution 4035) to better integrate the region's federal transportation program with its Sustainable Communities Strategy (SCS). Pursuant to SB 375 (Steinberg 2008), the SCS aligns regional transportation planning with land use and housing in order to meet state greenhouse gas reduction targets. Since 2013, MTC and ABAG have jointly adopted a SCS along with MTC's long-range Regional Transportation Plan (RTP) every four years, with the documents collectively known as *Plan Bay Area*.

The OBAG 1 program established a framework for leveraging discretionary federal highway funding to support the implementation of *Plan Bay Area* by focusing transportation investments in Priority Development Areas (PDAs) and in jurisdictions producing and planning for new housing under the Regional Housing Needs Allocation (RHNA) process, among other strategies. The framework also consolidated funding sources and increased local agency flexibility to advance priority projects. OBAG 1 programming covered the five-year period from FY 2012-13 through FY 2016-17. Following the initial success of OBAG 1, the Commission adopted OBAG 2 in November 2015 (MTC Resolution 4202) with a similar framework and supporting policies. OBAG 2 programming covered the five-year period from FY 2017-18 through FY 2021-22.

In keeping with prior cycles, the proposed OBAG 3 framework is designed to advance the implementation of the region's latest RTP and SCS, *Plan Bay Area 2050*, adopted in October 2021.

Program Principles

The following principles, established through Commission direction and stakeholder input, guided the development of the OBAG 3 program and policies:

- **Preserve effective program features from prior OBAG cycles to support regional objectives.** Key aspects of the prior cycles are preserved under the proposed OBAG 3 County & Local Program, including concentrating transportation investments within PDAs, incorporating housing factors into the project prioritization process, and local jurisdiction policy requirements. Partnership with County Transportation Agencies (CTAs) to identify local community-based projects for funding that are consistent with regional goals is also continued.
- **Strategically advance *Plan Bay Area 2050* implementation through OBAG investments and policies.** As with OBAG 1 and 2, the primary objective of the OBAG 3 program, both the in the Regional and County & Local components, is to support the interconnected strategies of the RTP and SCS. With the adoption of *Plan Bay Area 2050*, OBAG 3 reflects new and updated implementation strategies as well as new Growth Geographies.

- **Incorporate recent MTC policy initiatives and adapt to the current mobility landscape.** In the years following the adoption of OBAG 2, MTC has undertaken several major policy initiatives which were taken into consideration in the development of OBAG 3. These policy actions include adoption of the MTC Equity Platform, Regional Safety/Vision Zero Policy, and Express Lanes Strategic Plan, and completion of the Transit Transformation Action Plan. In addition, the OBAG 3 program takes into account sustainable staffing levels necessary to implement continued and new initiatives.
- **Advance equity and safety through policies and investments.** Building off the principles of the MTC Equity Platform, the OBAG 3 framework integrates cross-cutting equity considerations into each of its proposed program areas. In addition, while the program requirements stop short of mandating local Vision Zero policies, jurisdictions will be required to adopt Local Road Safety Plans (or equivalent safety plans), and priority will be given to funding projects that align with and support these plans. OBAG 3 also significantly increases funding levels for Healthy, Safe, and Sustainable Streets projects and implementation of projects in Equity Priority Communities that have been prioritized through Community-Based Transportation Plans or Participatory Budgeting processes.
- **Address federal planning and programming requirements.** As the federally-designated Metropolitan Planning Organization (MPO) for the Bay Area, MTC is responsible for regional transportation planning and programming efforts, including performance-based requirements. OBAG 3 documents and clarifies MTC's roles and responsibilities for programming STP and CMAQ funding, including the areas of project selection and funding distribution processes, and the prioritization process for CMAQ funds.
- **Coordinate with complementary fund sources to develop a comprehensive regional investment strategy.** Recognizing that STP and CMAQ funds constitute a relatively limited proportion of the total transportation funding available to the region, the OBAG 3 program is designed in coordination with other complementary existing and anticipated fund sources to implement the ambitious strategies laid out in *Plan Bay Area 2050*.
- **Emphasize a shared, partnership approach to program implementation.** OBAG 3 preserves and continues to build upon the robust partnerships with CTAs, transit agencies, Caltrans, and local jurisdictions established through prior programming cycles. The program architecture and policies recognize and uphold local expertise in project development and prioritization, while providing a framework for all stakeholders to work together to advance shared regional priorities.

Revenue Estimates

OBAG 3 programming capacity is based on anticipated federal transportation program apportionments from the regional Surface Transportation Block Grant (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) programs for a four-year period covering FY 2022-23 through FY 2025-26.

Over the four year OBAG 3 period, \$757 million in STP/CMAQ programming capacity is estimated. Additional STP/CMAQ apportionments beyond that amount are anticipated from the recently enacted Infrastructure Investment and Jobs Act (IIJA). When actual STP/CMAQ apportionments from IIJA are made available, or if additional federal programs are authorized or appropriated during the OBAG 3 period, the Commission may adjust the programming capacity accordingly. Such adjustments include increasing or decreasing funding amounts to one or more programs, postponement of projects, expansion of existing programs, development of new programs, or adjustments to subsequent program cycles.

As federal programs are subject to change with each federal surface transportation authorization, any reference to specific fund sources in the OBAG 3 programming resolution (i.e. STP/CMAQ) serve as a proxy for replacement or new federal fund sources for which MTC project selection and programming authority. However, MTC may elect to program replacement or new federal fund sources outside of the OBAG 3 program resolution.

OBAG 3 programming capacity is based upon apportionment rather than obligation authority. As the amount of obligation authority available to the region is less than the region's annual apportionments, there is typically a carryover balance of apportionment each year. MTC's successful project delivery in recent years has allowed the region to capture additional, unused obligation authority from other states, enabling the region to advance the delivery of additional projects each year. MTC staff will continue to monitor apportionment and obligation authority balances throughout the OBAG 3 period to support the accelerated delivery of programmed projects.

Program Categories

The OBAG 3 program categories carry forward elements from previous OBAG cycles, reorganized for clarity and refined to more closely align with *Plan Bay Area 2050* strategies, advance regional goals for equity and safety, and address federal performance-based programming requirements. These revised categories further integrate the Regional Programs and County & Local Programs by providing a common framework for project types and focus areas. The five OBAG 3 program areas and corresponding objectives are as follows:

- **Planning & Program Implementation:** Carry out coordinated regional and countywide planning and programming activities within MTC's performance-based planning and programming processes, consistent with federal requirements and regional policies. Additionally, commit staffing resources necessary to deliver OBAG 3 projects and programs.
- **Growth Framework Implementation:** Support and assist with local efforts to create a range of housing options in PDAs, select Transit-Rich Areas (TRAs), and select High-Resource Areas (HRAs), and carry out other regional studies, programs, and pilots to advance the *Plan Bay Area 2050* growth framework.
- **Climate, Conservation, and Resilience:** Reduce emissions and solo vehicle trips through accelerated electrification and clean vehicle programs and expanded transportation demand management programs. Additionally, protect high-priority natural and agricultural

lands; modernize and expand access to parks, trails, and recreation facilities; and increase transportation system resiliency to the impacts of climate change.

- **Complete Streets and Community Choice:** Improve and maintain local streets and roads to meet the needs of all users while improving safety, promoting walking, biking and other micro-mobility, and sustainable infrastructure. In addition, support community-led planning efforts and assist with the development and advancement of community-led transportation enhancements in Equity Priority Communities (EPCs).
- **Multimodal Systems Operations and Performance:** Support and coordinate efforts to achieve an integrated, efficient, reliable, and easy to navigate public transit network to increase ridership and improve mobility options consistent with the Transit Transformative Action Plan recommendations. Additionally, continue to optimize existing freeways, highways, key arterials, and communications infrastructure to maximize person throughput and multimodal system performance.

Similar to previous OBAG cycles, the OBAG 3 program structure is divided into Regional and County & Local components, with the latter programs comprising of projects selected by MTC and nominated by CTAs through a unified call for projects process. Both the Regional and County & Local programs are organized around the five categories listed above.

REGIONAL PROGRAMS

OBAG 3 directs 50% of available program funds towards regional investments that are targeted to address critical climate and focused growth goals of *Plan Bay Area 2050*, and coordinate and deploy strategies that are best suited for regional implementation. As specific regional projects and programs are approved by the Commission for funding, they will be added to Attachment B-1.

Planning & Program Implementation

The Planning & Program Implementation program supports a variety of regional planning, programming, and outreach activities to implement *Plan Bay Area 2050* and comply with performance-based planning and programming requirements. This program category also includes dedicated resources and staffing support to deliver OBAG 3 projects and programs.

Growth Framework Implementation

The purpose of this program is to support and assist local efforts to create a range of housing options that align with *Plan Bay Area 2050* growth geographies, with a focus on completing approved plans for all existing PDAs by 2025. Funding from this program will provide capacity-enhancing support for local jurisdictions through the PDA Planning and Technical Assistance Grant program and the Regional Housing Technical Assistance program. These funds will also support implementation of MTC's Transit Oriented Development (TOD) Policy, or its successor, to ensure land use supports future transit investments. In addition, this program may fund regional land-use studies, programs, and pilot projects identified in *Plan Bay Area 2050 Implementation Plan*. Such studies could include redevelopment of malls and office parks, reuse of public and community-owned land, or a Priority Production Area (PPA) pilot program.

Climate, Conservation, and Resilience

Funding from this program supports a suite of interconnected objectives, including reduced vehicle emissions through accelerated electrification and transportation demand management, protection of high-priority natural and agricultural lands, expanded access to parks and open space, and increased resiliency of the transportation system to the impacts of climate change. These goals align with regional transportation and environmental strategies outlined in *Plan Bay Area 2050*.

Within the Regional Program, this category includes expanded investments to accelerate electrification, as well as a variety of emission reduction strategies and transportation demand management programs. Programs may include Mobility Hubs, Targeted Transportation Alternatives, car sharing, bikeshare and e-bike incentives; carpool programs; Commuter Benefits Program and targeted commuter programs; and assistance for the development of local demand management policies and programs.

The regional Priority Conservation Area (PCA) program provides grant funding for critical conservation and open space projects. Grants will be available to support the implementation of the updated PCA framework (currently underway).

This program category also includes a new regional resilience and sea level rise pilot to support the protection of vulnerable transportation assets from sea level rise and other climate impacts.

Complete Streets and Community Choice

This program is intended to improve and maintain local streets and roads to meet the needs of all users while increasing safety, with an emphasis on supporting the development and advancement of community-led transportation enhancements in EPCs.

Regional Program funding in this program category will implement recommendations of the Regional Active Transportation Plan, or its successor, including compliance with the Regional Complete Streets Policy and the implementation of the Regional Active Transportation Network. The program also continues technical assistance programs, and supports completion of key Bay Trail gaps. The program will also advance the Regional Safety/Vision Zero Policy, including support for the Regional Integrated Safety Data System and other regional safety initiatives, coordination efforts, and technical assistance. Ongoing regional programs that support local streets and roads asset management, including StreetSaver, StreetSaver Plus, and the Pavement Technical Assistance Program, are broadened to include upgrades to local roadway asset inventories to support complete streets and safety strategies, as well as encouraging green infrastructure, where possible.

Funding in this program category will also support increased regional investment in Community-Based Transportation Plans (CBTPs) and Participatory Budgeting (PB) processes, and provide a dedicated source of funding for the acceleration and delivery of projects identified through community plans and participatory budgeting efforts.

Multimodal Systems Operations and Performance

The purpose of this program is to improve mobility options across the Bay Area's multimodal transportation system and emphasizes achieving an integrated, efficient, reliable, and easy to navigate public transit network to increase ridership and improve mobility options.

Regional Program funding in this program category supports implementation of near-term priorities identified through the Blue Ribbon Transit Transformation Action Plan, as well as planning, design, and implementation of near-term operational improvements, incident management, and deployment of regional fiber communications infrastructure on the region's existing freeways and highways. Regional projects and programs to be funded include Bay Area Forwards, transit priority improvements, and additional freeway and arterial operational improvements.

COUNTY & LOCAL PROGRAMS

OBAG 3 directs the remaining 50% of available funding for local and county projects prioritized through a call for projects process selected by MTC. Local jurisdictions, transit agencies, and CTAs may apply for these funds for a variety of project types and program categories described below. As specific projects and programs are approved by the Commission for funding within the County & Local Program, they will be added to Attachment B-2.

Planning & Program Implementation

Similar to prior cycles, OBAG 3 provides dedicated funding within the County & Local Program to support planning and programming activities throughout the nine Bay Area counties. Administered by MTC through funding agreements with each CTA, these funds are used to cooperatively implement *Plan Bay Area 2050* and associated regional policies, development of countywide transportation plans, outreach activities, and the advancement of additional plans and projects as determined by MTC. CTAs may request additional funding to augment these base funding levels for countywide planning and programming through the call for projects process.

Growth Framework Implementation

The OBAG 3 County & Local Program continues to focus investments in PDAs through investment thresholds.

- **PDA Minimum Investments:** In the Bay Area's most populous counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara), a minimum of 70% of County & Local Program investments must be directed to PDAs. In the remaining counties (Marin, Napa, Solano, and Sonoma), a minimum of 50% in County & Local Program investments must be directed to PDAs. Funds programmed for CTA planning and programming activities are given partial credit towards each county's minimum investment threshold calculations (70% or 50%, in line with each county's minimum threshold).
- **Uniform Definition for PDA Supportive Projects:** To be credited towards each county's PDA minimum investment threshold, a project must be located within or connected to a PDA, or be within one mile of a PDA boundary. Projects that are not physically located within one mile of a PDA but have a clear and direct connection to PDA implementation, such as transit maintenance facility improvements, may also be credited towards the PDA minimum investment thresholds. Determinations for such projects will be provided by MTC staff on a case by case basis.

- **Housing Element:** Cities and counties must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-2031 Regional Housing Needs Allocation (RHNA), and maintain certification throughout the OBAG 3 program period to remain eligible for County & Local Program funding. Projects that are awarded funding to a jurisdiction through the call for projects process will not be programmed into the TIP until the jurisdiction's housing element has been certified. After December 31, 2023, MTC will deprogram County & Local Program funds awarded to jurisdictions that do not yet have a certified housing element or have not maintained certification. After this date, MTC, in coordination with CTAs, will reprogram these funds to projects located in compliant jurisdictions.

