

# Metropolitan Transportation Commission

October 26, 2022

Agenda Item 11e - 22-1452

## MTC Resolution Nos. 4202, Revised, 4505, Revised, and 4540 – Correction

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### **Subject:**

Correction to the One Bay Area Grant program (OBAG 3), revising Solano Transportation Authority's (STA's) CTA Planning Activities Supplemental funding amount to reflect STA's advance nomination request.

### **Background:**

Revisions to the OBAG 2 and 3 programs, MTC Resolution Nos. 4202 and 4505, and adoption of the Carbon Reduction Program (CRP), MTC Resolution No. 4540, were presented to the Programming and Allocations Committee on October 12<sup>th</sup> and referred to the full Commission for approval.

Following the posting of the Committee meeting materials online, STA staff alerted MTC staff of a correction to STA's advance nomination request for Supplemental CTA Planning Activities.

MTC staff recommend the Commission approve MTC Resolution Nos. 4202, Revised, 4505, Revised, and 4540, as referred to the Commission by PAC, with the following change:

- Reduce the amount of OBAG 3 County & Local Program funds programmed for STA's Supplemental CTA Planning Activities from \$7,490,000 to \$4,044,000.

These revisions have been incorporated into MTC Resolution No. 4505, Revised, where appropriate.

### **Issues:**

None identified.

### **Recommendations:**

Approve MTC Resolution Nos. 4202, Revised, 4505, Revised, and 4540.

### **Attachment:**

MTC Resolution No. 4505, Revised, Attachments B-1 and B-2



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Therese W. McMillan

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

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 million for future SamTrans projects as part of a Caltrain right-of-way (ROW) repayment

ABSTRACT

MTC Resolution No. 4505, Revised

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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** ~~\$21,612,000~~ 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.

Further discussion of the project selection criteria and programming policy is contained in memorandums to the Programming and Allocations Committee dated January 12, 2022, February 9, 2022, March 9, 2022, June 8, 2022, September 14, 2022, and October 12, 2022.

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.

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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.

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

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

**OBAG 3 Regional Programs Project List**

| PROJECT CATEGORY AND TITLE                                   | SPONSOR        | Total STP/CMAQ          | Total Other |
|--|----------------|-------------------------|-------------|
| <b>OBAG 3 REGIONAL PROGRAMS</b>                              |                | <b>\$382,000,000</b>    |             |
| <b>1. PLANNING AND PROGRAM IMPLEMENTATION</b>                |                |                         |             |
| 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             |             |
| <b>1. PLANNING AND PROGRAM IMPLEMENTATION</b>                |                | <b>\$49,500,000</b>     |             |
| <b>2. GROWTH FRAMEWORK IMPLEMENTATION</b>                    |                |                         |             |
| Growth Framework Implementation                              |                |                         |             |
| <del>Growth Framework Implementation (Removed)</del>         | <del>TBD</del> | <del>\$25,000,000</del> |             |
| <u>PDA Planning and Technical Assistance Grants (Added)</u>  | <u>TBD</u>     | <u>\$23,000,000</u>     |             |
| <u>Priority Production Area (PPA) Pilot Program (Added)</u>  | <u>TBD</u>     | <u>\$2,000,000</u>      |             |
| <b>2. GROWTH FRAMEWORK IMPLEMENTATION</b>                    |                | <b>\$25,000,000</b>     |             |
| <b>3. CLIMATE, CONSERVATION, AND RESILIENCE</b>              |                |                         |             |
| Climate Initiatives  |                |                         |             |
| <del>Climate Initiatives (Removed)</del>                     | <del>TBD</del> | <del>\$43,800,000</del> |             |
| <u>Mobility Hubs (Added)</u>                                 | <u>TBD</u>     | <u>\$12,800,000</u>     |             |
| <u>Electric Vehicles and Infrastructure (Added)</u>          | <u>TBD</u>     | <u>\$25,000,000</u>     |             |
| <u>Parking Management (Added)</u>                            | <u>TBD</u>     | <u>\$6,000,000</u>      |             |
| 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            |             |
| <b>3. CLIMATE, CONSERVATION, AND RESILIENCE</b>              |                | <b>\$98,000,000</b>     |             |
| <b>4. COMPLETE STREETS AND COMMUNITY CHOICE</b>              |                |                         |             |
| 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 |                |                         |             |
| Bay Trail Planning   | MTC            | \$1,500,000             |             |
| Bay Trail Project Delivery                                   | MTC            | \$750,000               |             |
| Bay Trail Technical Assistance                               | MTC            | \$250,000               |             |
| Regional AT Plan Implementation Balance                      | TBD            | \$12,500,000            |             |
| 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               |             |
| SCTA: Community-Based Transportation Plans                   | MTC            | \$245,000               |             |

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

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

**OBAG 3 Regional Programs Project List**

| PROJECT CATEGORY AND TITLE                                     | SPONSOR  | Total STP/CMAQ              | Total Other |
|--|----------|-----------------------------|-------------|
| <b>OBAG 3 REGIONAL PROGRAMS</b>                                |          | <b>\$382,000,000</b>        |             |
| Project implementation, technical assistance, engagement       | TBD      | \$15,000,000                |             |
| <b>4. COMPLETE STREETS AND COMMUNITY CHOICE</b>                |          | <b>\$54,000,000</b>         |             |
| <b>5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE</b>        |          |                             |             |
| 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                 |             |
| <b>5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE</b>        |          | <b>\$155,500,000</b>        |             |
| <b>OBAG 3 REGIONAL PROGRAMS</b>                                |          | <b>TOTAL: \$382,000,000</b> |             |

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

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

**OBAG 3 County & Local Programs Project List**

| PROJECT CATEGORY AND TITLE                       | SPONSOR      | Total STP/CMAQ       |
|--|--------------|----------------------|
| <b>OBAG 3 COUNTY &amp; LOCAL PROGRAMS</b>        |              | <b>\$375,000,000</b> |
| <b>ALAMEDA COUNTY</b>                            |              |                      |
| CTA Planning Activities                          |              |                      |
| Planning Activities Base                         | MTC          | \$4,905,000          |
| <u>Planning Activities Supplemental (Added)</u>  | <u>ACTC</u>  | <u>\$2,600,000</u>   |
| Safe Routes to School (SRTS)                     |              |                      |
| <u>SRTS Non-Infrastructure Program (Revised)</u> | <u>ACTC</u>  | <u>\$8,883,000</u>   |
| <b>ALAMEDA COUNTY</b>                            |              | <b>\$16,388,000</b>  |
| <b>CONTRA COSTA COUNTY</b>                       |              |                      |
| CTA Planning Activities                          |              |                      |
| Planning Activities Base                         | MTC          | \$4,087,000          |
| <b>CONTRA COSTA COUNTY</b>                       |              | <b>\$4,087,000</b>   |
| <b>MARIN COUNTY</b>                              |              |                      |
| CTA Planning Activities                          |              |                      |
| Planning Activities Base                         | MTC          | \$3,446,000          |
| <u>Planning Activities Supplemental (Added)</u>  | <u>TAM</u>   | <u>\$400,000</u>     |
| <b>MARIN COUNTY</b>                              |              | <b>\$3,846,000</b>   |
| <b>NAPA COUNTY</b>                               |              |                      |
| CTA Planning Activities                          |              |                      |
| Planning Activities Base                         | MTC          | \$3,446,000          |
| <b>NAPA COUNTY</b>                               |              | <b>\$3,446,000</b>   |
| <b>SAN FRANCISCO COUNTY</b>                      |              |                      |
| CTA Planning Activities                          |              |                      |
| Planning Activities Base                         | MTC          | \$3,624,000          |
| <u>Planning Activities Supplemental (Added)</u>  | <u>SFCTA</u> | <u>\$2,200,000</u>   |
| Safe Routes to School (SRTS)                     |              |                      |
| SRTS Non-Infrastructure Program                  | SFMTA        | \$7,082,000          |
| <b>SAN FRANCISCO COUNTY</b>                      |              | <b>\$12,906,000</b>  |
| <b>SAN MATEO COUNTY</b>                          |              |                      |
| CTA Planning Activities                          |              |                      |
| Planning Activities Base                         | MTC          | \$3,450,000          |
| <u>Planning Activities Supplemental (Added)</u>  | <u>C/CAG</u> | <u>\$2,000,000</u>   |
| Safe Routes to School (SRTS)                     |              |                      |
| SRTS Non-Infrastructure Program                  | C/CAG        | \$2,120,000          |
| <b>SAN MATEO COUNTY</b>                          |              | <b>\$7,570,000</b>   |
| <b>SANTA CLARA COUNTY</b>                        |              |                      |
| CTA Planning Activities                          |              |                      |
| Planning Activities Base                         | MTC          | \$5,307,000          |
| <u>Planning Activities Supplemental (Added)</u>  | <u>VTA</u>   | <u>\$4,693,000</u>   |
| <b>SANTA CLARA COUNTY</b>                        |              | <b>\$10,000,000</b>  |
| <b>SOLANO COUNTY</b>                             |              |                      |
| CTA Planning Activities                          |              |                      |
| Planning Activities Base                         | MTC          | \$3,446,000          |
| <u>Planning Activities Supplemental (Added)</u>  | <u>STA</u>   | <u>\$4,044,000</u>   |
| <b>SOLANO COUNTY</b>                             |              | <b>\$7,490,000</b>   |
| <b>SONOMA COUNTY</b>                             |              |                      |
| CTA Planning Activities                          |              |                      |
| Planning Activities Base                         | MTC          | \$3,446,000          |
| <u>Planning Activities Supplemental (Added)</u>  | <u>SCTA</u>  | <u>\$2,229,000</u>   |