Additionally, jurisdictions must submit Housing Element Annual Reports to HCD by April 1 every year throughout the OBAG 3 program period to maintain funding eligibility.

- **State Housing Laws:** To maintain funding eligibility, all cities and counties must demonstrate compliance with state housing laws related to surplus lands, accessory dwelling units, density bonuses, and the Housing Accountability Act. Jurisdictions are required to self-certify compliance with the first three elements (state housing laws related to surplus lands, accessory dwelling units, and density bonuses) through a local resolution. Projects that are awarded funding to a jurisdiction through the call for projects process will not be programmed into the TIP until such a resolution is adopted. After December 31, 2023, MTC will deprogram County & Local Program funds awarded to jurisdictions that have not yet adopted a resolution affirming compliance. After this date, MTC, in coordination with CTAs, will reprogram these funds to projects located in compliant jurisdictions. Self-certification resolutions must be adopted by local jurisdictions and submitted to MTC by December 31, 2023 to maintain eligibility for County & Local Program funding.

Compliance with the Housing Accountability Act is an ongoing program requirement, which may be monitored by MTC staff as appropriate. MTC may deprogram County & Local Program funds awarded to a jurisdiction that it determines to be out of compliance with the Housing Accountability Act.

In addition to focusing investments in PDAs, the County & Local Program supports mobility and access projects that serve additional *Plan Bay Area 2050* growth geographies, such as select TRAs and HRAs. Eligible projects in these growth areas will also be given consideration through the call for projects process.

Eligible project types for the County & Local Program that directly support the Growth Framework Implementation program category include:

- Local PDA Planning grants (in addition to those funded through the Regional Program)
- Local planning grants for other new *PBA 2050* Growth Geographies

Climate, Conservation, and Resilience

The County & Local Program supports regional coordination in the Climate, Conservation, and Resilience program category by identifying and funding additional local projects to achieve the interconnected goals to reduce emissions, protect and improve access to priority open spaces, and increase transportation system resiliency through the call for projects process.

Eligible project types for the County & Local Program that fall within the Climate, Conservation, and Resilience program category include:

- Transportation demand management programs
- Mobility Hub planning and implementation
- Parking reduction and curb management programs
- Car share and bike share capital projects
- Plans and projects to assist in the preservation and enhancement of open space, natural resource and agricultural lands, and critical habitats (may require non-federal funds)
- Bicycle and pedestrian access to open space and parklands
- Regional Advance Mitigation Planning (RAMP) planning activities and implementation (may require non-federal funds)
- Transportation system resilience or sea level rise plans and projects

Complete Streets and Community Choice

The County & Local Program plays a critical role in meeting the objectives of Complete Streets and Community Choice by funding local improvements to local streets and roads to improve safety and meet the mobility needs of all users, as well as advancing transportation enhancements that have been vetted and prioritized by residents of Equity Priority Communities.

- **Active Transportation Investment Target:** OBAG 3 establishes a regionwide target of \$200 million for active transportation projects, including bicycle, pedestrian, and Safe Routes to School (SRTS) programs and projects. Bicycle and pedestrian elements included on projects that are not solely focused on active transportation (such as sidewalk or bike lane improvements included in a local road preservation project) also contribute to this regionwide investment target.
- **SRTS Investment Target:** OBAG 3 carries forward ongoing commitments to SRTS programming, by establishing a \$25 million regionwide target for SRTS programs and projects.
- **Complete Streets Policy:** Jurisdictions must comply with MTC's Complete Streets Policy, and its successor, including the requirement to complete a Complete Streets Checklist for each project applying for OBAG 3 funding. As part of the County & Local Program call for projects, CTAs are required to make completed project checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to the CTA's nomination of prioritized projects to MTC.
- **Regional Safety/Vision Zero Policy:** Starting with California Highway Safety Improvement Program (HSIP) Cycle 11, jurisdictions are required to have a Local Roadway Safety Plan

(LRSP) or equivalent safety plan in order to be eligible for HSIP funding. Consistent with this state requirement, local jurisdictions must have a LRSP or equivalent safety plan completed in order to maintain eligibility for County & Local Program funding. Projects that are awarded funding to a jurisdiction through the call for projects process will not be programmed into the TIP until the jurisdiction has a LRSP or equivalent safety plan completed. After December 31, 2023, MTC will deprogram County & Local Program funds awarded to jurisdictions that do not yet have a completed LRSP or equivalent safety plan. After this date, MTC, in coordination with CTAs, will reprogram these funds to projects located in compliant jurisdictions. Jurisdictions' OBAG 3 funds may be used to complete an LRSP or equivalent safety plan.

- **Pavement Management Program:** To maintain County & Local Program funding, jurisdictions with local public streets and roads, must:
 - Maintain a certified Pavement Management Program (StreetSaver® or equivalent) updated as prescribed by MTC staff
 - Fully participate in statewide local streets and road needs assessment surveys (including any assigned funding contribution)
 - Provide traffic count data to MTC to support FHWA's Highway Performance Monitoring System (HPMS) on an annual basis, or as directed by MTC staff

Eligible project types for the County & Local Program that align with the Complete Streets and Community Choice program category include:

- Bicycle and pedestrian improvements and programs
- SRTS projects and programs
- Safety projects, local road safety plans (LRSP), and Vision Zero planning activities
- Complete streets and sustainable streets improvements
- Streetscape projects to encourage biking, walking, and transit use
- Example project elements include bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signals, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refuges, wayfinding signage, tree grates, bollards, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving, and pedestrian-scaled street furniture including bus shelters, benches, magazine racks, and garbage and recycling bins.
- Local streets and roads preservation projects on the federal-aid system. Projects should be based on a needs analysis from the jurisdiction's Pavement Management Program:
 - Pavement rehabilitation projects must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the jurisdiction's PMP demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.
 - Eligible non-pavement activities include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians,

(Continued)

- guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements, and features that bring the facility to current standards.
- Federal Aid Secondary (FAS) funding distributions described in California statute (California Code § 2200-2214) will no longer be suballocated to counties through the OBAG 3 program. Counties remain eligible for OBAG 3 funding for rural road projects on the federal-aid system.
- Projects and programs prioritized in CBTPs and PB processes, which may include any of the above project types and project elements, as well as a variety of transit capital improvements.
- Community-based transportation plans or participatory budgeting processes in Equity Priority Communities (in addition to CBTP and PB processes administered through the Regional Programs)

Multimodal Systems Operations and Performance

The County & Local Program can support regional coordination and implementation the Multimodal Systems Operations and Performance program category by funding additional local projects to improve mobility options and performance of the Bay Area's existing multimodal transportation system, particularly on arterials and along fixed-route transit; or by nominating County & Local Program funds to match or augment Regional Program funds for these types of projects.

Eligible project types for the County & Local Program within the Multimodal Systems Operations and Performance program category include:

- Transit capital improvements, including vehicles for new or expanded service
- Transit station improvements such as plazas, station access improvements, bicycle parking, and replacement parking or parking management for Transit Oriented Development (TOD)
- Local actions to advance implementation of the Transit Transformation Action Plan
- Cost-effective, technology-driven active operational management strategies for local arterials and highways (for highways, when used to augment state or federal funds and developed/implemented in coordination with MTC)
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community. Examples include the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals; individualized travel training and trip planning activities; development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and the operation of transportation brokerages to coordinate providers, funding agencies, and passengers.

Activities *not eligible* for funding include: air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Project Lists

Attachment B of Resolution 4505 contains the list of projects to be programmed under the OBAG 3 program. Attachments B-1 and B-2 list the projects receiving OBAG 3 funding through the Regional Programs and County & Local Programs, respectively. The project lists are subject to MTC project selection actions. MTC will update Attachments B-1 and B-2 as projects are selected or revised by the Commission.

Programming Policies

GENERAL POLICIES

The following programming policies apply to all projects funded in OBAG 3:

1. **RTP Consistency:** Projects funded through OBAG 3 must be consistent with the adopted Regional Transportation Plan (RTP), currently *Plan Bay Area 2050*. As part of the project selection and TIP programming processes, project sponsors must identify each project's relationship with meeting the goals and objectives of the RTP, including the specific RTP ID number or reference. RTP consistency will be verified by MTC staff for all OBAG 3 projects as part of the project selection and TIP programming processes.
2. **Federal Fund Eligibility:** Projects must be eligible for STP or CMAQ funds in order to be selected for OBAG 3 programming of those fund sources. However, eligibility for STP or CMAQ alone does not guarantee eligibility for funding through the OBAG 3 program. Projects must meet all program requirements and project selection criteria to be eligible for OBAG 3 funds.
 - STP is a flexible source of federal funding, with a wide range of projects that may be considered eligible. Eligible projects include roadway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration), public transit capital improvements, pedestrian and bicycle facilities and programs, highway and transit safety projects, transportation demand management, and transportation planning activities. More detailed eligibility requirements can be found in 23 U.S.C. § 133 and at: <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>.
 - CMAQ is a more targeted federal funding source for transportation projects that generate emissions reductions that benefit a nonattainment or maintenance for ozone, carbon monoxide, or particulate matter. Eligible project categories that meet this basic criteria include: Transportation Control Measures (TCMS) in an approved State Implementation Plan (SIP), transit expansion projects, transit vehicles and equipment, bicycle and pedestrian facilities and programs, travel demand management, public education and outreach activities, congestion reduction and traffic flow improvements, carpool, vanpool, and carshare programs, travel demand management, outreach and rideshare activities, telecommuting programs, and intermodal freight projects. For more detailed eligibility information, refer to 23 U.S.C. § 149 and at: http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/.
3. **Air Quality Conformity:** In the Bay Area, it is the responsibility of MTC to make a regional air quality conformity determination for the TIP in accordance with federal Clean Air Act

requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the update of the TIP. Non-exempt projects that are not incorporated in the current finding for the TIP will not be considered for funding in the OBAG 3 program until the development of a subsequent air quality finding for the TIP. Additionally, the EPA has designated the Bay Area as a non-attainment area for fine particulate matter (PM_{2.5}). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) for PM_{2.5} must complete hot-spot analyses as required by the Transportation Conformity Rule. Generally, POAQC are those projects that result in significant increases in, or concentrations of, emissions from diesel vehicles.

- 4. Public Involvement.** MTC is committed to a public involvement process that is proactive and provides opportunities for continuing involvement, comprehensive information, timely public notice, and public access to key decisions. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*. The Commission's adoption of the OBAG 3 project selection and programming policy meets the provisions of the *MTC Public Participation Plan*. MTC's Policy Advisory Committee and the Bay Area Partnership working groups are consulted in the development of funding commitments and policies for OBAG 3. Additional opportunities for public and stakeholder involvement will be provided throughout the OBAG 3 program period as specific programs are developed.

OBAG 3 investments must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions.

Additional details on the public involvement requirements for the County & Local Program, including Title VI considerations, are provided in Appendix A-1. The current *MTC Public Participation Plan* is available online at: <https://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

- 5. Project Selection Processes:** The OBAG 3 program categories are designed to reflect the investment priorities established in *Plan Bay Area 2050*. Within these program categories, MTC selects projects for STP and CMAQ funding that are consistent with *Plan Bay Area 2050*, and with consideration of their achievement toward regional targets of federal performance goals, and project delivery.
- 6. CMAQ Project Selection:** Additional project selection processes guide MTC's programming of CMAQ funds. MTC referred to FHWA's CMAQ Cost Effectiveness Tables (2020), emissions reductions benefits of OBAG 2 CMAQ projects, regional strategies in the Bay Area Air Quality Management District's (BAAQMD's) *Clean Air Plan*, and *Plan Bay Area 2050* air quality improvement strategies to develop CMAQ programmatic priorities for the OBAG 3 program. The CMAQ programmatic priorities to reduce emissions through vehicle miles traveled reduction include: bicycle and pedestrian facilities and programs, transit capital improvements, carpool, vanpool, rideshare, and travel demand management. CMAQ programmatic priorities to

otherwise reduce transportation emissions reductions include: alternative fuel infrastructure and programs, traffic flow improvements, and incident management. Programmatic priorities are intended to guide initial program development, and do not preclude other project types from being selected for CMAQ funds.

- **Regional Programs.** CMAQ programmatic priorities are used to develop a proposed focus for CMAQ funds within various components of the Regional Programs. All regional projects that are eligible for CMAQ funding will be assessed for emissions reductions benefits and cost effectiveness prior to CMAQ project selection.
- **County & Local Program.** As part of the call for projects process, project sponsors will provide project data necessary to assess the emissions benefits and cost effectiveness for projects eligible for CMAQ funding. These assessments will be incorporated into the prioritization and CMAQ project selection as described in Appendix A-1.

- 7. TIP Programming:** Projects approved as part of the OBAG 3 program must be amended into the federal Transportation Improvement Program (TIP). The federally-required TIP is a comprehensive listing of transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant for air quality conformity or modeling purposes. OBAG 3 project funding must first be approved by the Commission through revision to the Attachment B before it can be amended into the TIP.

Once a project has been selected for funding and is programmed in Attachment B, project sponsors must submit the project information into MTC's Fund Management System (FMS) in order for the project to be amended into the TIP. Proper submittal of project information into FMS is required for inclusion into the TIP in a timely manner. Additional information on FMS is available here: <https://mtc.ca.gov/funding/fund-management-system-fms>.

- 8. Resolution of Local Support:** a Resolution of Local Support approved by the project sponsor's governing board or council and submitted in FMS. A template for the Resolution of Local Support can be downloaded from the MTC website using the following link: <https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-obag-3>.

- 9. Local Match:** Although local match requirements are subject to change, the current local match requirement for STP and CMAQ funded projects in California is 11.47% of the total project cost, with FHWA providing up to 88.53% of the total project cost through reimbursements. For capital projects, sponsors that fully fund the project development or Preliminary Engineering (PE) phase with non-federal funds may use toll credits in lieu of a match for the construction phase. For these projects, sponsors must still meet all federal requirements for the PE phase.