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

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

**OBAG 3 County & Local Programs Project List**

| <b>PROJECT CATEGORY AND TITLE</b>         | <b>SPONSOR</b> | <b>Total STP/CMAQ</b> |
|---|----------------|-----------------------|
| <b>OBAG 3 COUNTY &amp; LOCAL PROGRAMS</b> |                | <b>\$375,000,000</b>  |
| Safe Routes to School (SRTS)              |                |                       |
| SRTS Non-Infrastructure Program           | SCTA           | \$1,910,000           |
| <b>SONOMA COUNTY</b>                      |                | <b>\$7,585,000</b>    |
| <b>UNPROGRAMMED BALANCE</b>               |                | <b>\$301,682,000</b>  |
| <b>OBAG 3 COUNTY &amp; LOCAL PROGRAMS</b> | <b>TOTAL:</b>  | <b>\$375,000,000</b>  |

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**Metropolitan Transportation Commission  
Programming and Allocations Committee**

October 12, 2022

Agenda Item 2d - 22-1452

**MTC Resolution Nos. 4202, Revised, 4505, Revised, and 4540**

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**Subject:**

Revisions to the One Bay Area Grant programs (OBAG 2 and 3), including policy-level programming of approximately \$69 million in Regional Program funds and adoption of the Carbon Reduction Program (CRP), which commits \$60 million to Climate Initiatives projects and programs as part of the OBAG 3 regional investment strategy.

**Background:**

The OBAG 2 and 3 programs adopted by the Commission establish 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 2017-18 through FY 2025-26.

The Commission initially approved funding levels by OBAG 3 program category in January 2022, as part of a broader investment strategy to deliver priority regional initiatives through leveraging multiple complementary fund sources (as summarized in **Attachment 1**). One of the fund sources included is the new federal Carbon Reduction Program (CRP), established through the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) to provide funding for projects that reduce greenhouse gas emissions from on-road transportation.

This month, staff recommend various revisions to the OBAG 2 and 3 programs and adoption of the CRP project selection and programming policy, as described below and detailed in the attachments to this memo.

***Regional Program***

The OBAG 3 Regional Programs are intended to coordinate and deploy strategies at a regional level to address critical climate and focused growth goals of *Plan Bay Area 2050*.

To date, the Commission has programmed approximately 70% (or \$264 million) of the \$382 million available within the OBAG 3 Regional Program towards specific projects and programs. This month, staff recommend programming an additional 20% (or \$68.8 million) in remaining OBAG 3 Regional Program balances, as detailed below by program category. **Attachment 2** provides a summary of all proposed and adopted programming actions for Regional Programs.

**Climate, Conservation, and Resilience**

- Program a total of \$112.8 million towards MTC Climate Initiatives programs, consisting of \$43.8 million in OBAG 3 Climate Initiatives funds, \$9 million in OBAG 2 Climate Initiatives unprogrammed balances, and \$60 million in CRP funds, as detailed in **Table 1**

below. Staff presented additional details on proposed Climate Initiatives programs to the Joint MTC Planning and ABAG Administrative Committee on September 9, 2022. Staff will return in future months with more detailed policy guidance before moving forward with a call for projects and project selection.

**Table 1. Climate Initiatives Proposed Funding**

| Climate Initiatives Program          | OBAG 2     | OBAG 3        | CRP         | Total          |
|--------------------------------------|------------|---------------|-------------|----------------|
| Mobility Hubs                        |            | \$12.8        | \$20        | \$32.8         |
| Parking Management                   | \$9        | \$6           |             | \$15           |
| Electric Vehicles and Infrastructure |            | \$25          | \$40        | \$65           |
| <b>Total</b>                         | <b>\$9</b> | <b>\$43.8</b> | <b>\$60</b> | <b>\$112.8</b> |

Funding amounts are in millions.

Consistent with the OBAG 3 project selection procedures for CMAQ funds, staff anticipate assigning CMAQ funds to OBAG 3 Climate Initiatives program activities. The OBAG 3 programmatic priorities for CMAQ funds are to reduce emissions through Vehicle Miles Traveled (VMT) reduction strategies as well as other emissions reductions strategies. All projects applying for grant funding through the OBAG 3 Climate Initiatives programs will be assessed for emissions reductions benefits and cost effectiveness prior to CMAQ project selection.

#### Growth Framework Implementation

- Within the OBAG 3 Growth Framework Implementation program, program \$23 million for Priority Development Area (PDA) Planning and Technical Assistance Grants and \$2 million for the Priority Production Area (PPA) Pilot Program. Staff will present the priorities and next steps for both programs to the MTC Planning and ABAG Administrative Committee on October 14th for consideration.

#### ***County & Local Program***

In the OBAG 3 County & Local Program, staff recommend programming \$21.6 million to various County Transportation Agencies (CTAs) to support continued countywide planning and programming activities; and programming \$7.6 million in OBAG 3 County & Local Program and \$1.3 million in OBAG 2 County Program balances to Alameda County Transportation Commission's (ACTC's) ongoing Safe Routes to School (SRTS) Non-Infrastructure program.

Each CTA identified these planning and SRTS program augmentations as priority nomination requests through the County & Local Program call for projects process. The funds will be used to augment the base CTA planning amounts previously approved by the Commission in January

2022 and to fulfill the ACTC's nomination request for its ongoing SRTS Non-Infrastructure programs.

**Issues:**

The \$60 million programming capacity of the new CRP through FY 2025-26 is based on preliminary one-year apportionment estimates for FY 2021-22. Should actual apportionments deviate significantly from this estimated capacity, staff will return to the Commission to revise the CRP program capacity accordingly.

**Recommendations:**

Refer MTC Resolution Nos. 4202, Revised, 4505, Revised, and 4540 to the Commission for approval.

**Attachments:**

Attachment 1: OBAG 3 Regional Investment Strategy

Attachment 2: OBAG 3 Regional Program Overview

MTC Resolution No. 4202, Revised, Attachments B-1 and B-2

MTC Resolution No. 4505, Revised, Attachments B-1 and B-2

MTC Resolution No. 4540, Attachments A and B



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Therese W. McMillan

One Bay Area Grant (OBAG 3)

## Regional Investment Strategy

\$ in millions

| <b>Program Category</b>                       | <b>OBAG 3 Regional Programs</b><br>Approved<br><i>Jan. 2022</i> | <b>Blue Ribbon Funding</b><br>Approved<br><i>Jun. 2022</i> | <b>REAP 2.0*</b><br>Proposed<br><i>Pending</i> | <b>Carbon Reduction</b><br>Proposed<br><i>Sept. 2022</i> | <b>Total</b>            |
|---|---|--|--|--|-------------------------|
| Planning & Program Implementation             | \$49.5  | \$5  | \$5.3  |  | <b>\$59.8</b><br>(9%)   |
| Growth Framework Implementation               | \$25  |  | \$58   |  | <b>\$83</b><br>(13%)    |
| Climate, Conservation, and Resilience         | \$98  |  |  | \$60   | <b>\$158</b><br>(25%)   |
| Complete Streets and Community Choice         | \$54  |  | \$8  |  | <b>\$62</b><br>(10%)    |
| Multimodal Systems Operations and Performance | \$155.5   | \$80   | \$31.6   |  | <b>\$267.1</b><br>(42%) |
| <b>Regional Programs Total</b>                | <b>\$382</b>  | <b>\$85</b>  | <b>\$102.8</b>                                 | <b>\$60</b>  | <b>\$629.8</b>          |

Note: Totals may not add due to rounding.

\* Pending REAP 2.0 Programming Proposal

One Bay Area Grant (OBAG 3)

**Regional Programs Overview**

| Program Category   | Funding<br>Adopted/<br>Proposed | Status                              | Next Steps   |
|--|---------------------------------|-------------------------------------|--|
| <b>Planning &amp; Program Implementation</b>   |                                 |                                     |  |
| <ul style="list-style-type: none"> <li>Regional planning, programming, <i>Plan Bay Area 2050</i> implementation, federal compliance, and performance</li> <li>OBAG 3 project and program implementation</li> <li>Blue Ribbon implementation</li> </ul> | \$49.5                          | ✓ <b>Programmed</b>                 | <ul style="list-style-type: none"> <li>In January 2022, the Commission programmed \$49.5 million for regional planning and program implementation activities.</li> <li>Funds were incorporated into MTC’s agency budget beginning in FY 2022-2023.</li> </ul>  |
| <b>Growth Framework Implementation</b>   |                                 |                                     |  |
| <ul style="list-style-type: none"> <li>Priority Development Area (PDA) Planning &amp; Technical Assistance</li> <li>Priority Production Area (PPA) Pilot</li> </ul>  | \$25                            | ✓ <b>Programming Recommendation</b> | <ul style="list-style-type: none"> <li>Commission to consider programming of OBAG 3 funds <b>with this Agenda Item</b>.</li> <li>Staff proposes to combine OBAG 3 funds with <b>\$58 million in REAP 2.0</b> funds to deliver a broad set of housing and land use strategies, including continuation of the Regional Housing Technical Assistance &amp; Local Grants program, and Housing Preservation and Priority Sites pilots. Staff anticipates bringing REAP 2.0 programming recommendations to the Commission in November 2022.</li> </ul> |

| Program Category  | Funding<br>Adopted/<br>Proposed | Status                              | Next Steps   |
|---|---------------------------------|-------------------------------------|--|
| <b>Climate, Conservation, &amp; Resilience</b>  | <b>\$98</b>                     |                                     |  |
| <u>Climate Initiatives</u> <ul style="list-style-type: none"> <li>• Electric vehicles (EV) and charging infrastructure</li> <li>• Parking management planning and technical assistance</li> <li>• Mobility Hub pilot program</li> </ul>   | \$43.8                          | ✓ <b>Programming Recommendation</b> | <ul style="list-style-type: none"> <li>• Commission to consider combining OBAG 3 funds with <b>\$60 million in Carbon Reduction Program (CRP) funds</b> to accelerate EV adoption and other proven emissions reductions strategies <b>with this Agenda Item.</b></li> <li>• Programming to specific projects is pending final Caltrans CRP guidelines.</li> </ul>                          |
| <u>Regional Travel Demand Management (TDM)</u> <ul style="list-style-type: none"> <li>• Commuter Benefits Program</li> <li>• Regional Carpool Program</li> <li>• Bike to Work and Spare the Air Youth education and outreach activities</li> <li>• 511 Traveler Information Services</li> </ul> | \$32.2                          | ✓ <b>Programmed</b>                 | <ul style="list-style-type: none"> <li>• In June 2022, the Commission programmed \$18.2 million to various Regional TDM programs, \$14 million was programmed for 511 in September 2022.</li> <li>• Staff is assessing existing TDM programs for effectiveness and alignment with <i>PBA 2050's</i> vehicle miles traveled (VMT) and greenhouse gas (GHG) reduction strategies.</li> </ul> |
| <ul style="list-style-type: none"> <li>• Regional TDM Balance</li> </ul>  | \$4                             | ✗ <b>In Progress</b>                | <ul style="list-style-type: none"> <li>• Staff anticipates bringing programming recommendations to the Commission in early 2023.</li> </ul>  |
| <u>Priority Conservation Area (PCA) Grant program</u> <ul style="list-style-type: none"> <li>• PCA Grant program reflecting updated PCA planning framework, including resilience/sea level rise strategies</li> </ul>   | \$18                            | ... <b>Pending</b>                  | <ul style="list-style-type: none"> <li>• Programming of funding pending completion <b>PCA Framework refresh</b> effort. Grant program guidelines and call for projects anticipated in 2024.</li> </ul>   |



| Program Category  | Funding<br>Adopted/<br>Proposed | Status              | Next Steps  |
|---|---------------------------------|---------------------|---|
| <b>Complete Streets &amp; Community Choice</b>  | <b>\$54</b>                     |                     |   |
| <u>Healthy, Safe, and Sustainable Streets</u> <ul style="list-style-type: none"> <li>Local Roadway Safety Plan (LRSP) development, technical assistance, and implementation</li> <li>Bay Area Vision Zero (BAYVIZ) System and safety program coordination and outreach</li> <li>Pavement Technical Assistance Program (PTAP) grant program and Pavement Management Program (PMP)</li> </ul> | \$21                            | ✓ <b>Programmed</b> | <ul style="list-style-type: none"> <li>In June 2022, the Commission programmed \$21 million to various regional safety and roadway asset management programs.</li> </ul>  |
| <u>Active Transportation</u> <ul style="list-style-type: none"> <li>Bay Trail Planning and Implementation</li> </ul>  | \$2.5                           | ✓ <b>Programmed</b> | <ul style="list-style-type: none"> <li>In September 2022, the Commission programmed funds for the Bay Trail.</li> </ul>   |
| <ul style="list-style-type: none"> <li>Regional Active Transportation Plan (AT Plan) Implementation Balance</li> </ul>  | \$12.5                          | … <i>Pending</i>    | <ul style="list-style-type: none"> <li>Programming of funding to specific projects and programs pending completion of the <b>Regional AT Plan update</b>.</li> <li>Staff anticipates bringing programming recommendations to the Commission in early 2023.</li> </ul> |
| <u>Community Choice</u> <ul style="list-style-type: none"> <li>Community-based transportation plans (CBTPs) in each county</li> </ul>   | \$3                             | ✓ <b>Programmed</b> | <ul style="list-style-type: none"> <li>In June 2022, the Commission programmed \$3 million for CBTPs.</li> </ul>  |