Per the Regional Toll Credit Policy (MTC Resolution No. 4008), MTC may use toll credits to waive the local match requirements for programs and projects of regional significance, such as ongoing regional programs and planning efforts.

- 10. Environmental Clearance:** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations

Section § 15000 et seq.), and the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) standards and procedures for all projects with federal funds.

11. Fund Exchanges: Federal STP and CMAQ funding may be exchanged with non-federal funds for projects that are consistent with the OBAG 3 programming policy but are ineligible or poorly suited to federal funding. Development and implementation of a funding exchange is the responsibility of the project sponsors and CTAs. Exchanges must be consistent with MTC's fund exchange policy for regional discretionary funds (MTC Resolution No. 3331), which also requires the locally-funded project to be included in the TIP for tracking purposes. **Projects involved in a local fund exchange must comply with applicable federal, state, and regional project delivery requirements. Projects programmed with federal STP and/or CMAQ funds (Recipient Projects) must comply with applicable federal and state requirements and OBAG 3 General Programming Policies. Projects that receive non-federal funds as part of a fund exchange (Target Projects) must adhere to all other OBAG 3 program requirements, including local policy compliance.**

12. Regional STP/CMAQ Exchanges: State and federal timely use funds provisions, such as Sections 182.6 and 182.7 of the State Streets and Highways Code, require federal apportionment to be obligated within three years of federal eligibility. If a region of the state is unable to fully obligate their lapsing STP or CMAQ balances in a given year, another region in the state can enter into temporary exchange agreements to obligate the older, unused STP or CMAQ balances in exchange for an equal amount of future year STP or CMAQ funds. Such exchanges benefit both regions by avoiding the loss of funds in one region, while another region can advance projects that may be stalled due to a lack of eligible funding.

To facilitate such exchanges, the MTC Executive Director or designee is authorized to sign letters of understanding with Caltrans and other regions for the exchange of STP or CMAQ funds with the following conditions and limitations:

- The exchange does not negatively impact the delivery of Bay Area STP/CMAQ projects.
- The exchange is a dollar for dollar exchange.
- The exchange is allowed under Caltrans' obligation authority management policy.
- Exchanges over \$2 million are reported to a standing Committee of the Commission for information.
- The Letter of Understanding can be executed in time for the MTC to secure the funds prior to any lapse or rescission.
- If any timely use of funds deadlines or Caltrans processes are not met in time and therefore result in the loss of apportionment balance, MTC's apportionment shall not be negatively affected and the Letter of Understanding is null and void.

Exchanges beyond these conditions and limitations may be approved by a standing Committee of the Commission.

13. Advanced Construction: When certain federal funds are not available for obligation due to an insufficient balance of apportionment or obligation authority project sponsors may request authorization from FHWA and Caltrans to proceed with the project under advance construction (AC) procedures. AC procedures allow FHWA to authorize work to begin on a project without

obligating federal funds. Project sponsors given the federal authorization to proceed with a project under AC procedures use local funds to perform work eligible for future federal reimbursement. Once federal apportionment or obligation authority becomes available, the sponsor may then seek to convert the amount authorized through AC into a real obligation of federal funds.

AC procedures streamline the delivery of federal projects and programs by allowing projects to proceed when current year apportionments or obligation authority has run out, and enables the region and the state to better manage the use of obligation authority for large projects.

To facilitate AC procedures on regional projects, the MTC Executive Director or designee, in consultation with the Chief Financial Officer, is authorized to execute AC authorizations with Caltrans and/or FHWA for federal projects sponsored or implemented by MTC, with the following conditions and limitations:

- The agency must have sufficient local funds to pay for all project costs until the federal funds become available.
- The project must comply with all federal requirements including programming in the TIP.
- The federal authorization date establishes the start date for performance federally-reimbursable work.

14. Regional Fund Management: OBAG 3 funding is available in federal fiscal years (FY) 2022-23 through FY 2025-26. Funds may be programmed in any of these years, conditioned upon the availability of federal apportionment and obligation authority (OA), and subject to TIP financial constraint requirements. In addition, in order to provide uninterrupted funding to ongoing efforts and to provide more time to prepare for the effective delivery of capital projects, priority of funding for the first year of programming apportionment (FY 2022-23) will be provided to ongoing programs, such as regional and CTA planning activities, non-infrastructure projects and programs, and the preliminary engineering phase of capital projects.

Specific programming timelines will be determined through the development of the Annual Obligation Plan, which is developed by MTC staff in collaboration with the Bay Area Partnership technical working groups and project sponsors.

OBAG 3 projects are selected for funding based on program and fund source eligibility, project merit to achieve program objectives, and deliverability within established deadlines.

The OBAG 3 program funding is composed of approximately 60% STP and 40% CMAQ funding. MTC will select projects throughout the nine-county Bay Area based on the established project selection criteria and programming policies. STP and CMAQ funds will be assigned to specific projects as part of the project selection process. The amount of STP or CMAQ in any one program, or in the case of the County & Local Program in any one county, will be determined as part of the project selection process. Following the initial project selection and fund assignment process, MTC may re-assign fund sources to reflect available apportionment or obligation authority, or to otherwise effectively manage regional STP and CMAQ funds.

All OBAG 3 programming amounts must be rounded to the nearest thousand.

All project savings are returned to MTC for future programming, and are not retained by the project sponsor or county.

- 15. Project Delivery Policy:** Once programmed in the TIP, the funds must be obligated by FHWA or transferred to the Federal Transit Administration (FTA) within the federal fiscal year the funds are programmed in the TIP. Additionally, all OBAG 3 funds must be obligated no later than January 31, 2027.

Project sponsors are responsible for securing necessary matching funds and for cost increases or additional funding needed to complete the project.

Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy (MTC Resolution No. 3606 and any subsequent revisions). All funds are subject to obligation, award, invoicing, reimbursement and project close-out requirements. The failure to meet these deadlines may result in the de-programming and redirection of funds to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of OBAG 3 funding is required to identify and maintain a staff position that serves as the single point of contact (SPOC) for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the TIP, and to notify MTC immediately when the position contact has changed. This person will be expected to work closely with FHWA, Caltrans, MTC, and the respective CTA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate, if requested, in a consultation meeting with the CTA, MTC, and Caltrans prior to MTC approving future programming or including any funding revisions for the agency in the TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

COUNTY & LOCAL PROGRAM POLICIES

In addition to the general programming policies, the following policies also apply to all projects selected for funding in the County & Local Program.

- 1. Minimum Grant Size:** Projects must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). The purpose of grant minimum requirements is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which

place administrative burdens on project sponsors, CTAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff.

On a case by case basis, MTC may program a grant award that is below the county minimum, but no less than \$150,000. These exceptions are subject to MTC staff discretion, but may be limited to non-infrastructure projects, safety projects, or projects that are already federalized.

2. **Project Selection Process:** MTC selects project in the County & Local Program through a competitive call for projects process, administered by MTC in coordination with the CTAs. In early 2022, MTC will develop and approve the call for projects guidelines (Appendix A-1) prior to releasing a regionwide call for local and county project nominations. In coordination with MTC, CTAs will assist with local agency outreach, public engagement, and initial project screening and evaluation. Following this initial process, CTAs will submit a locally prioritized list of project nominations for MTC's regional evaluation and final project selection in early 2023.
3. **County Nomination Targets:** With the release of the regionwide call for projects, MTC will provide CTAs with their nomination targets for the OBAG 3 County & Local Program. Nomination targets are established to guide the maximum funding request from each county. Similar to prior cycles, these targets will be based on population, recent housing production and planned growth, and housing affordability. However, these investment targets do not commit or imply a guaranteed share of funding to any individual county or jurisdiction. Each county's nomination target will also be adjusted to ensure that it is greater than the amount of base planning funding for that county (affects Napa County).

In order to ensure a sufficient pool of projects for MTC's final project selection, the nomination targets will be 120% of the total amount available for the County & Local Program minus the amounts for CTA Base Planning. Nomination targets will be detailed in Appendix A-1.

4. **Project Selection Criteria & Outreach:** MTC will develop detailed project selection criteria and outreach requirements prior to the release of the call for projects, and provided in Appendix A-1. The project selection guidelines will include, but may not be limited to, the following criteria:
 - Screening of all projects for consistency with *Plan Bay Area 2050*, federal fund eligibility, and OBAG 3 programming policy requirements.
 - Alignment with *Plan Bay Area 2050* strategies and federal performance management targets.
 - Consistency with adopted regional plans and policies, such as Regional Safety/Vision Zero policy, Equity Platform, Regional Active Transportation Plan (AT Plan), Complete Streets Policy (update pending), Transit Oriented Communities (TOC) Policy (update pending), and priority actions from the Blue Ribbon Transit Transformation Action Plan.
 - Projects located within PDAs, or select new growth geographies, and EPCs
 - Projects identified in completed CBTPs or PBs

- Project deliverability within program deadlines.
- Emissions reductions benefit and cost effectiveness calculation (for projects eligible for CMAQ).

In addition to these criteria, final project selection will also reflect the relative PDA investment targets per county and the regionwide investment target of \$200 million in active transportation (as described in Program Categories section, above). Consideration will also be given to overall project mix, equity, geographic spread, and to available fund sources and amounts.

POLICY CONSISTENCY

OBAG 3 Program Categories are designed to support and advance regional and federal priorities, including *Plan Bay Area 2050* strategies and FHWA Federal Performance Goal Areas, as illustrated in the matrix below.

OBAG 3 Program Category	PBA 2050 Strategies	Federal Performance Goal Areas
Planning & Program Implementation	H3, H4, H5, H6, H8 T1, T2, T3, T6, T7, T8, T9, T10, T11, T12 EC4, EC5, EC6 EN1, EN2, EN3, EN4, EN5, EN6, EN7, EN8, EN9	Safety Infrastructure Condition System Reliability Freight Movement and Economic Vitality Congestion Reduction Environmental Sustainability
Growth Framework Implementation	H3, H4, H5, H6, H8 T1, T2, T3, T11 EC4, EC5, EC6 EN4	Congestion Reduction Environmental Sustainability
Climate, Conservation and Resilience	T2, T7, T8 EN1, EN4, EN5, EN6, EN7, EN8, EN9	System Reliability Congestion Reduction Environmental Sustainability
Complete Streets and Community Choice	T1, T2, T3, T6, T7, T10	System Reliability Freight Movement and Economic Vitality Congestion Reduction Environmental Sustainability
Multimodal Systems Operations and Performance	T1, T2, T3, T8, T9, T10	Safety Infrastructure Condition Congestion Reduction Environmental Sustainability

For a complete list of Plan Bay Area 2050 strategies, see pages vii-x of the adopted plan, available at <https://www.planbayarea.org/>.

INSERT

Appendix A-1 County & Local Program Call for Projects Guidelines
Appendix A-2 CTA and Local Jurisdiction Compliance Checklist (pending)

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
January 2023

MTC Res. No. 4505 Attachment B-1
 Adopted: 01/26/22-C
 Revised: 02/23/22-C 06/22/22-C 09/28/22-C 10/26/22-C 11/16/22-C
 01/25/23-C

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		\$382,000,000	
1. PLANNING AND PROGRAM IMPLEMENTATION			
Planning and Program Implementation			
Regional Planning Activities	MTC	\$8,300,000	
Program and Project Implementation	MTC	\$37,200,000	
Program and Project Implementation - Transit Transformation	MTC	\$4,000,000	
1. PLANNING AND PROGRAM IMPLEMENTATION		\$49,500,000	
2. GROWTH FRAMEWORK IMPLEMENTATION			
Growth Framework Implementation			
PDA Planning and Technical Assistance Grants	TBD	\$23,000,000	
Priority Production Area (PPA) Pilot Program	TBD	\$2,000,000	
2. GROWTH FRAMEWORK IMPLEMENTATION		\$25,000,000	
3. CLIMATE, CONSERVATION, AND RESILIENCE			
Climate Initiatives			
Mobility Hubs	TBD	\$12,800,000	
Electric Vehicles and Infrastructure	TBD	\$25,000,000	
Parking Management	TBD	\$6,000,000	
Regional Transportation Demand Management (TDM)			
Commuter Benefits Program	MTC	\$10,000,000	
Regional Carpool Program	MTC	\$3,400,000	
Bike to Work & Spare the Air Youth	MTC	\$4,800,000	
511 Traveler Information Services	MTC	\$14,000,000	
Regional TDM Balance	MTC	\$4,000,000	
Priority Conservation Area (PCA) Grant Program			
PCA Grant Program	TBD	\$18,000,000	
3. CLIMATE, CONSERVATION, AND RESILIENCE		\$98,000,000	
4. COMPLETE STREETS AND COMMUNITY CHOICE			
Healthy, Safe, and Sustainable Streets			
Regional Vision Zero/Safety Program			
Local Roadway Safety Plan Development & TA Balance	MTC	\$2,720,000	
CCTA: Local Roadway Safety Plan Development	MTC	\$630,000	
NVTA: Local Roadway Safety Plan Development	MTC	\$250,000	
C/CAG: Local Roadway Safety Plan Development	MTC	\$400,000	
Bay Area Vision Zero Data System	MTC	\$2,000,000	
Regional Safety Program Coordination and Outreach	MTC	\$2,000,000	
Regional Pavement & Asset Management Program			
Pavement Technical Assistance Program (PTAP)	MTC	\$10,000,000	
Pavement Management Program (PMP)	MTC	\$3,000,000	
Regional Active Transportation Plan (AT Plan) Implementation			
Active Transportation Technical Assistance Program (Added)	MTC	\$300,000	
Bay Trail Planning	MTC	\$1,500,000	
Bay Trail Project Delivery	MTC	\$750,000	
Bay Trail Technical Assistance	MTC	\$250,000	
Bay Skyway: West Oakland Link	MTC	\$1,900,000	
Bay Skyway: Yerba Buena Island Multi-Use Path	SFCTA	\$4,100,000	
Regional AT Plan Implementation Balance (Revised)	TBD	\$6,200,000	
Community Choice			
ACTC: Community-Based Transportation Plans	MTC	\$600,000	
CCTA: Community-Based Transportation Plans	MTC	\$450,000	
TAM: Community-Based Transportation Plans	MTC	\$150,000	
NVTA: Community-Based Transportation Plans	MTC	\$150,000	
SFCTA: Community-Based Transportation Plans	MTC	\$370,000	
C/CAG: Community-Based Transportation Plans	MTC	\$245,000	
VTA: Community-Based Transportation Plans	MTC	\$600,000	
STA: Community-Based Transportation Plans	MTC	\$190,000	