| Program Category  | Funding<br>Adopted/<br>Proposed | Status              | Next Steps  |
|---|---------------------------------|---------------------|---|
| <ul style="list-style-type: none"> <li>• CBTP community-based organization (CBO) outreach and engagement</li> <li>• Project implementation and technical assistance</li> </ul>  | \$15                            | ... <i>Pending</i>  | <ul style="list-style-type: none"> <li>• Programming to specific projects and programs is pending final REAP 2.0 guidelines. Staff proposes to combine OBAG 3 funds with <b>\$8 million in REAP 2.0</b> funds to accelerate implementation of prioritized community projects.</li> <li>• Staff anticipates bringing programming recommendations to the Commission in November 2022.</li> </ul>  |
| <b>Multimodal Systems Operations &amp; Performance</b>  |                                 | <b>\$148.5</b>      |   |
| <u>Transit Transformation Action Plan</u> <ul style="list-style-type: none"> <li>• Transit priority highway investments/Forwards and arterial investments</li> <li>• Mapping and wayfinding</li> </ul>  | \$31.6                          | ✓ <b>Programmed</b> | <ul style="list-style-type: none"> <li>• In June 2022, the Commission programmed a total of \$116.6 million for Transit Transformation projects, including \$85 million in Blue Ribbon and \$31.6 million in OBAG 3 funds.</li> </ul>   |
| <u>Multimodal Systems Programs</u> <ul style="list-style-type: none"> <li>• Clipper C2 capital</li> <li>• SamTrans Caltrain right-of-way (ROW) repayment</li> <li>• Bay Area Forwards/Resilient SR 37</li> <li>• Design Alternative Assessments/Corridor Studies</li> <li>• Adaptive Ramp Metering Implementation</li> <li>• Optimized Freeway Corridor Operations</li> <li>• Multimodal Arterial Operations</li> </ul> | \$123.9                         | ✓ <b>Programmed</b> | <ul style="list-style-type: none"> <li>• In February 2022, the Commission programmed \$30 million for Clipper C2 as part of an RM3 loan arrangement.</li> <li>• In June 2022, the Commission programmed \$7 million to SamTrans for Caltrain ROW repayment.</li> <li>• In September 2022, the Commission programmed \$86.9 million for various projects, including Bay Area Forwards, freeway and arterial operations optimization, Connected Bay Area, and Incident Management.</li> </ul> |

| Program Category   | Funding<br>Adopted/<br>Proposed | Status                                  | Next Steps  |
|--|---------------------------------|---|---|
| <u>Multimodal Systems Programs (cont'd)</u> <ul style="list-style-type: none"> <li>• Shared Connected/Automated Vehicles and Technology</li> <li>• Regional ITS Architecture</li> <li>• Express Lanes Studies and Pilots (Non-Infrastructure)</li> <li>• Connected Bay Area/Incident Management</li> </ul> |                                 |   |   |
| <b>Regional Programs Total</b>   |                                 | <b>\$382</b>                            |   |
| <b>Regional Programs</b><br>Summary Status   | \$263.7                         | Programmed<br>Previously                | Amount includes programming actions from January 2022 through September 2022.         |
|  | \$68.8                          | <b>✓ Programming<br/>Recommendation</b> | Amount includes recommended programming actions described in <b>this Agenda Item.</b> |
|  | \$49.5                          | Remaining<br>Balance                    |   |

Note: Funding amounts are in millions.

**See updated MTC Resolution No. 4505 and Attachments B-1 and B-2 associated with the update to Commission.**

Date: November 18, 2015  
W.I.: 1512  
Referred by: PAC  
Revised: 07/27/16-C 10/26/16-C 12/21/16-C  
03/22/17-C 04/26/17-C 05/24/17-C  
06/28/17-C 07/26/17-C 09/27/17-C  
10/25/17-C 11/15/17-C 12/20/17-C  
01/24/18-C 02/28/18-C 03/28/18-C  
04/25/18-C 05/23/18-C 06/27/18-C  
07/25/18-C 09/26/18-C 11/28/18-C  
12/19/18-C 01/23/19-C 02/27/19-C  
03/27/19-C 06/26/19-C 07/24/19-C  
09/25/19-C 10/23/19-C 11/20/19-C  
02/26/20-C 05/27/20-C 07/22/20-C  
09/23/20-C 11/20/20-C 01/27/21-C  
02/24/21-C 04/28/21-C 05/26/21-C  
06/23/21-C 07/28/21-C 09/22/21-C  
11/17/21-C 12/15/21-C 01/26/22-C  
02/23/22-C 03/23/22-C 04/27/22-C  
05/25/22-C 06/22/22-C 09/28/22-C  
10/26/22-C

### ABSTRACT

Resolution No. 4202, Revised

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP) for the OBAG 2 funding period.

The resolution includes the following attachments:

- Attachment A – OBAG 2 Project Selection Criteria and Programming Policy
- Attachment B-1 – OBAG 2 Regional Program Project List
- Attachment B-2 – OBAG 2 County Program Project List

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including \$72 million in additional Fixing America’s Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram

## ABSTRACT

MTC Resolution No. 4202, Revised

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\$2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

On December 21, 2016, Attachments B-1 and B-2 were revised to redirect \$417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three subcomponents totaling \$10,000,000: \$720,000 for Rideshare Implementation, \$7,280,000 for the Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen to the Commuter Benefits program; direct \$1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and \$500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift \$40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and \$13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program \$5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

On March 22, 2017, Attachment B-1 was revised to program \$17,000,000 in un-programmed balances within the Regional Transit Priorities Program to MTC's Clipper Program, as part of the FY17 Transit Capital Priorities program.

On April 26, 2017, Attachment B-2 was revised to program \$1,655,000 to the Sonoma Safe Routes to School program; and redirect \$1,000 from Contra Costa Transportation Authority's Planning Activities Base to its discretionary balance and \$1,000 from San Francisco County Transportation Authority's Planning Activities Base to its discretionary balance to address an inconsistency between amounts programmed to planning activities in Appendix A-3 and reflect actual amounts obligated for planning.

On May 24, 2017, Attachment B-1 was revised to redirect \$1,237,000 from 511 Next Gen to AOM Implementation within the Regional Active Operational Management program to reflect re-organization of staff between program elements; direct \$18,000,000 in Arterial/Transit Performance to the Program for Arterial System Synchronization (\$5,000,000) and the Next Gen Arterial

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 3

Operations Program (\$13,000,000) within the Regional Active Operational Management program; direct \$19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation (\$2,910,000), Performance-Based Intelligent Transportation Systems Device Maintenance and Rehabilitation (\$5,940,000), Transportation Management Center Asset Upgrade and Replacement (\$4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures (\$4,000,000) and a Detection Technology Pilot (\$5,000,000) within the Regional Active Operational Management program; and remove \$290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

On June 28, 2017, Attachments B-1 and B-2 were revised to reprogram \$1,000,000 from the SMART Pathway – 2<sup>nd</sup> to Andersen to San Rafael's Grand Ave Bike/Pedestrian Improvements within the Regional Climate Initiatives program as part of a funding exchange within the City of San Rafael, conditioned on San Rafael committing \$1 million in non-federal funds to the construction of the pathway, and a resolution of local support for the use of federal funds on the Grand Ave project, and TAM approval of the redirection of local measure funds between the projects; split out \$8,729,000 from the 511 Next Gen program to 511 Implementation within the Regional Active Operational Management program; program \$1,250,000 to Golden Gate Bridge Highway and Transportation District for the Bettini Transit Center as part of the Marin County Program; and program \$2,617,000 within the San Mateo County Program to the San Mateo County Office of Education for the SRTS program, including \$223,000 in supplemental funds from San Mateo's discretionary balance.

On July 26, 2017, Attachment B-1 was revised to program \$12,000,000 to the US 101 Marin Sonoma Narrows project as part of a fund exchange agreement with Sonoma County Transportation Authority; \$11,000,000 in exchange funds are added to the program for tracking purposes, with the final \$1 million in exchange funds to be identified through a future Commission action.

On September 27, 2017, Attachment B-1 was revised to change the name of the Next Gen Arterial Operations Program (NGAOP) to Innovative Deployment for Enhanced Arterials (IDEA) to reflect program rebranding and additional focus on advanced technologies; program \$4,160,000 to Incident Management Implementation and \$8,840,000 to I-880 Integrated Corridor Mobility project within the Regional Active Operational Management program; split out the Connected Vehicles/Shared Mobility program into the Connected Vehicles/Automated Vehicles

## ABSTRACT

MTC Resolution No. 4202, Revised

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program for \$2,500,000 and the Shared Use Mobility program for \$2,500,000; and program \$16,000,000 for three corridors within the Freeway Performance Program, with \$8,000,000 for I-680, \$3,000,000 for I-880, and \$5,000,000 for SR-84.

On October 25, 2017, Attachment B-1 was revised to program \$10,000,000 to the Bay Area Air Quality Management District for the Spare the Air program, in lieu of the Electric Vehicle Programs within the Regional Climate Initiatives Program, conditioned on the Air District contribution of an additional \$10 million to advance implementation of electric vehicles within the region.

On November 15, 2017, Attachment B-2 was revised to program \$200,000 in the Alameda County Program to the I-580 Corridor Study, to support a joint corridor study between Alameda County Transportation Commission (ACTC) and MTC; \$122,000 within the Napa County Program to Napa Valley Transportation Authority (NVTA) for the Napa County Safe Routes to School (SRTS) Program; and \$300,000 within the Contra Costa County Program to San Ramon for the San Ramon Valley Street Smarts Program.

On December 20, 2017, Attachments A, Appendix A-3, B-1, and B-2 were revised to program \$334 million in the County Program to local and county projects recommended by the nine Congestion Management Agencies (CMAs); redirect \$10,248,000 from BART Car Replacement/Expansion to Clipper within the Regional Transit Priorities Program; revise the CMA Planning Activities funding amounts to reflect the supplementary funds requested by several CMAs through their County Programs; and clarify the program details for the Local Housing Production Incentive program (also known as the *80K by 2020 Challenge Grant*).

On January 24, 2018, Attachment B-1 was revised to redirect \$4,100,000 from Performance-Based ITS Device Maintenance and Rehabilitation to I-880 Communication Upgrade and Infrastructure Gap Closures, within the Transportation Management System program.

On February 28, 2018, Attachments B-1 and B-2 were revised to program \$13 million in Innovative Deployments to Enhance Arterials (IDEA) program grants within the Regional Active Operational Management Program; redirect \$822,000 within Contra Costa County's Safe Routes to School Program (SRTS) for future SRTS projects; program \$2,813,000 to San Francisco SRTS Non-Infrastructure Program within the San Francisco County Program; and clarify MTC exchange fund projects.



## ABSTRACT

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On March 28, 2018, Attachment B-1 was revised to distribute the \$1.5 million Community-Based Transportation Planning Program among the nine county Congestion Management Areas (CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of \$30,000 in MTC exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

On April 25, 2018, Attachment B-1 was revised to program \$8,200,000 in Priority Conservation Area (PCA) grants within the North Bay PCA Program; \$3,400,000 to Sonoma County Transportation Authority (SCTA) for the Marin Sonoma Narrows B2 Phase 2 project, as part of an exchange agreement in which an equal amount of SCTA's future Regional Transportation Improvement Program (RTIP) funds will be programmed at MTC's discretion; \$7,288,000 in PDA Planning and Implementation grants; and \$500,000 to MTC for PDA Implementation.

On May 23, 2018, Attachments B-1 and B-2 were revised to change the project sponsor from MTC to VTA for the IDEA Program project at the Veteran's Administration Palo Alto Medical Center; redirect funds within the Santa Clara County OBAG 2 County Program to reduce San Jose's West San Carlos Urban Village Streetscape Improvements by \$2,050,000, redirecting \$1,000,000 from the project to Santa Clara's Saratoga Creek Trail Phase 1 and \$1,050,000 to Saratoga's Prospect Rd Complete Streets project; and direct an additional \$25,000 in unprogrammed balances within Santa Clara County OBAG 2 County Program to Saratoga's Prospect Rd Complete Streets project.

On June 27, 2018, Attachments B-1 and B-2 were revised to program \$800,000 to MTC's Carsharing Implementation and \$325,000 to Targeted Transportation Alternatives within the Climate Initiatives Program; redirect from MTC's 511 NextGen program \$8,271,000 to 511 Implementation, \$2,000,000 to Contra Costa Transportation Authority's (CCTA's) I-80 Central Ave Interchange Improvements project, and \$380,000 to an unprogrammed balance within the Regional Active Operational Management program; clarify the scope of MTC's Freeway Performance Program I-880 to reflect the project limits of I-80 to I-280; and redirect \$1,394,000 from Vallejo's Local Streets Rehabilitation project to Fairfield's Heart of Fairfield project within the Solano County Program.

## ABSTRACT

MTC Resolution No. 4202, Revised

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On July 25, 2018, Attachment B-1 was revised to program \$1,600,000 to Santa Clara Valley Transportation Authority (VTA) for the SR 85 Transit Guideway Study as part of a fund exchange agreement; remove Rohnert Park's \$65,000 Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant from the Regional PDA Planning Grant program as it will be funded through a prior cycle; reduce the funding for Windsor's PDA Planning and Implementation Staffing Assistance grant by \$85,000 as this project will receive an equivalent amount of funds through a prior cycle; a total of \$150,000 balance created by these two revisions was returned to the Regional PDA Planning Grant Program un-programmed balance.

On September 12, 2018, Attachments B-1 and B-2 were revised to program \$3,000,000 within the Freeway Performance Program to the US 101 corridor in San Mateo and Santa Clara counties; direct an additional \$6,000,000 within the Freeway Performance Program to the I-680 corridor within Contra Costa County, \$4,000,000 of which is part of an exchange agreement with Contra Costa Transportation Authority (CCTA); redirect \$15,000 within the Innovative Deployment for Enhanced Arterials (IDEA) program from IDEA Technical Assistance to VTA's IDEA grant at the Veterans Affairs Palo Alto Medical Center; redirect \$48,000 from MTC's Clipper to the BART Car Replacement/Expansion project within the Transit Priorities program to reflect program amounts previously adopted through the Transit Capital Priorities (TCP) program; revise the amount programmed to VTA's SR 85 Transit Guideway Study within Regional Strategic Initiatives to \$1,200,000 to reflect amount previously approved; redirect \$1,214,000 from Berkeley's North Shattuck Avenue Rehabilitation project to its Southside Complete Streets and Transit Improvements project within the Alameda County Program; from Sunnyvale's East Sunnyvale Area Sense of Place Improvements, redirect \$1,000,000 to Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements and \$1,140,000 to the Safe Routes to School program balance within the Santa Clara County Program; and program \$4,500,000 available from a previous funding cycle to the following projects within Regional Strategic Initiatives: \$617,000 to Novato's Pavement Rehabilitation (for Downtown Novato SMART Station) as part of a local funding exchange, \$1,120,000 to the Transportation Authority of Marin (TAM) for the Old Redwood Highway Multi-Use Pathway project, \$763,000 for San Rafael's Grand Ave Bridge project, and \$2,000,000 to TAM for the US 101 Marin Sonoma Narrows project.

On November 28, 2018, Attachment B-1 was revised to make adjustments related to the MTC/SCVTA Funding Exchange Agreement MTC Resolution No. 4356 and to the MTC/CCTA

## ABSTRACT

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Funding Exchange Agreement MTC Resolution No. 4357, and to program \$4,000,000 in MTC exchange funds in accordance with MTC Resolution 3989, to the following projects: \$619,000 to CCTA for Innovative Deployment for Enhanced Arterials; \$621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; \$500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; \$1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and \$1,100,000 to MTC for Napa Valley Transportation Demand.

On December 19, 2018, Attachments B-1 and B-2 were revised to redirect \$5,200,000 from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the I-880 ICM Northern Segment project within the Regional Active Operational Management Program; clarify the Diridon Integrated Station Area Concept Plan project within the Regional Priority Development Planning and Implementation Program to reference Santa Clara Valley Transportation Authority (VTA) as a project partner; within the Santa Clara County Program, redirect \$794,000 in unprogrammed balances to Sunnyvale's East Sunnyvale Sense of Place Improvements, clarify the remaining unprogrammed balance is discretionary, and clarify the division of funding for Santa Clara's Saratoga Creek Trail Phase 1 project between the county's Safe Routes to School program and its discretionary program.