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
January 2023

MTC Res. No. 4505 Attachment B-1
 Adopted: 01/26/22-C
 Revised: 02/23/22-C 06/22/22-C 09/28/22-C 10/26/22-C 11/16/22-C
 01/25/23-C

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		\$382,000,000	
SCTA: Community-Based Transportation Plans	MTC	\$245,000	
Project implementation, technical assistance, engagement	TBD	\$15,000,000	
4. COMPLETE STREETS AND COMMUNITY CHOICE		\$54,000,000	
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE			
Transit Transformation Action Plan			
Transit Priority - Highway Investments	MTC	\$13,000,000	
Transit Priority - Arterial Investments	TBD	\$15,000,000	
Mapping & Wayfinding	TBD	\$3,600,000	
Multimodal Systems Programs			
Clipper C2 Capital (Loan for RM3)	MTC	\$30,000,000	
Forward Programs	MTC	\$23,000,000	
Resilient SR 37	MTC	\$10,000,000	
Design Alternative Assessments/Corridor Studies	MTC	\$4,000,000	
Adaptive Ramp Metering Implementation	MTC	\$4,000,000	
Optimized Freeway Corridor Operations	MTC	\$6,000,000	
Multimodal Arterial Operations	MTC	\$6,500,000	
Shared Connected/Automated Vehicles and Technology	MTC	\$1,000,000	
Regional ITS Architecture	MTC	\$2,000,000	
Express Lanes Studies and Pilots (Non-Infrastructure)	MTC	\$2,000,000	
Connected Bay Area/Incident Management	MTC	\$28,400,000	
SamTrans Preventative Maintenance (for SamTrans ROW Repayment)	SamTrans	\$7,000,000	
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE		\$155,500,000	
OBAG 3 REGIONAL PROGRAMS		TOTAL: \$382,000,000	

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Attachment B-2
MTC Resolution No. 4505
OBAG 3 County & Local Programs
FY 2022-23 through FY 2025-26
January 2023

MTC Res. No. 4505 Attachment B-2
 Adopted: 01/26/22-C
 Revised: 06/22/22-C 09/28/22 10/26/22-C 01/25/23-C

OBAG 3 County & Local Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
OBAG 3 COUNTY & LOCAL PROGRAMS		\$375,000,000
ALAMEDA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$4,905,000
Planning Activities Supplemental	ACTC	\$2,600,000
County/Local Program		
<u>Fruitvale Corridor (Added)</u>	<u>AC Transit</u>	<u>\$2,000,000</u>
<u>San Pablo Avenue Bus and Bike Lanes (Added)</u>	<u>ACTC</u>	<u>\$10,000,000</u>
<u>San Pablo Avenue Parallel Bike Network (Added)</u>	<u>ACTC</u>	<u>\$10,000,000</u>
<u>San Pablo Avenue Safety/Bus Bulbs Project (Added)</u>	<u>ACTC</u>	<u>\$10,000,000</u>
SRTS Non-Infrastructure Program	ACTC	\$8,883,000
<u>Central Avenue/Fourth Street/Ballena Blvd Roundabout (Added)</u>	<u>Alameda</u>	<u>\$2,325,000</u>
<u>Mission Boulevard Phase III Corridor Improvements (Added)</u>	<u>Alameda County</u>	<u>\$9,657,000</u>
<u>Upper San Lorenzo Creekway Trail (Added)</u>	<u>Alameda County</u>	<u>\$9,621,000</u>
<u>Old Town Streetscape (Added)</u>	<u>Newark</u>	<u>\$2,000,000</u>
ALAMEDA COUNTY		\$71,991,000
CONTRA COSTA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$4,087,000
County/Local Program		
<u>Countywide Smart Signals (Added)</u>	<u>CCTA</u>	<u>\$26,555,000</u>
<u>SRTS Non-Infrastructure Program (Added)</u>	<u>CCTA</u>	<u>\$3,665,000</u>
<u>Galindo Street Multimodal Corridor (Added)</u>	<u>Concord</u>	<u>\$3,361,000</u>
<u>Willow Pass Road Bikeway Connection (Added)</u>	<u>Concord</u>	<u>\$830,000</u>
<u>School Street Class I Multiuse Facility (Added)</u>	<u>Lafayette</u>	<u>\$3,435,000</u>
<u>Bay Trail Gap Closure at Tennent Avenue (Added)</u>	<u>Pinole</u>	<u>\$1,020,000</u>
<u>Delta De Anza Multimodal Trail Safety Improvements (Added)</u>	<u>Pittsburg</u>	<u>\$4,427,000</u>
<u>Bayview to BART (Added)</u>	<u>Richmond</u>	<u>\$1,675,000</u>
<u>McBryde Avenue Safe Routes to Parks (Added)</u>	<u>Richmond</u>	<u>\$1,028,000</u>
<u>Safe Routes to School Infrastructure Improvements (Added)</u>	<u>Walnut Creek</u>	<u>\$2,499,000</u>
CONTRA COSTA COUNTY		\$52,582,000
MARIN COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
Planning Activities Supplemental	TAM	\$400,000
County/Local Program		
<u>Paradise Drive (Added)</u>	<u>Corte Madera</u>	<u>\$2,056,000</u>
<u>Transit Corridor Improvements (Added)</u>	<u>MCTD</u>	<u>\$1,600,000</u>
<u>North San Rafael/Northgate Area PDA Study (Added)</u>	<u>San Rafael</u>	<u>\$797,000</u>
<u>SE San Rafael/Canal Area PDA Study (Added)</u>	<u>San Rafael</u>	<u>\$797,000</u>
<u>Second and Fourth Street Intersection Improvements (Added)</u>	<u>San Rafael</u>	<u>\$3,051,000</u>
<u>Bridgeway Bike Lane Project – Princess Street to Richardson (Added)</u>	<u>Sausalito</u>	<u>\$505,000</u>
<u>SMART Pathway: Great Redwood Trail – Novato (Added)</u>	<u>SMART</u>	<u>\$1,000,000</u>
MARIN COUNTY		\$13,652,000
NAPA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
County/Local Program		
<u>Green Island Road Class 1 (Added)</u>	<u>American Canyon</u>	<u>\$1,000,000</u>

Attachment B-2
MTC Resolution No. 4505
OBAG 3 County & Local Programs
FY 2022-23 through FY 2025-26
January 2023

MTC Res. No. 4505 Attachment B-2
 Adopted: 01/26/22-C
 Revised: 06/22/22-C 09/28/22 10/26/22-C 01/25/23-C

OBAG 3 County & Local Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
OBAG 3 COUNTY & LOCAL PROGRAMS		
		\$375,000,000
<u>Silverado Trail Five-Way Intersection Improvements (Added)</u>	<u>Napa</u>	<u>\$2,000,000</u>
<u>SR 29 American Canyon Operational and Multimodal Imps (Added)</u>	<u>NVTA</u>	<u>\$1,500,000</u>
<u>Main Street St. Helena Pedestrian Improvements (Added)</u>	<u>St. Helena</u>	<u>\$1,206,000</u>
NAPA COUNTY		
		\$9,152,000
SAN FRANCISCO COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,624,000
Planning Activities Supplemental	SFCTA	\$2,200,000
County/Local Program		
<u>Elevator Modernization, Phase 1.3 (Added)</u>	<u>BART</u>	<u>\$13,300,000</u>
<u>SFMTA Light Rail Vehicles (for SFCTA West Side Bridges) (Added)</u>	<u>SFMTA</u>	<u>\$14,899,000</u>
SRTS Non-Infrastructure Program	SFMTA	\$7,082,000
<u>29 Sunset Improvement (Added)</u>	<u>SFMTA</u>	<u>\$5,976,000</u>
<u>Central Embarcadero Safety (Added)</u>	<u>SFMTA</u>	<u>\$6,320,000</u>
SAN FRANCISCO COUNTY		
		\$53,401,000
SAN MATEO COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,450,000
Planning Activities Supplemental (Revised)	C/CAG	\$2,300,000
County/Local Program		
<u>Rollins Road Bicycle and Pedestrian Improvement (Added)</u>	<u>Burlingame</u>	<u>\$3,100,000</u>
<u>El Camino Real Complete Street, Mission Rd to SSF (Added)</u>	<u>Colma</u>	<u>\$4,640,000</u>
SRTS Non-Infrastructure Program	C/CAG	\$2,120,000
<u>Middle Ave Caltrain Pedestrian and Bicycle Undercrossing (Added)</u>	<u>Menlo Park</u>	<u>\$5,000,000</u>
<u>Roosevelt Avenue Traffic Calming Project (Added)</u>	<u>Redwood City</u>	<u>\$3,400,000</u>
<u>Bay Road Complete Street Rehabilitation (Added)</u>	<u>San Mateo County</u>	<u>\$3,807,000</u>
<u>19th Ave/Fashion Island Blvd Complete Street Class IV (Added)</u>	<u>SMCTA</u>	<u>\$3,375,000</u>
<u>School St/Spruce Ave and Hillside Blvd Safety and Access Imps (Added)</u>	<u>South San Francisco</u>	<u>\$3,128,000</u>
SAN MATEO COUNTY		
		\$34,320,000
SANTA CLARA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$5,307,000
Planning Activities Supplemental	VTA	\$4,693,000
County/Local Program		
<u>N San Antonio Road Protected Bikeway and Complete Streets (Added)</u>	<u>Los Altos</u>	<u>\$7,298,000</u>
<u>Monterey Road Traffic, Bicycle, & Pedestrian Improvements (Added)</u>	<u>Morgan Hill</u>	<u>\$3,921,000</u>
<u>El Camino Real / El Monte / Escuela Intersection Imps (Added)</u>	<u>Mountain View</u>	<u>\$2,400,000</u>
<u>Middlefield Road Complete Streets (Added)</u>	<u>Mountain View</u>	<u>\$2,406,000</u>
<u>Moffett Boulevard Complete Streets (Added)</u>	<u>Mountain View</u>	<u>\$3,500,000</u>
<u>Jackson Avenue Complete Streets</u>	<u>San Jose</u>	<u>\$3,300,000</u>
<u>Julian & St. James Livable Streets Couplet Conversion (Added)</u>	<u>San Jose</u>	<u>\$12,974,000</u>
<u>Signalized Intersections Pedestrian Safety Improvements (Added)</u>	<u>San Jose</u>	<u>\$6,300,000</u>
<u>Story-Keyes Complete Streets (Added)</u>	<u>San Jose</u>	<u>\$32,730,000</u>
<u>White Road Pedestrian Safety Improvements (Added)</u>	<u>San Jose</u>	<u>\$3,382,000</u>
<u>Central Santa Clara Bicycle and Pedestrian Improvement (Added)</u>	<u>Santa Clara</u>	<u>\$9,029,000</u>
SANTA CLARA COUNTY		
		\$97,240,000
SOLANO COUNTY		
CTA Planning Activities		

Attachment B-2
MTC Resolution No. 4505
OBAG 3 County & Local Programs
FY 2022-23 through FY 2025-26
January 2023

MTC Res. No. 4505 Attachment B-2
 Adopted: 01/26/22-C
 Revised: 06/22/22-C 09/28/22 10/26/22-C 01/25/23-C

OBAG 3 County & Local Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
OBAG 3 COUNTY & LOCAL PROGRAMS		\$375,000,000
Planning Activities Base	MTC	\$3,446,000
Planning Activities Supplemental	STA	\$4,044,000
County/Local Program		
<u>East Fifth Street PDA - Affordable Housing Streetscape Imps (Added)</u>	<u>Benicia</u>	<u>\$261,000</u>
<u>Linear Park Node 4 Safe Routes to School and Transit (Added)</u>	<u>Fairfield</u>	<u>\$2,239,000</u>
<u>Travis Safe Routes to School and Transit (Added)</u>	<u>Fairfield</u>	<u>\$3,960,000</u>
<u>Solano 360 Transit Center Phase 1 (Added)</u>	<u>Solano County</u>	<u>\$2,101,000</u>
<u>Solano Mobility Call Center and Employer Commuter Program (Added)</u>	<u>STA</u>	<u>\$1,500,000</u>
<u>SRTS Non-Infrastructure Program (Added)</u>	<u>STA</u>	<u>\$1,000,000</u>
<u>Sacramento Street Road Diet – Phase II (Added)</u>	<u>Vallejo</u>	<u>\$850,000</u>
SOLANO COUNTY		\$19,401,000
SONOMA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
Planning Activities Supplemental	SCTA	\$2,229,000
County/Local Program		
<u>Grove Street Neighborhood Plan Implementation (Added)</u>	<u>Healdsburg</u>	<u>\$2,217,000</u>
<u>Hwy 101 Bike/Ped Overcrossing at Copeland Creek (Added)</u>	<u>Rohnert Park</u>	<u>\$3,350,000</u>
<u>Downtown Connectivity for Housing Density Intensification (Added)</u>	<u>Santa Rosa</u>	<u>\$2,588,000</u>
<u>Hwy 101 Hearn Ave Multi-Use Pathway and Pavement Rehab (Added)</u>	<u>Santa Rosa</u>	<u>\$1,321,000</u>
SRTS Non-Infrastructure Program	SCTA	\$1,910,000
<u>SMART Pathway: Great Redwood Trail – Santa Rosa (Added)</u>	<u>SMART</u>	<u>\$2,000,000</u>
<u>Todd Rd and Standish Ave Intersection Improvements (Added)</u>	<u>Sonoma County</u>	<u>\$2,200,000</u>
<u>Downtown Bike/Ped US 101 Crossing - Underpass Widening (Added)</u>	<u>Windsor</u>	<u>\$2,000,000</u>
SONOMA COUNTY		\$23,261,000
UNPROGRAMMED BALANCE		
OBAG 3 COUNTY & LOCAL PROGRAMS	TOTAL:	\$375,000,000

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OBAG 3 County & Local Program: Nominated Projects

Attachment 1

App ID	Sponsor	Project	Sponsor Request \$ thousands	CTA Nomination \$ thousands	OBAG 3 Proposed \$ thousands	Notes
ALA12	AC Transit	Fruitvale Corridor	3,723	2,000	2,000	
ALAO1	ACTC	CTA Planning Augmentation	2,600	2,600	2,600	1
ALA11	ACTC	San Pablo Avenue Bus and Bike Lanes	10,000	10,000	10,000	
ALAO6	ACTC	San Pablo Avenue Parallel Bike Network	10,000	10,000	10,000	2
ALAO4	ACTC	San Pablo Avenue Safety/Bus Bulbs Project	10,000	10,000	10,000	2
ALA02	ACTC	SRTS NI Program	8,900	8,883	8,883	1
ALA07	Alameda	Central Avenue/Fourth Street/Ballena Blvd Roundabout	9,259	2,325	2,325	
ALAO3	Alameda County	Mission Boulevard Phase III Corridor Improvements	9,657	9,657	9,657	
ALA05	Alameda County	Upper San Lorenzo Creekway Trail	9,622	9,621	9,621	2
ALA09	MTC/BATA	West Oakland Link Project	4,200	4,200	-	3
ALA08	Newark	Old Town Streetscape	5,141	5,141	2,000	
ALA10	Pleasanton	West Las Positas Multimodal Reconstruction	10,000	8,400	-	
Subtotal Alameda County			93,101	82,827	67,086	
CC-12	CCTA	Countywide Smart Signals	26,555	26,555	26,555	
CC-11	CCTA	SRTS NI Program	3,665	3,665	3,665	
CC-02	Concord	Galindo Street Multimodal Corridor	3,361	3,361	3,361	
CC-08	Concord	Willow Pass Road Bikeway Connection	3,665	830	830	2
CC-04	Contra Costa County	Pacifica Avenue Safe Routes to School	3,844	-	-	3
CC-06	Lafayette	School Street Class I Multiuse Facility	3,435	3,435	3,435	
CC-05	Pinole	Bay Trail Gap Closure at Tennent Avenue	1,020	1,020	1,020	
CC-01	Pittsburg	Delta De Anza Multimodal Trail Safety Improvements	4,427	4,427	4,427	
CC-03	Richmond	Bayview to BART	1,675	1,675	1,675	
CC-07	Richmond	McBryde Avenue Safe Routes to Parks	1,028	1,028	1,028	
CC-09	San Pablo	Broadway Safe Routes to School (SRTS)	1,677	-	-	2
CC-13	Walnut Creek	North Broadway Road Diet	4,600	2,790	-	4
CC-10	Walnut Creek	Safe Routes to School Infrastructure Improvements	7,990	7,990	2,499	
Subtotal Contra Costa County			66,941	56,775	48,495	

1. Projects programmed through prior Commission action; included for reference only
2. Recommended for a Regional ATP award, projects recommended for both ATP and OBAG
3. Project recommended for State ATP award
4. CTA contingency nomination (considered due to changes in the nomination list as originally submitted)

OBAG 3 County & Local Program: Nominated Projects

Attachment 1

App ID	Sponsor	Project	Sponsor Request \$ thousands	CTA Nomination \$ thousands	OBAG 3 Proposed \$ thousands	Notes
MRN09	Corte Madera	Paradise Drive	2,056	2,056	2,056	4
MRN10	MCTD	Green Facility Improvements	1,805	1,805	-	4
MRN04	MCTD	Transit Corridor Improvements	1,600	1,502	1,600	
MRN06	San Rafael	North San Rafael/Northgate Area PDA Study	797	748	797	
MRN02	San Rafael	San Rafael/Canal Active Transportation Improvements	4,123	-	-	2
MRN03	San Rafael	SE San Rafael/Canal Area PDA Study	797	748	797	
MRN07	San Rafael	Second and Fourth Street Intersection Improvements	3,051	2,864	3,051	
MRN05	Sausalito	Bridgeway Bike Lane Project – Princess Street to Richardson	505	474	505	
MRN08	SMART	SMART Pathway: Great Redwood Trail – Novato	1,000	939	1,000	
MRN01	TAM	CTA Planning Augmentation	400	400	400	1
Subtotal Marin County			16,133	11,535	10,206	
NAP01	American Canyon	Green Island Road Class 1	1,000	1,000	1,000	
NAP02	Napa	Silverado Trail Five-Way Intersection Improvements	2,000	2,000	2,000	
NAP04	NVTA	SR 29 American Canyon Operational and Multimodal Imps	3,000	1,937	1,500	
NAP03	St. Helena	Main Street St. Helena Pedestrian Improvements	1,206	1,206	1,206	
Subtotal Napa County			7,206	6,143	5,706	

1. Projects programmed through prior Commission action; included for reference only
2. Recommended for a Regional ATP award, projects recommended for both ATP and OBAG
4. CTA contingency nomination (considered due to changes in the nomination list as originally submitted)

OBAG 3 County & Local Program: Nominated Projects

Attachment 1

App ID	Sponsor	Project	Sponsor Request \$ thousands	CTA Nomination \$ thousands	OBAG 3 Proposed \$ thousands	Notes
SF-10	BART	Elevator Modernization, Design	4,945	4,945	-	
SF-07	BART	Elevator Modernization, Phase 1.3	13,300	13,300	13,300	
SF-09	BART	Next Generation Fare Gates in San Francisco	4,315	4,315	-	
SF-01	SFCTA	CTA Planning Augmentation	2,200	2,200	2,200	1
SF-02	SFCTA	SRTS NI Program	7,082	7,082	7,082	1
SF-08	SFCTA	Yerba Buena Island Multi-use Pathway	5,000	3,000	-	
SF-06	SFMTA	29 Sunset Improvement	5,976	5,976	5,976	
SF-03	SFMTA	Bayview Community Multimodal Corridor	5,000	-	-	3
SF-04	SFMTA	Central Embarcadero Safety	6,320	6,320	6,320	
SF-05	SFMTA	SFMTA Light Rail Vehicles (for SFCTA West Side Bridges)	10,000	14,899	14,899	4, 5
Subtotal San Francisco City & County			64,138	62,037	49,777	
SM-11	Atherton	Adelante Selby Spanish Immersion SRTS	3,115	3,115	-	
SM-14	Belmont	Pedestrian and Bike Improvements	1,000	1,000	-	4
SM-10	Burlingame	Rollins Road Bicycle and Pedestrian Improvement	3,100	3,100	3,100	
SM-01	CCAG	CTA Planning Augmentation	2,000	2,300	2,300	1
SM-02	CCAG	SRTS NI Program	2,120	2,120	2,120	1
SM-08	Colma	El Camino Real Complete Street, Mission Rd to SSF	4,640	4,640	4,640	
SM-09	Menlo Park	Middle Ave Caltrain Pedestrian and Bicycle Undercrossing	5,000	5,000	5,000	
SM-13	Millbrae	Micro-Mobility Hub Phase 2 and Electric Shuttle Program	880	800	-	
SM-12	Pacifica	Sharp Park Priority Development Area Pedestrian Imps	2,360	1,270	-	
SM-05	Redwood City	Roosevelt Avenue Traffic Calming Project	3,400	3,400	3,400	
SM-06	San Mateo	US 101/Peninsula Avenue Interchange Improvements	5,000	-	-	6
SM-03	San Mateo County	Bay Road Complete Street Rehabilitation	3,807	3,807	3,807	
SM-07	SMCTA	19th Ave/Fashion Island Blvd Complete Street Class IV	3,375	3,375	3,375	
SM-04	South San Francisco	School St/Spruce Ave and Hillside Blvd Safety and Access Imps	3,127	3,127	3,128	
Subtotal San Mateo County			42,924	37,054	30,870	

1. Projects programmed through prior Commission action; included for reference only

3. Project recommended for State ATP award

4. Includes CTA contingency nomination (considered due to changes in the nomination list as originally submitted)

5. SFCTA requested that funds awarded for West Side Bridges be programmed to SFMTA's Light Rail Vehicles as part of local fund exchange

6. Application withdrawn

OBAG 3 County & Local Program: Nominated Projects

Attachment 1

App ID	Sponsor	Project	Sponsor Request \$ thousands	CTA Nomination \$ thousands	OBAG 3 Proposed \$ thousands	Notes
SCL18	Campbell	Hamilton Avenue Precise Plan	500	500	-	
SCL22	Los Altos	N San Antonio Road Protected Bikeway and Complete Streets	7,298	7,298	7,298	
SCL12	Morgan Hill	Monterey Road Traffic, Bicycle, & Pedestrian Improvements	3,921	3,921	3,921	
SCL14	Mountain View	Charleston Road Complete Streets	5,000	5,000	-	
SCL11	Mountain View	El Camino Real / El Monte / Escuela Intersection Imps	2,400	2,400	2,400	
SCL08	Mountain View	Middlefield Road Complete Streets	2,406	2,406	2,406	
SCL09	Mountain View	Moffett Boulevard Complete Streets	3,500	3,500	3,500	
SCL03	San Jose	Downtown Couplet Conversions Planning	14,616	3,500	-	
SCL06	San Jose	Jackson Avenue Complete Streets	40,625	10,000	3,300	
SCL02	San Jose	Julian & St. James Livable Streets Couplet Conversion	12,974	12,974	12,974	
SCL07	San Jose	Signalized Intersections Pedestrian Safety Improvements	8,400	6,300	6,300	
SCL04	San Jose	Story-Keyes Complete Streets	42,498	23,526	32,730	2
SCL05	San Jose	White Road Pedestrian Safety Improvements	59,513	3,382	3,382	
SCL10	Santa Clara	Central Santa Clara Bicycle and Pedestrian Improvement	9,029	9,029	9,029	
SCL13	Santa Clara	Great America Pkwy Congestion Relief and Multimodal Imps	8,094	8,094	-	
SCL19	Santa Clara	Santa Clara Vision Zero Plan	500	500	-	
SCL17	Santa Clara County	Bloomfield Avenue Rural Road Reconstruction	2,197	2,197	-	
SCL20	Santa Clara County	Santa Clara County Circulation and Mobility Element (CME)	960	700	-	
SCL21	Saratoga	Citywide Master Plan for Bikeways and Sidewalks	1,328	500	-	
SCL15	Sunnyvale	Pavement Rehabilitation 2025	2,704	2,704	-	
SCL16	Sunnyvale	Stevens Creek Trail Extension, Remington Dr to Fremont Ave	7,000	7,000	-	
SCL01	VTA	CTA Planning Augmentation	4,693	4,693	4,693	1
Subtotal Santa Clara County			240,156	120,124	91,933	7

1. Projects programmed through prior Commission action; included for reference only
2. Recommended for a Regional ATP award, projects recommended for both ATP and OBAG
7. VTA exceeded Santa Clara County's nomination target, nominations above the target amount were not considered for funding

OBAG 3 County & Local Program: Nominated Projects

Attachment 1

App ID	Sponsor	Project	Sponsor Request \$ thousands	CTA Nomination \$ thousands	OBAG 3 Proposed \$ thousands	Notes
SOL10	Benicia	East Fifth Street PDA - Affordable Housing Streetscape Imps	261	261	261	
SOL06	Benicia	Military West Pedestrian and Bicycle Safety Improvements	1,400	1,400	-	
SOL09	Fairfield	Linear Park Node 4 Safe Routes to School and Transit	2,500	2,239	2,239	
SOL05	Fairfield	Travis Safe Routes to School and Transit	3,960	3,960	3,960	
SOL02	Solano County	Solano 360 Transit Center Phase 1	2,261	2,101	2,101	
SOL01	STA	CTA Planning Augmentation	4,044	4,044	4,044	1
SOL11	STA	Solano Mobility Call Center and Employer Commuter Program	1,500	1,500	1,500	
SOL04	STA	SRTS NI Program	1,000	1,000	1,000	
SOL08	Suisun City	Driftwood Drive Path Gap Closure	407	367	-	
SOL07	Vacaville	Markham and Kairos Safe Routes to School	1,953	1,432	-	
SOL03	Vallejo	Sacramento Street Road Diet – Phase II	850	850	850	
Subtotal Solano County			20,135	19,154	15,955	
SON03	Healdsburg	Grove Street Neighborhood Plan Implementation	2,500	2,217	2,217	
SON04	Petaluma	Lynch Creek Trail - Comprehensive Project	1,620	1,620	-	
SON05	Rohnert Park	Hwy 101 Bike/Ped Overcrossing at Copeland Creek	32,150	3,350	3,350	
SON06	Santa Rosa	Downtown Connectivity for Housing Density Intensification	2,588	2,588	2,588	
SON07	Santa Rosa	Hwy 101 Hearn Ave Multi-Use Pathway and Pavement Rehab	1,321	1,321	1,321	
SON01	SCTA	CTA Planning Augmentation	2,229	2,229	2,229	1
SON02	SCTA	SRTS NI Program	1,910	1,910	1,910	1
SON11	SMART	SMART Pathway: Great Redwood Trail – Santa Rosa	9,112	2,000	2,000	
SON08	Sonoma County	Todd Rd and Standish Ave Intersection Improvements	2,200	2,200	2,200	
SON09	Windsor	Downtown Bike/Ped US 101 Crossing - Underpass Widening	5,604	2,000	2,000	
SON10	Windsor	Old Redwood Hwy Complete Streets and Pavement Rehab	1,540	1,540	-	
Subtotal Sonoma County			62,774	22,975	19,815	
Grand Total			613,509	418,623	339,843	