On January 23, 2019, Attachment B-2 was revised to redirect \$15,980,000 within the San Francisco County Program from the Better Market Street project to the Central Subway project.

On February 27, 2019, Attachment B-1 was revised to change the fund source of \$3,779,849 programmed to the Golden Gate Bridge Suicide Deterrent in Surface Transportation Block Grant Program (STP) funds to federal Highway Infrastructure Program (STP Bump) funds provided in the Consolidated Appropriations Act, 2018. Of the \$3,779,849 freed up by this swap, \$1,000,000 is returned to the region's STP/CMAQ balance to help address the CMAQ shortfall as a result of the region becoming attainment for carbon monoxide (CO) and therefore receiving less CMAQ funds which are distributed based on air quality status. The remaining \$2,779,849 is held for future Commission action.

On March 27, 2019, Attachment A, Appendix A-8, Appendix A-10, and Attachment B-1 were revised to clarify provisions pertaining to the interim status report requirements for Priority Development Area (PDA) Investment & Growth Strategies; change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the MTC Exchange funding from \$619,000 to \$589,000; and redirect the \$30,000 in MTC Exchange funds to a new MTC-led Concord IDEA project.

## ABSTRACT

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On June 26, 2019, Attachment B-2 was revised to program \$822,000 in unprogrammed Safe Routes to School Program (SRTS) balances within the Contra Costa County Program to six existing projects; and to redirect \$251,000 within the San Mateo County Program from Atherton's Middlefield Road Class II Bike Lanes to its James Avenue Rehabilitation.

On July 24, 2019, Attachment A was revised to delegate authority to the Executive Director or designee to sign Letters of Understanding for the exchange of STP/CMAQ funds with other regions, within certain conditions and limitations, and to delegate to a Committee of the Commission the authority to approve exchanges beyond these conditions and limitations.

On September 25, 2019, Attachments B-1 and B-2 were revised to clarify that the \$300,000 programmed to Alameda County Transportation Commission (ACTC) within the Community Based Transportation Plan (CBTP) Updates program will be directed to its Congestion Management Agency (CMA) Planning program as part of an internal fund exchange within ACTC; redirect \$9.6 million from 511 Implementation to 511 Next Gen within the Bay Area 511 Traveler Information Program; within the Freeway Performance Program redirect \$625,000 in from MTC's SR 84 (US 101 to I-880) to the environmental phase of MTC's I-580 WB HOV Lane Extension project and change the project sponsor of the I-80/Central Ave. Interchange Improvements project from the Contra Costa Transportation Authority (CCTA) to City of Richmond; within the Innovative Deployment to Enhance Arterials (IDEA) program, clarify that LAVTA is a partner agency for the Dublin Category 2 IDEA project; within the Transportation Management Systems (TMS) program, change the name of the overall program to Connected Bay Area, redirect \$2 million from the Detection Technology Pilot project and \$1.8 million from the Performance-Based ITS Device Maintenance and Rehabilitation project to provide an additional \$3.8 million to the I-880 Communications Upgrade and Infrastructure Gap Closures project; within the Incident Management program, redirect \$1 million from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the Northern Segment; within the San Francisco County program, redirect \$3,366,000 from John Yehall Chin Elementary Safe Routes to School (SRTS) Improvement; and within the Santa Clara County program, redirect \$1 million from Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements project to Cupertino's McClellan Rd Separated Bike Lane project, and program \$1,346,000 in unprogrammed discretionary balances to Campbell's Harriet Ave Sidewalk project and Los Gatos Shannon Rd Complete Streets project.

## ABSTRACT

MTC Resolution No. 4202, Revised

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On October 23, 2019, Attachment B-1 was revised to redirect \$3 million from MTC's Detection Technology Pilot project to establish the InterConnect Bay Area grant program within the Connected Bay Area program; direct \$5 million (\$4 million Solano County and \$1 million other North Bay counties) within the Housing Incentive Pool program to establish the Sub-HIP program, with specific projects to be recommended through future programming actions; and program \$1 million to BART for AB2923 Implementation from unprogrammed balances within the PDA Planning & Implementation program.

On November 20, 2019, Attachments B-1 and B-2 were revised to program \$6,023,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to 13 projects within the Priority Conservation Area (PCA) Grants program; and within the Contra Costa County program, redirect \$1,025,000 from Brentwood's Various Streets and Roads Preservation project to Pittsburg's Pavement Improvements project, redirect \$618,000 from San Pablo's Market Street Pavement Rehabilitation project to Giant Road Pavement Rehabilitation project; and revise the name of Walnut Creek's Ygnacio Valley Road Rehabilitation project to reflect the latest proposed scope of work.

On February 26, 2020, Attachments A, B-1, and B-2 were revised to program \$1 million to MTC for SR 37 corridor planning in Marin, Napa, Solano, and Sonoma Counties and \$3 million to MTC for I-80 corridor planning from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge (SFOBB) Toll Plaza within the Freeway Performance Program; revise the name of the Concord Willow Pass Road Rehabilitation and Safe Routes to School project within the Contra Costa County Program to reflect the project's current scope; and clarify language within the OBAG 2 Project Selection Criteria and Programming Policy to reflect the Commission adoption of Housing Incentive Pool (HIP) program guidelines, MTC Resolution No. 4348.

On May 27, 2020, Attachment B-1 was revised to clarify the scope of MTC's Freeway Performance Program planning-only project on I-80 extends from Carquinez Bridge in Contra Costa to Fremont Street in San Francisco; change the sponsor for three projects within the Regional Priority Conservation Area (PCA) Grant program; and to redirect \$104,000 in the North Bay Priority PCA Grant program from Novato's Carmel Open Space Acquisition project to Novato's Hill Area National Recreation Area, as the former project has been cancelled.

On July 22, 2020, Attachment B-1 was revised to program \$5 million to five projects in Solano, Marin, Napa, and Sonoma Counties within the Housing Incentive Pool Pilot Program (Sub-HIP)

## ABSTRACT

MTC Resolution No. 4202, Revised

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and program \$1 million to the Napa Valley Forward Traffic Calming and Multimodal Improvements project within the Freeway Performance Program (FPP); and incorporate \$7,681,887 in federal Highway Infrastructure Program apportionment provided through the Department of Transportation Appropriations Act, 2020 to the Golden Gate Bridge Suicide Deterrent.

On September 23, 2020, Attachment B-2 was revised to redirect \$2,000,000 from Napa's Silverado Trail Five-way Intersection Improvement project to Napa Valley Transportation Authority's Vine Transit Bus Maintenance Facility within the Napa County Program, and \$1,394,000 from Fairfield's Heart of Fairfield Improvements to its Cadenasso Dr. repaving project within the Solano County Program.

On November 20, 2020, Attachment B-1 was revised to program \$1,000,000 to SFCTA for the environmental phase of the Yerba Buena Island/Treasure Island Multi-Use Pathway project within the Priority Conservation Area (PCA) Grants program, with payback from BATA at a future date; \$647,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to four projects within the Priority Conservation Area (PCA) Grants program; and to clarify the project sponsor of the Old Redwood Highway Multi-Use Pathway project as Larkspur, rather than the Transportation Authority of Marin (TAM).

On January 27, 2021, Attachments A and Attachment B-1 were revised, and Appendix A-11 was added, to incorporate additional funding into the OBAG 2 framework, including \$52.9 million in STP/CMAQ program balances made available through FY2018-FY2020 appropriations of Federal Highway Infrastructure Program (FHIP) funds, and a \$1.5 million balance redirected from the Cycle 1 STP/CMAQ Climate Initiatives program, as part of the Safe & Seamless Mobility Quick-Strike program.

On February 24, 2021, Attachment B-1 was revised to program a total of \$7.91 million in Federal Highway Infrastructure Program (FHIP) funds provided in the Consolidated Appropriations Act, 2021, and project savings from previous STP/CMAQ cycles to the Golden Gate Bridge Highway and Transportation District (GGBHTD) for shareable costs of an increase to the Golden Gate Bridge Suicide Deterrent System. Because the final FFY 2021 FHIP amount is not yet available at the time of the Commission meeting, the final split between the two fund sources will be adjusted by staff as a technical change, with the total amount not to exceed \$7.91 million.