1. Projects programmed through prior Commission action; included for reference only

OBAG 3 County & Local Program: Recommended Projects

Attachment 2

Recommended Projects - In Score Order

App ID	Sponsor	Project	Total Score	Nomination \$ thousands	Proposed \$ thousands	Notes
MRN03	San Rafael	SE San Rafael/Canal Area PDA Study	96.0	748	797	4
SCL02	San Jose	Julian & St. James Livable Streets Couplet Conversion	92.3	12,974	12,974	1
MRN04	MCTD	Transit Corridor Improvements	91.3	1,502	1,600	1, 4
SM-03	San Mateo County	Bay Road Complete Street Rehabilitation	91.3	3,807	3,807	
CC-11	CCTA	SRTS NI Program	88.5	3,665	3,665	
SOL02	Solano County	Solano 360 Transit Center Phase 1	88.3	2,101	2,101	1
MRN06	San Rafael	North San Rafael/Northgate Area PDA Study	88.1	748	797	4
ALA11	ACTC	San Pablo Avenue Bus and Bike Lanes	88.1	10,000	10,000	1
ALA03	Alameda County	Mission Boulevard Phase III Corridor Improvements	88.0	9,657	9,657	1
SON05	Rohnert Park	Hwy 101 Bike/Ped Overcrossing at Copeland Creek	87.8	3,350	3,350	1
CC-12	CCTA	Countywide Smart Signals	87.5	26,555	26,555	1
SM-04	South San Francisco	School St/Spruce Ave and Hillside Blvd Safety and Access Imps	86.6	3,127	3,128	
SF-05	SFCTA	SFMTA Light Rail Vehicles (for SFCTA West Side Bridges)	85.9	14,899	14,899	3
SF-04	SFMTA	Central Embarcadero Safety	85.8	6,320	6,320	1
SCL04	San Jose	Story-Keyes Complete Streets	85.7	23,526	32,730	1, 2, 5
SCL05	San Jose	White Road Pedestrian Safety Improvements	85.1	3,382	3,382	1
SON07	Santa Rosa	Hwy 101 Hearn Ave Multi-Use Pathway and Pavement Rehab	84.9	1,321	1,321	
SOL03	Vallejo	Sacramento Street Road Diet – Phase II	84.6	850	850	
SM-05	Redwood City	Roosevelt Avenue Traffic Calming Project	84.0	3,400	3,400	
NAP03	St. Helena	Main Street St. Helena Pedestrian Improvements	84.0	1,206	1,206	1
SOL04	STA	SRTS NI Program	83.8	1,000	1,000	
MRN05	Sausalito	Bridgeway Bike Lane Project – Princess Street to Richardson	83.8	474	505	4
NAP02	Napa	Silverado Trail Five-Way Intersection Improvements	83.5	2,000	2,000	1
NAP01	American Canyon	Green Island Road Class 1	83.2	1,000	1,000	1
SON11	SMART	SMART Pathway: Great Redwood Trail – Santa Rosa	82.4	2,000	2,000	1
ALA04	ACTC	San Pablo Avenue Safety/Bus Bulbs Project	81.1	10,000	10,000	1, 2
SM-07	SMCTA	19th Ave/Fashion Island Blvd Complete Street Class IV	81.0	3,375	3,375	1
ALA12	AC Transit	Fruitvale Corridor	80.7	2,000	2,000	1
MRN08	SMART	SMART Pathway: Great Redwood Trail – Novato	78.8	939	1,000	1, 4

OBAG 3 County & Local Program: Recommended Projects

Attachment 2

Recommended Projects - In Score Order

App ID	Sponsor	Project	Total Score	Nomination \$ thousands	Proposed \$ thousands	Notes
SOL11	STA	Solano Mobility Call Center and Employer Commuter Program	78.8	1,500	1,500	
MRN07	San Rafael	Second and Fourth Street Intersection Improvements	78.7	2,864	3,051	1, 4
SON03	Healdsburg	Grove Street Neighborhood Plan Implementation	77.2	2,217	2,217	
SM-08	Colma	El Camino Real Complete Street, Mission Rd to SSF	76.9	4,640	4,640	
ALA05	Alameda County	Upper San Lorenzo Creekway Trail	76.9	9,621	9,621	2
SOL09	Fairfield	Linear Park Node 4 Safe Routes to School and Transit	76.3	2,239	2,239	1
SF-06	SFMTA	29 Sunset Improvement	76.2	5,976	5,976	1
SCL07	San Jose	Signalized Intersections Pedestrian Safety Improvements	76.1	6,300	6,300	
SCL06	San Jose	Jackson Avenue Complete Streets	79.4	10,000	3,300	1, 6
CC-01	Pittsburg	Delta De Anza Multimodal Trail Safety Improvements	75.6	4,427	4,427	1
SCL08	Mountain View	Middlefield Road Complete Streets	74.4	2,406	2,406	
SON09	Windsor	Downtown Bike/Ped US 101 Crossing - Underpass Widening	74.0	2,000	2,000	
SCL09	Mountain View	Moffett Boulevard Complete Streets	73.6	3,500	3,500	
CC-02	Concord	Galindo Street Multimodal Corridor	72.6	3,361	3,361	
CC-03	Richmond	Bayview to BART	72.4	1,675	1,675	
SCL10	Santa Clara	Central Santa Clara Bicycle and Pedestrian Improvement	72.3	9,029	9,029	
SM-09	Menlo Park	Middle Ave Caltrain Pedestrian and Bicycle Undercrossing	71.7	5,000	5,000	
ALA06	ACTC	San Pablo Avenue Parallel Bike Network	71.2	10,000	10,000	2
SF-07	BART	Elevator Modernization, Phase 1.3	71.2	13,300	13,300	
CC-05	Pinole	Bay Trail Gap Closure at Tennent Avenue	71.1	1,020	1,020	
SOL05	Fairfield	Travis Safe Routes to School and Transit	70.3	3,960	3,960	
SON08	Sonoma County	Todd Rd and Standish Ave Intersection Improvements	69.7	2,200	2,200	
SOL10	Benicia	East Fifth Street PDA - Affordable Housing Streetscape Imps	69.0	261	261	
MRN09	Corte Madera	Paradise Drive	68.7	2,056	2,056	3
CC-06	Lafayette	School Street Class I Multiuse Facility	68.7	3,435	3,435	
CC-07	Richmond	McBryde Avenue Safe Routes to Parks	68.6	1,028	1,028	
SCL22	Los Altos	N San Antonio Road Protected Bikeway and Complete Streets	68.6	7,298	7,298	
SM-10	Burlingame	Rollins Road Bicycle and Pedestrian Improvement	68.5	3,100	3,100	
ALA07	Alameda	Central Avenue/Fourth Street/Ballena Blvd Roundabout	67.4	2,325	2,325	

Recommended Projects - In Score Order

App ID	Sponsor	Project	Total Score	Nomination \$ thousands	Proposed \$ thousands	Notes
SCL11	Mountain View	El Camino Real / El Monte / Escuela Intersection Imps	67.2	2,400	2,400	
SCL12	Morgan Hill	Monterey Road Traffic, Bicycle, & Pedestrian Improvements	66.3	3,921	3,921	
CC-08	Concord	Willow Pass Road Bikeway Connection	66.3	830	830	2
SON06	Santa Rosa	Downtown Connectivity for Housing Density Intensification	66.0	2,588	2,588	
ALA08	Newark	Old Town Streetscape	65.1	5,141	2,000	7
NAP04	NVTA	SR 29 American Canyon Operational and Multimodal Imps	65.0	1,937	1,500	7
CC-10	Walnut Creek	Safe Routes to School Infrastructure Improvements	64.7	7,990	2,499	7

1. Recommended for CMAQ funding
2. Recommended for a Regional ATP award, projects recommended for both ATP and OBAG
3. CTA contingency nomination (considered due to changes in the nomination list as originally submitted)
4. TAM nominated project for less than requested amount, revised with contingency nominations
5. Recommend jointly funding full ATP request with OBAG funds, over other OBAG nominations from sponsor
6. Recommend partial funding, per sponsor
7. Project on funding cutoff line, recommend partial funding in usable increment to advance project

OBAG 3 County & Local Program: Recommended Projects

Attachment 2

Recommended Projects - Summary by County

County	Proposed Award¹ \$ millions	Proposed Award Share	Proposed PDA Investment²
Alameda	\$67.1	19.7%	95%
Contra Costa	\$48.5	14.3%	98%
Marin	\$10.2	3.0%	63%
Napa	\$5.7	1.7%	79%
San Francisco	\$49.8	14.6%	94%
San Mateo	\$30.9	9.1%	96%
Santa Clara	\$91.9	27.0%	98%
Solano	\$16.0	4.7%	79%
Sonoma	\$19.8	5.8%	78%
Totals	\$339.8	100.0%	93%

1. Proposed award totals include approximately \$38 million in advanced programming for supplemental countywide planning funds as well as for ongoing Safe Routes to School (SRTS) programs.

2. Priority Development Area (PDA) investment calculated using the adopted uniform criteria (project limits within one mile or less of a PDA). Minimum PDA investment is 50% for the four North Bay Counties of Marin, Napa, Solano, and Sonoma and 70% for the remaining counties.

Alameda County Projects OBAG 3 County & Local Program

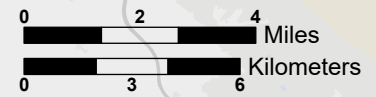
Recommended for Funding

- Project Area

Priority Development Areas

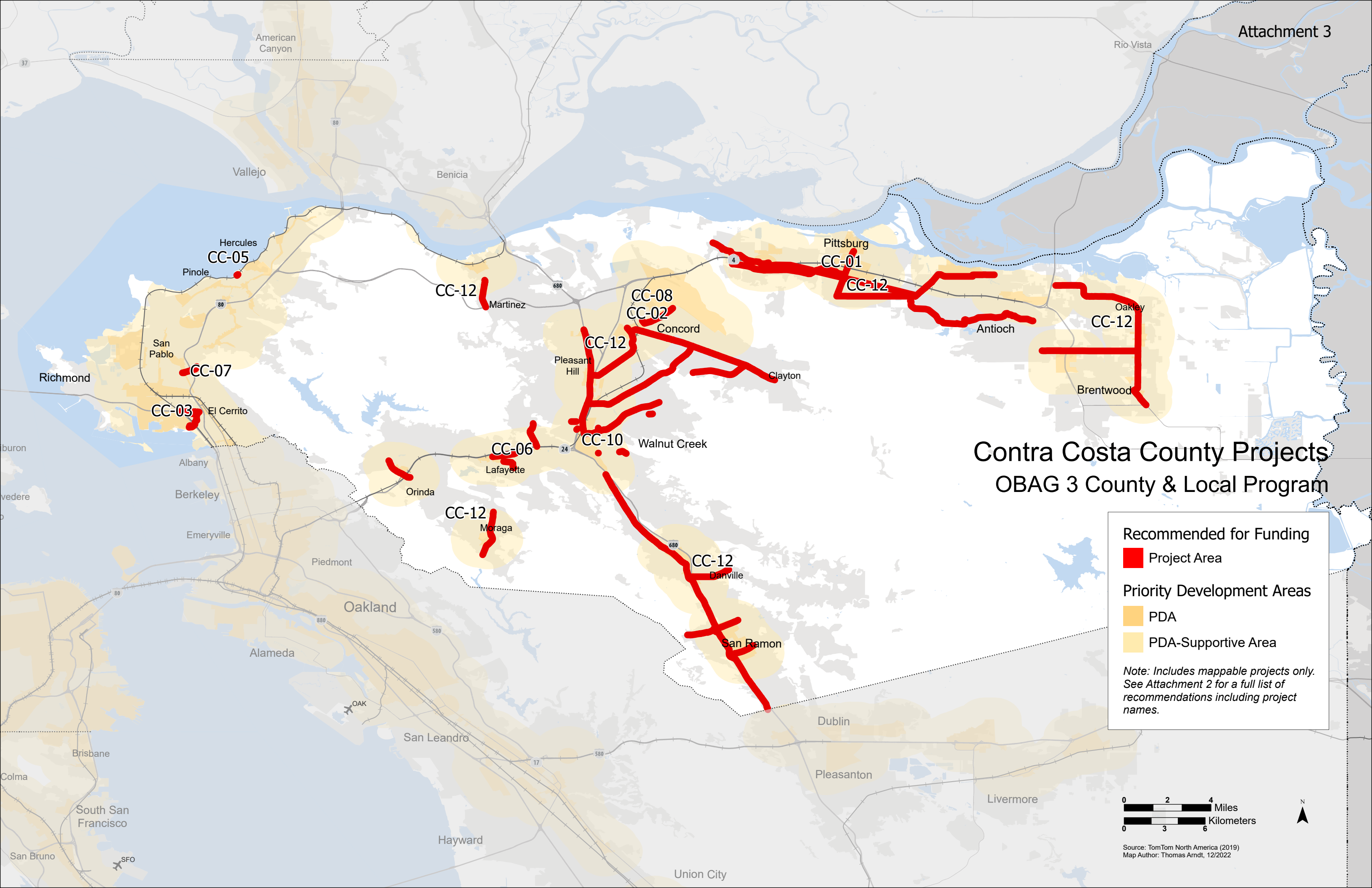
- PDA
- PDA-Supportive Area

Note: Includes mappable projects only. See Attachment 2 for a full list of recommendations including project names.



Source: TomTom North America (2019)
Map Author: Thomas Arndt, 12/2022





Contra Costa County Projects OBAG 3 County & Local Program

Recommended for Funding

- Project Area

Priority Development Areas

- PDA
- PDA-Supportive Area

Note: Includes mappable projects only. See Attachment 2 for a full list of recommendations including project names.



Source: TomTom North America (2019)
Map Author: Thomas Arndt, 12/2022

Marin County Projects OBAG 3 County & Local Program

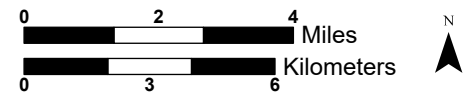
Recommended for Funding

- █ Project Area

Priority Development Areas

- PDA
- PDA-Supportive Area

Note: Includes mappable projects only. See Attachment 2 for a full list of recommendations including project names.



Source: TomTom North America (2019)
Map Author: Thomas Arndt 12/2022



Napa County Projects OBAG 3 County & Local Program

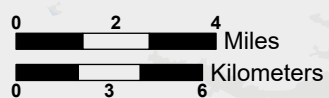
Recommended for Funding

- Project Area

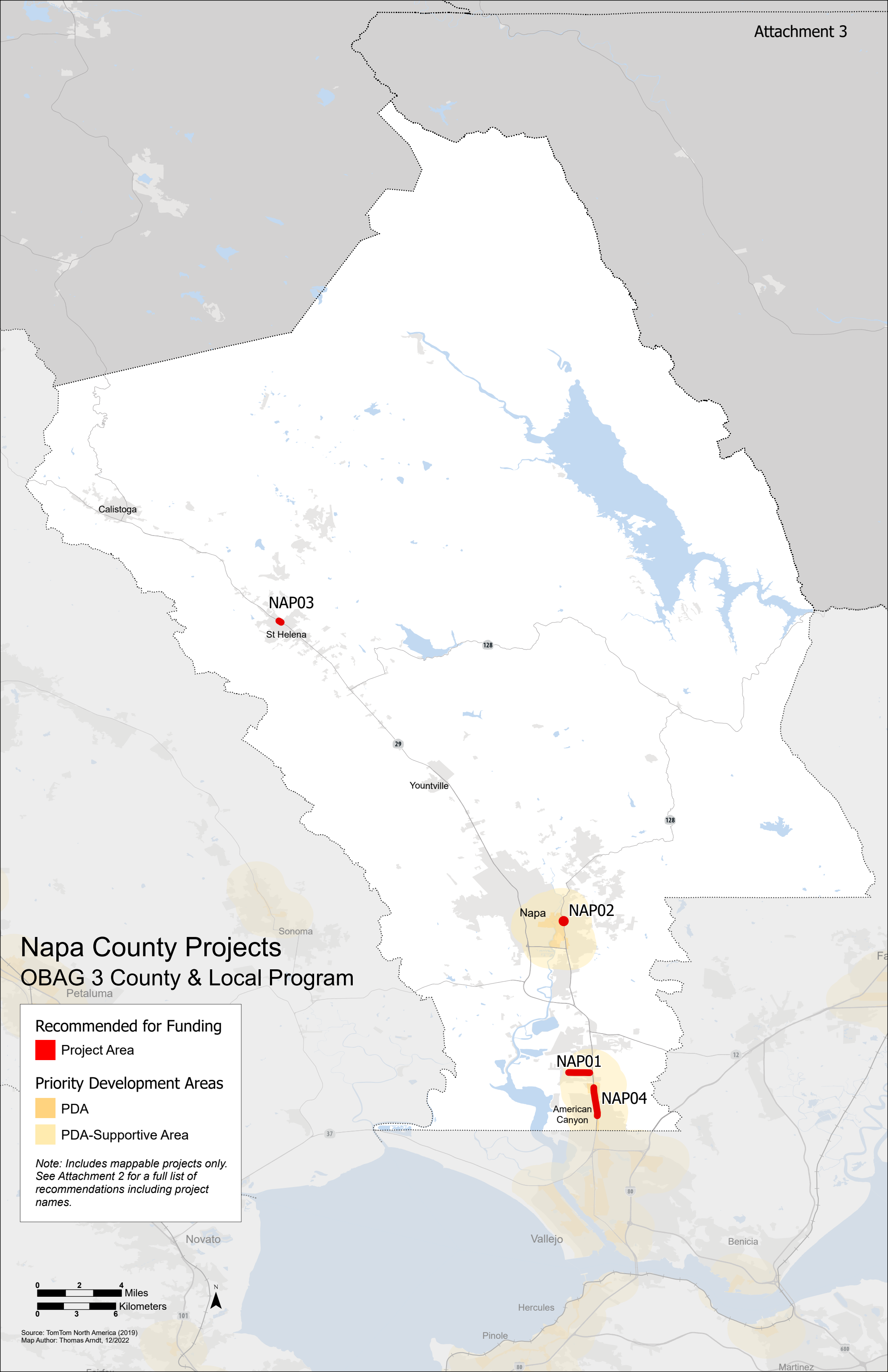
Priority Development Areas

- PDA
- PDA-Supportive Area

Note: Includes mappable projects only. See Attachment 2 for a full list of recommendations including project names.



Source: TomTom North America (2019)
Map Author: Thomas Arndt, 12/2022



San Francisco City & County Projects

OBAG 3 County & Local Program

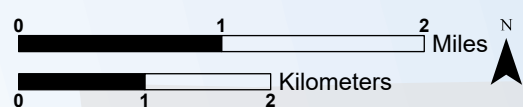
Recommended for Funding

- Project Area

Priority Development Areas

- PDA
- PDA-Supportive Area

Note: Includes mappable projects only. See Attachment 2 for a full list of recommendations including project names.





San Mateo County Projects OBAG 3 County & Local Program

Recommended for Funding

- █ Project Area

Priority Development Areas

- █ PDA
- █ PDA-Supportive Area

Note: Includes mappable projects only. See Attachment 2 for a full list of recommendations including project names.



Source: TomTom North America (2019)
Map Author: Thomas Arndt, 12/2022

Santa Clara County Projects OBAG 3 County & Local Program

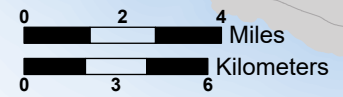
Recommended for Funding

- Project Area

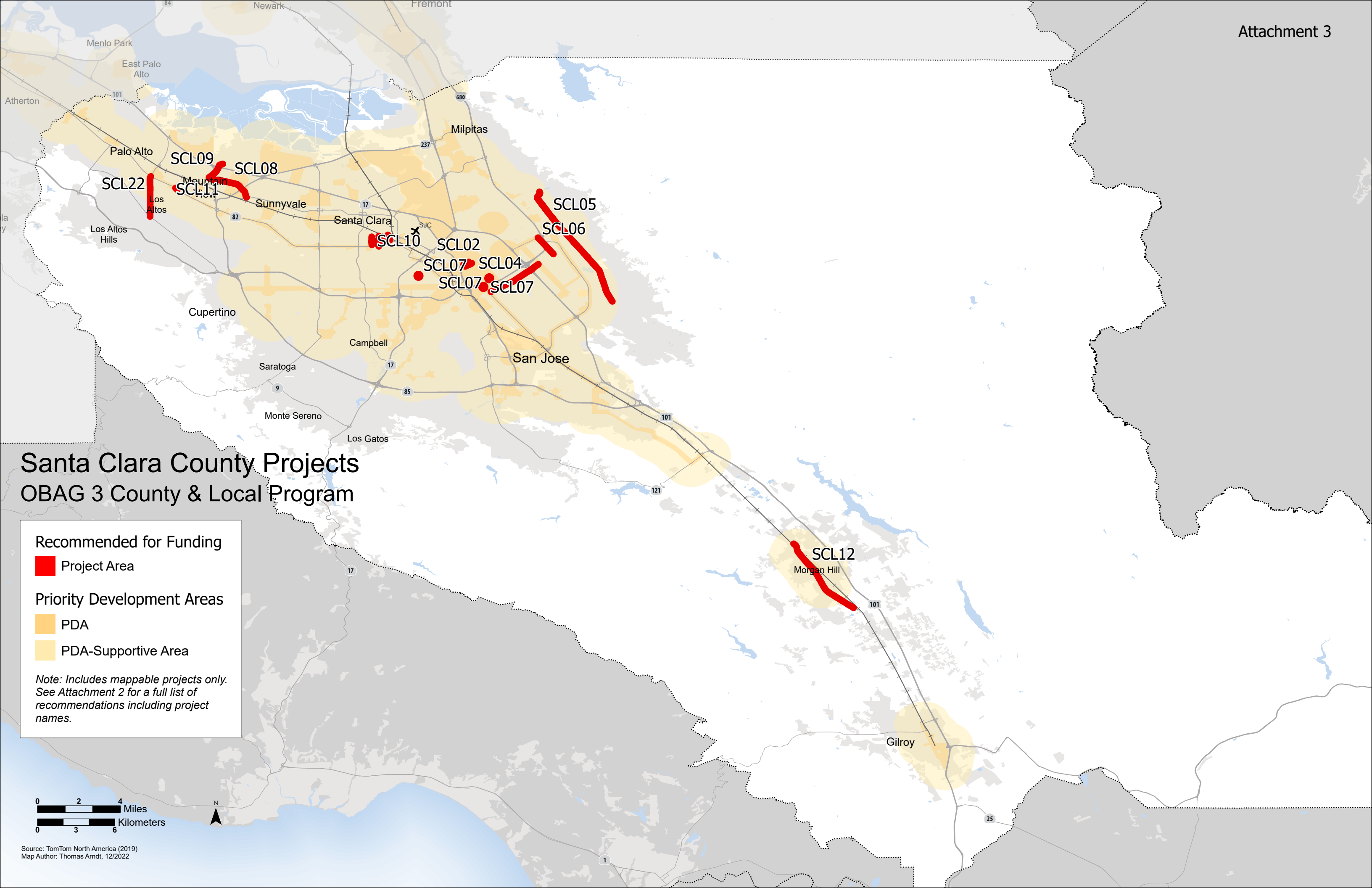
Priority Development Areas

- PDA
- PDA-Supportive Area

Note: Includes mappable projects only. See Attachment 2 for a full list of recommendations including project names.



Source: TomTom North America (2019)
Map Author: Thomas Arndt, 12/2022



Solano County Projects

OBAG 3 County & Local Program

Recommended for Funding

- Project Area

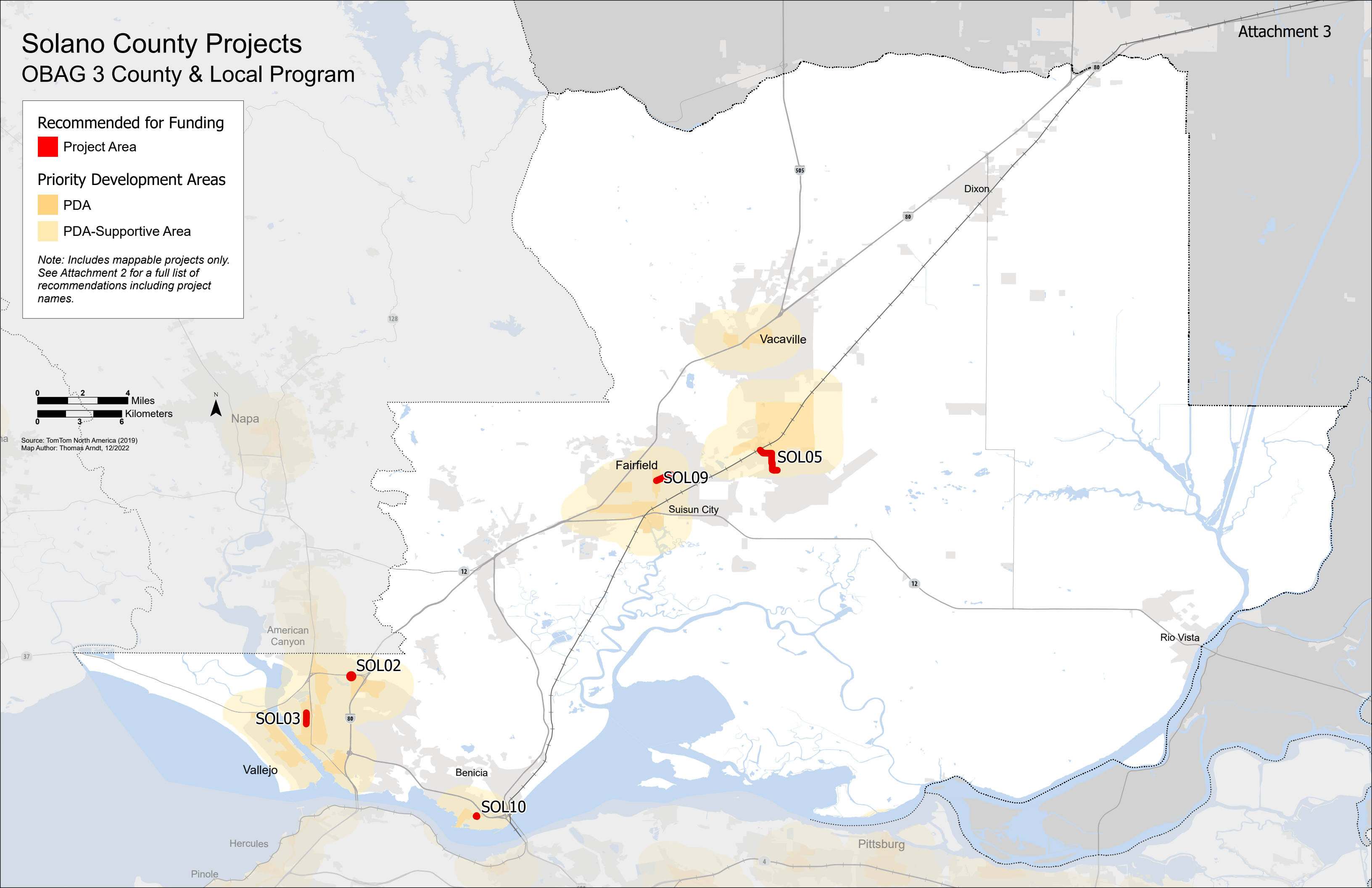
Priority Development Areas

- PDA
- PDA-Supportive Area

Note: Includes mappable projects only. See Attachment 2 for a full list of recommendations including project names.