## ABSTRACT

MTC Resolution No. 4202, Revised

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On April 28, 2021, Attachment B-1 was revised to change the fund source of \$13,942,852 from Federal Highway Infrastructure Program (FHIP) funds to Surface Transportation Block Grant (STP) funds for the Gate Bridge Highway and Transportation District (GGBHTD) for the Golden Gate Bridge Suicide Deterrent System project; program \$61,708,245 in STP/CMAQ funds, and \$13,942,852 in FHIP funds redirected from the GGB suicide deterrent system, to the Transportation Authority of Marin (TAM) for the US-101 Marin-Sonoma Narrows Segment B7 project as part of the SB1/RMS alternative funding plan; and program \$99,840,510 in STP/CMAQ funds to the Solano Transportation Authority (STA) for the Solano I-80 Express Lanes project as part of the SB1/RMS alternative funding plan. The programmed funding to TAM and STA serves as a loan to the project sponsors to permit the projects to move to construction while Regional Measure 3 funds are unavailable. The loaned funds shall be repaid to MTC as non-federal funds and will be subject to future OBAG programming.

On May 26, 2021, Attachment B-1 and Appendix A-11 were revised to program \$34,593,076 in Federal Highway Infrastructure Program funds made available through federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) to augment the Regional Safe and Seamless Mobility Quick-Strike program framework; and to program \$7,775,000 in Priority Development Area (PDA) Planning and Implementation grants and \$87,000 in Regional PDA Supportive Studies within the Regional PDA Planning and Implementation program.

On June 23, 2021, Attachment B-1 was revised to program \$83,118,000 to various local and regional projects within the Regional Safe and Seamless Mobility Quick-Strike program; and program \$1,000,000 in project savings from previous fund cycles to VTA's Diridon Station Planning and Studies project as part of the Regional Strategic Initiatives program.

On July 28, 2021, Attachments A, B-1, and B-2 were revised to: temporarily increase the delegated authority amount the Executive Director may authorize for STP/CMAQ exchanges from \$2 million per region to \$100 million in total for federal fiscal year 2020-2021; to program \$4,667,000 to AC Transit for Bus Purchases and to reflect changes in program amounts and projects proposed for MTC regional exchange funds (in accordance with MTC Resolution No. 3989) as part of the funding arrangement for the Solano I-80 Express Lanes project; to program \$1,750,000 within the Regional Safe and Seamless Mobility Quick-Strike program; to transit integration planning efforts in Solano, Sonoma, and East Bay Counties; redirect \$130,000 in project savings from the County of Contra Costa Local Streets and Roads Preservation project to

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 12

the City of Danville's San Ramon Valley Blvd. Improvements project (in lieu of the Diablo Road Trail project which will be provided an equivalent amount of non-federal funds from CCTA) and redirect \$350,000 in project savings from the County of Contra Costa Local Streets and Roads Preservation project to the City of Pinole's Safety Improvements at Appian Way and Marlesta Rd project within the Contra Costa County program; and to cancel the \$4,655,000 El Camino Real Pedestrian Safety & Streetscape Improvements project in Palo Alto, direct \$41,428 from the cancelled project to Campbell's Harriet Avenue Sidewalk project, and leave the remaining \$4,614,572 balance unprogrammed within the Santa Clara county program.

On September 22, 2021, Attachment B-1 was revised to program \$4,191,538 to various projects within the Regional Safe & Seamless Mobility Quick-Strike program; \$184,000 in prior cycle project savings to San Mateo County's Broadmoor SRTS Pedestrian Safety and Mobility Improvements project within the Regional Strategic Investments program; and to redirect \$800,000 from MTC's Carsharing Implementation project and \$1,848,099 from the Climate Initiatives unprogrammed balance to various projects within the Mobility Hubs Pilot Program.

On November 17, 2021, Attachment B-2 was revised to redirect \$948,000 from the City of Redwood City's US-101/Woodside Rd. Class I Bikeway project to the following projects: Daly City's Southgate Avenue and School Street Safety Improvements (\$450,000) and Millbrae's Park Boulevard and Santa Teresa Way Improvements (\$347,000), leaving an unprogrammed balance of \$151,000 in the San Mateo County Program.

On December 15, 2021, Attachment B-2 was revised to program \$4,613,572 in unprogrammed balances from the Santa Clara County Program to the following projects: Campbell's PDA Enhancements (\$550,000), Mountain View's Shoreline Boulevard Pathway Improvements (\$1,996,000), and San Jose's Julian and St. James Livable Streets Couplet Conversion (\$2,067,572). In the San Mateo County Program, the project title for Millbrae's Park Blvd, San Anselmo Ave, and Santa Teresa Way Improvements was revised to clarify the project scope.

On January 26, 2022, Attachment B-1 was revised to direct \$12,000,000 in unprogrammed balances from the Freeway Performance Program to MTC's Bay Bridge Forward Preliminary Engineering project, and to revise SCTA/MTC's \$750,000 Sonoma Integration and Coordination Implementation Planning project to reflect that these funds will be used to advance the Blue Ribbon Transit Transformational Action Plan as part of a fund swap with SCTA.



## ABSTRACT

MTC Resolution No. 4202, Revised

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On February 23, 2022, Attachment B-2 was revised to redirect \$120,000 in project savings within the Contra Costa County Program, from El Cerrito's Carson Boulevard and Central Avenue Pavement Rehabilitation project to the El Cerrito's El Cerrito del Norte TOD Complete Streets Improvements project.

On March 23, 2022, Attachment B-1 was revised to redirect \$251,000 within the Priority Conservation Area grant program from Albany's Albany Hill Access Improvements project and \$249,000 in regional program balances to Santa Clara Valley Transportation Authority's (VTA's) Highway 17 Bicycle/Pedestrian Trail and Wildlife Overcrossing Project as part of a fund exchange agreement with the Midpeninsula Regional Open Space District; revise \$2,322,000 in Regional Active Operational Management program funds to reflect the amounts awarded to projects, technical advisory services, and project evaluations through the MTC's Connected Vehicles/Automated Vehicles program; and direct \$14,495 in unprogrammed balances within the Climate Initiatives program to the Bay Area Rapid Transit (BART) MacArthur BART Station Mobility Hub project as part of a fund source change between fund cycles, with no net change in the total amount programmed to the project.

On April 27, 2022, Attachments B-1 and B-2 were revised to program \$2,240,000 within the Freeway Performance Program for MTC's I-880 Optimized Corridor Operations project; reprogram \$1,800,000 in Safe & Seamless Mobility Quick-Strike funds from Vallejo's Bay Trail/Vine Trail Gap Closure Segment to Vallejo's Springs Road Pavement Preservation project as part of a local funding exchange; revise MTC's \$1.4 million Blue Ribbon Centralized Program Eligibility project within the Safe & Seamless Mobility Quick-Strike program to redirect \$900,000 to Clipper for Regional Transit Connection contract expenses in support of the project; rename MTC's Interconnect Bay Area Program project to Regional Communications Infrastructure Upgrade; reprogram \$2,206,000 within the Napa County Program to NVTA's Vine Trail Calistoga to St. Helena project from St. Helena's \$1,206,000 Main Street Pedestrian Improvements project and American Canyon's \$1,000,000 Green Island Road Improvements; and rename the City of Alameda's City-Wide Pavement Rehabilitation project within the Alameda County Program to Grand Street Pavement Resurfacing and Safety Improvements.