Source: TomTom North America (2019)
Map Author: Thomas Arndt, 12/2022




Sonoma County Projects OBAG 3 County & Local Program

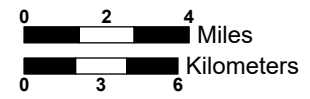
Recommended for Funding

-  Project Area

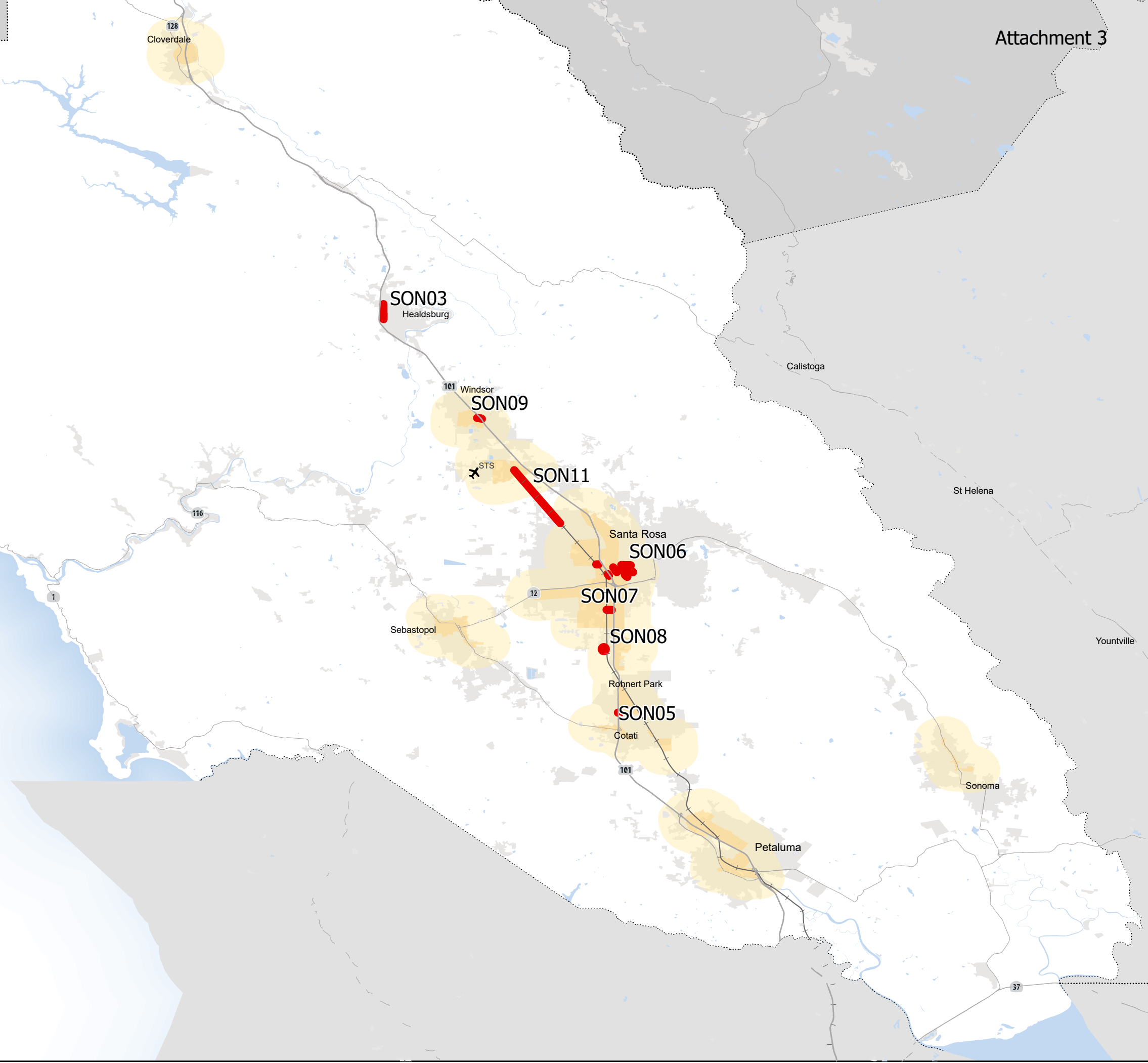
Priority Development Areas

-  PDA
-  PDA-Supportive Area

Note: Includes mappable projects only. See Attachment 2 for a full list of recommendations including project names.



Source: TomTom North America (2019)
Map Author: Thomas Arndt, 12/2022



Rank	Sponsor	Project Name	Amount \$ thousands	Justification
1	MTC/BATA	West Oakland Link Project	4,200	Regional priority project
1	SFCTA	Yerba Buena Island Multi-use Pathway	3,000	Regional priority project
Rank 1 Subtotal			7,200	
2	Newark	Old Town Streetscape	3,141	Completes partial award
2	NVTA	SR 29 American Canyon Operational and Multimodal Imps	1,500	Completes partial award
2	San Jose	Jackson Avenue Complete Streets	6,700	Completes partial award
2	Walnut Creek	Safe Routes to School Infrastructure Improvements	5,491	Completes partial award
Rank 2 Subtotal			16,832	
3	Atherton	Adelante Selby Spanish Immersion SRTS	3,115	Include based on score
3	BART	Elevator Modernization, Design	4,945	Include based on score
3	Benicia	Military West Pedestrian and Bicycle Safety Improvements	1,400	Include based on score
3	Campbell	Hamilton Avenue Precise Plan	500	Include based on score
3	Windsor	Old Redwood Hwy Complete Streets and Pavement Rehab	1,540	Include based on score
Rank 3 Subtotal			11,500	
Grand Total			35,532	~10% of total C&L program capacity

Notes:

Contingency projects are sorted by priority rank, with no prioritization of individual projects within each ranking. When selecting projects from the contingency list, priority ranking and deliverability (including completion of funding plan for phase or useable segment) will be primary considerations.

From: Buckley Hughes
Sent: Wednesday, December 14, 2022 10:45 AM
Subject: OBAG 3 grant application

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, **we strongly object specifically, and only,** to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and **will only benefit a limited few.**
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project **does not have broad community support from the citizens of Lafayette.**
- The construction of a Class 1 Facility on Topper Lane **does not enhance safety with no buffer between cars, pedestrians and bikers.** The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not a high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and **will have no impact on air quality.** If this plan were implemented it would add significant traffic to Topper Lane thus increasing congestion to St. Mary's Road, Moraga Road, and limit Emergency Response Vehicles to access this area altogether.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility **will not benefit the Priority Development Area communities,** as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.

- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Richard B Hughes

From: Buckley Hughes
Sent: Wednesday, December 14, 2022 11:16:20 AM
Subject: Lafayette OBAG 3 funding

External Email

Dear Mr. Arndt,

I'm writing to you, the MTC Programming & Allocations Committee, along with other committee's within the MTC to object to funding this grant submitted by Lafayette CA.

As a resident of Lafayette, I understand that our city has requested grant monies to fund School Street Multi Use Pathway and additionally, included Topper Lane as part of this grant application. When considering this application - please UNDERSTAND, "that no one on TOPPER LANE was contacted" regarding this very impactful change to our neighborhood.

I believe the original pilot program for grant submission, was rejected in the Burton Valley neighborhood and therefore the City Council decided to use School Street - then **ADD Topper Lane** - to increase the city's opportunity to increase grant funding monies.

This \$1.8 million dollar increase to the CITY'S grant was not publicly noticed to anyone on Topper Lane. NO TRANSPARENCY TO NEIGHBORS SEEMS CLEARLY IN CONFLICT WITH **MTC'S PUBLIC NOTICE STATEMENTS**.

PLEASE RECONSIDER HOW MUCH THIS GRANT IS AND HOW IT WAS SUBMITTED.

Respectfully,
Richard Hughes

From: ana menendez [REDACTED]
Sent: Thursday, December 15, 2022 9:09:22 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Fwd: OBAG-3 grant

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, **we strongly object specifically, and only, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:**

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority.
- The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair,***

inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds. Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Name. Ana Menendez

[Redacted]

[Redacted]

From: Ernie Sexton [REDACTED]
Sent: Thursday, December 15, 2022 4:54:06 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: School St Class 1 project

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens Lafayette, CA, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. **Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.** Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Ernie Sexton

[REDACTED]
[REDACTED]

Sincerely,

ERNIE SEXTON [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: Johanna Gladieux [REDACTED]
Sent: Thursday, December 15, 2022 4:20:35 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Resident Letter RE: OBAG-3

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of Lafayette (the city of Lafayette, the bay area, etc.), we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

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- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These
- students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway
- does not meet mobility and accessibility needs of our community and will
- only benefit a limited few.
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- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project,
- prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project
- does not have broad community support from the citizens of Lafayette.
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- The construction of a Class 1 Facility on Topper Lane
- does not enhance safety
- with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
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- Topper Lane is not high priority.

- The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore,
- the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects.
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- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
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- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
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- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities,
- as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
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- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.
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Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Johanna Gladioux and Marc Brenner

██████████
██████████

From: Terri Melnick [REDACTED]
Sent: Thursday, December 15, 2022 7:34:36 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject:

External Email

A sidewalk on Topper does not benefit the greater good, or increase safety. In the meantime, we are working with the city to provide alternate ideas for safer routes to school.

Sincerely,

Terri Melnick

[REDACTED]

[REDACTED]

[REDACTED]

From: Jay Henney [REDACTED]
Sent: Friday, December 16, 2022 8:08:10 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Birdhavin

External Email

o: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, we strongly object specifically, and only, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

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- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students
- come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not
- meet mobility and accessibility needs of our community and will only benefit a limited
- few.
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- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior
- to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project
- does not have broad community support from the citizens of Lafayette.
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- 1 Facility on Topper Lane does not enhance safety
- with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
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- Topper Lane is not high priority.
- The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore,
- the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects.
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- The inclusion of a Class
- 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and
- will have no impact on air quality.
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- Topper Lane has not had a bicyclist or pedestrian collision, and
- is not in the high risk area for collisions
- as represented by the city.
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- The proposed Topper Lane Class 1 Facility
- will not benefit the Priority Development Area communities,
- as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
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- Any benefits of a Class
- 1 Facility on Topper Lane are minimal compared to the cost factor of construction.
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Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

From: ANN JOYCE [REDACTED]
Sent: Saturday, December 17, 2022 2:36:34 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: OBAG-3 APPLICATION PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of Lafayette, we strongly object specifically, and only, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety, with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and in fact prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.

- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.
- Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds. Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Ann and Jim Joyce

██████████
██████████

From: [REDACTED]
Sent: Sunday, December 18, 2022 11:09:57 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Topper Lane, Lafayette

External Email

I understand that a 10' bike/walk lane is being proposed on Topper. I am opposed to this on either side of the street for the following reasons:

- It does not improve the safety of walkers or bikes as the road would be narrowed and cars could potentially jump the curb and hit walkers/bikers.
- Creates a false sense of safety and cars could possibly speed.
- Increase vandalism on Birdhaven houses that back onto Topper.
- It only benefits a few families on Birdhaven Ct.
- Taking down trees lessens the neighborhood feel and environment.

Thank you for your consideration.

From: Conor Begley [REDACTED]
Sent: Wednesday, December 21, 2022 11:45 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Re: OBAG-3 APPLICATION PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where

shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.

- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Conor Begley

[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

CONFIDENTIALITY NOTICE: The contents of this email message and any attachments are intended solely for the addressee(s) and may contain confidential and/or privileged information and may be legally protected from disclosure. If you have received this email by mistake please notify sender immediately and do not disclose the contents to anyone or make copies thereof.

From: Bob LaRue [REDACTED]
Sent: Tuesday, December 27, 2022 9:05 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: OBAG-3 Application, City of Lafayette, School Street Class 1 Multi Use Facility Project

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

I am writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. I support safe routes to school with active transportation. However, as a concerned citizen of Lafayette and the Bay Area, I strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

The inclusion of building a Class 1 Multi Use Facility Project on Topper Lane makes no sense. It is a waste of critical funds. It will provide an expensive benefit to a small number of homeowners on Birdhaven Court and non to the surrounding and broader community. Birdhaven Court is affluent as its last home sale was for over \$4M dollars. Using these vital funds to provide a private walkway for some households on Birdhaven Court is unconscionable.

The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.

The proposed project of building a class 1 The city failed to collect any traffic data regarding Topper Lane. The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The Topper Lane Multi Use Facility Project will not meet the mobility and accessibility needs of our community and will only benefit a limited few.

Topper Lane is not a high priority. The Safe Routes to School Reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero Policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects. Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.

The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.

The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.

The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.

Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project, with the inclusion of Topper Lane, is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.***

Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Bob LaRue and Irene LaRue

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████████████████████

From: Michael Balog [REDACTED]
Sent: Thursday, December 29, 2022 3:53:07 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Cc: Bob LaRue <BLaRue@alamedaelectric.com>
Subject: OBAG-3 APPLICATION

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens **of the city of Lafayette**, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyze data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thank you for your consideration,

Michael Balog



From: Jeanne fagliano [REDACTED]
Sent: Thursday, December 29, 2022 2:12 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject:

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens **of the city of Lafayette**, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
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Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. **Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.** Please consider only approving the School St. component of this grant request.

Thank you for your consideration,

Jeanne Fagliano

From: Patricia Riske [REDACTED]
Sent: Thursday, December 29, 2022 5:58:20 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: OBAG-3 APPLICATION - Project Name: School Street Class 1 Multi-Use Facility Project

External Email

Dear Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners,

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, and residents of Topper Lane, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
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- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thanking you for your consideration in this matter,

Gary Riske & Patricia Kennedy-Riske

[REDACTED]

[REDACTED]

--

Patricia A Kennedy-Riske

From: Gary Scarratt [REDACTED]
Sent: Thursday, December 29, 2022 5:41:15 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Topper Lane

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens **of the city of Lafayette**, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyze data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. **Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.** Please consider only approving the School St. component of this grant request.

Thank you for your consideration,

Gary Scarratt

[REDACTED]

[REDACTED]

From: Terri Just [REDACTED]
Sent: Saturday, December 31, 2022 1:03 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: OBAG-3 Application

External Email

PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens **of the city of Lafayette**, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyze data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thank you for your consideration,

Terri Just

[REDACTED]

From: karla mccormick [REDACTED]
Sent: Saturday, December 31, 2022 2:45 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: School Street Class 1 Multi Use Facility Project, City of Lafayette OBAG grant

External Email

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

I am writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. I support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, I strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- Having lived in Lafayette for almost 30 years I have witnessed that very few students walk to/from school on Topper Lane. The only students using Topper Lane come from Birdhaven Ct, a street one block east. These children can safely access both Lafayette Elementary School and Stanley via St. Mary's Road.
- Topper Lane is not a high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. **Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.** Please consider only approving the School St. component of this grant request.

Sincerely,
Karla McCormick
[REDACTED]

From: Al Russello [REDACTED]
Sent: Saturday, December 31, 2022 3:58 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Topper Lane

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION

PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, we strongly object specifically, and only, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

* The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.

* The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.

* The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.

* Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018

Downtown Congestion Reduction Plan, which collected and analyze data over a period of years, did not include Topper Lane and it prioritized more critical projects.

* The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.

* Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.

* The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.

* Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds. Please consider only approving the School St. component of this grant request.

Thank you for your consideration,

Name: Al Russello

[REDACTED]

[REDACTED]

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Al Russello