On May 25, 2022, Attachment B-2 was revised to redirect funds within the Santa Clara County Program, including \$2,449,000 from Santa Clara's San Tomas Aquino Creek Trail Underpass and \$790,000 Hetch Hetchy Trail Phase 1 projects, and \$919,000 from Palo Alto's Waverly Multi-Use Path, East Meadow Drive and Fabian Way Enhanced Bikeways project, and

## ABSTRACT

MTC Resolution No. 4202, Revised

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reprogram \$3,351,000 of these funds to Los Gatos' Creek Trail to Highway 9 Trailhead Connection and \$807,000 to Cupertino's new Stevens Creek Boulevard Class IV Bike Lanes project; redirect funds within the Alameda County Program, including \$1,662,000 from Hayward's Winton Avenue Complete Streets project and \$225,000 from Emeryville's Slurry Seal of Frontage Road, 65<sup>th</sup> Street, and Powell Street projects, and reprogram \$620,000 of these funds to ACTC's Alameda County Safe Routes to School Non-Infrastructure Program, leaving an unprogrammed balance of \$1,267,000 within the Alameda County Program.

On June 22, 2022, Attachment B-1 was revised to deprogram \$400,000 from Cupertino's VTA Cores and Corridors PDA Plan, leaving an unprogrammed balance of \$400,000 within the PDA Planning & Implementation program; program \$100,000 in regional program balances to the Capitol Corridor Joint Powers Authority's (CCJPA's) State Route 84 Ardenwood Intermodal Bus Facility project within the Regional Strategic Investments program as part of a fund exchange agreement with CCJPA; and reprogram \$1,250,000 within the Safe and Seamless Mobility Quick-Strike program to MTC's Bay Bridge Forward project's preliminary engineering phase, including \$500,000 from MTC's Blue Ribbon Centralized Program Eligibility project and \$750,000 in remaining program balance from the Blue Ribbon Transit Recovery Action Plan.

On September 28, 2022, Attachments A, A-11, and B-1 were revised to extend project obligation deadlines, and program a \$380,000 balance within the Regional Active Operational Management program and \$145,000 in prior cycle savings to MTC's Priority Conservation Area (PCA) Grant Implementation.

On October 26, 2022, Attachments B-1 and B-2 were revised to program \$9,012,406 in unprogrammed balances within the Regional Climate Initiatives program to MTC's Parking Management Program and \$1,267,000 in unprogrammed balances within the Alameda County Program to Alameda County Transportation Commission (ACTC) for Safe Routes to School (SRTS) Non-Infrastructure programs.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; the

## ABSTRACT

MTC Resolution No. 4202, Revised

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Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, February 12, 2020, May 13, 2020, July 8, 2020, September 9 2020, November 4, 2020, January 13, 2021, February 10, 2021, April 14, 2021, and May 12, 2021; the Planning Committee dated May 14, 2021; the Programming and Allocations Committee dated June 9, 2021, July 14, 2021; and September 8, 2021; the Planning Committee dated September 10, 2021; and the Programming and Allocations Committee dated November 10, 2021, December 8, 2021, January 12, 2022, February 9, 2022; Operations Committee dated February 11, 2022; and the Programming and Allocations Committee dated March 9, 2022, April 13, 2022, May 11, 2022, June 8, 2022, September 14, 2022, and October 12, 2022..

Date: November 18, 2015  
W.I.: 1512  
Referred By: Programming & Allocations

RE: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4202

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for state and federal funding assigned to the RTPA/MPO of the San Francisco Bay Area for the programming of projects; and

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

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), county Transportation Authorities (TAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, will develop a program of projects to be funded with these funds for inclusion in the federal TIP, as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

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

RESOLVED that MTC approves the “Project Selection Criteria and Programming Policy” for projects to be funded in the OBAG 2 Program as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the regional discretionary funding shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures and programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be included in the federal TIP subject to final federal approval and requirements; and be it further

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including updates to fund sources and distributions to reflect final funding criteria and availability; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected, revised and included in the federal TIP; and be it further

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachments as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



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Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 18, 2015

**Attachment B-1**  
**MTC Resolution No. 4202**  
**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**October 2022**

MTC Res. No. 4202 Attachment B-1  
 Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C  
 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C  
 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C  
 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C 07/22/20-C 11/20/20-C 01/27/21-C  
 02/24/21-C 04/28/21-C 05/26/21-C 06/23/21-C 07/28/21-C 09/22/21-C 01/26/22-C 03/23/22-C  
 04/27/22-C 06/22/22-C 09/28/22-C 10/26/22-C

**OBAG 2 Regional Programs Project List**

| PROJECT CATEGORY AND TITLE  | SPONSOR      | Total STP/CMAQ       | Other                |
|---|--------------|----------------------|----------------------|
| <b>OBAG 2 REGIONAL PROGRAMS</b>   |              | <b>\$652,510,885</b> | <b>\$131,433,260</b> |
| <b>1. REGIONAL PLANNING ACTIVITIES</b>  |              |                      |                      |
| Regional Planning   | MTC          | \$9,555,000          |                      |
| <b>1. REGIONAL PLANNING ACTIVITIES</b>  |              | <b>\$9,555,000</b>   |                      |
| <b>2. PAVEMENT MANAGEMENT PROGRAM</b>   |              |                      |                      |
| Pavement Management Program   | MTC          | \$1,500,000          |                      |
| Pavement Technical Advisory Program (PTAP)  | MTC          | \$7,500,000          |                      |
| Statewide Local Streets and Roads (LSR) Needs Assessment                                      | MTC/Caltrans | \$250,000            |                      |
| <b>2. PAVEMENT MANAGEMENT PROGRAM</b>   |              | <b>\$9,250,000</b>   |                      |
| <b>3. PDA PLANNING &amp; IMPLEMENTATION</b>   |              |                      |                      |
| PDA Planning and Implementation   |              |                      |                      |
| PDA Implementation  | MTC          | \$2,000,000          |                      |
| PDA Supportive Studies  | MTC          | \$587,000            |                      |
| PDA Planning  |              |                      |                      |
| Berkeley: San Pablo Avenue PDA Plan   | MTC          | \$750,000            |                      |
| Oakland: MacArthur Transit Village PDA; North Oakland/Golden Gate PDA Plan                    | MTC          | \$800,000            |                      |
| Oakland: Eastmont Town Center/International Blvd; Fruitvale & Dimond; MacArthur Blvd Corridor | MTC          | \$800,000            |                      |
| Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0                            | MTC          | \$800,000            |                      |
| El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments                          | MTC          | \$308,000            |                      |
| Moraga: Moraga Center Specific Plan Implementation Project                                    | MTC          | \$140,000            |                      |
| Richmond: Hilltop PDA Plan  | MTC          | \$750,000            |                      |
| San Pablo: Rumrill Blvd PDA Plan  | MTC          | \$250,000            |                      |
| Marin County: Urbanized Corridor/Marin City PDA Plan  | MTC          | \$300,000            |                      |
| San Rafael: Downtown Precise Plan   | MTC          | \$500,000            |                      |
| San Francisco: HUB Area EIR   | MTC          | \$500,000            |                      |
| San Francisco: Transit Corridors Study  | MTC          | \$500,000            |                      |
| Burlingame: Broadway Planning Area PDA Plan   | MTC          | \$400,000            |                      |
| South San Francisco: Downtown Station Area PDA Plan   | MTC          | \$500,000            |                      |
| Milpitas: Midtown PDA Plan  | MTC          | \$500,000            |                      |
| Palo Alto: University Ave/Downtown PDA Plan   | MTC          | \$800,000            |                      |
| San Jose/VTA: Diridon Integrated Station Area Concept Plan                                    | MTC          | \$800,000            |                      |
| San Jose: SW Expressway/Race Street Light Rail Urban Village Plans                            | MTC          | \$500,000            |                      |
| Santa Clara: Downtown PDA Plan  | MTC          | \$400,000            |                      |
| Vacaville: Downtown Specific Plan   | MTC          | \$350,000            |                      |
| Santa Rosa: Downtown Station Area Specific Plan Update/Amendment                              | MTC          | \$800,000            |                      |
| Unprogrammed balance  |              | \$400,000            |                      |
| Staffing Assistance   |              |                      |                      |
| Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Mngmt                 | MTC          | \$180,000            |                      |
| Fremont: SB743 Implementation   | MTC          | \$150,000            |                      |
| Hayward: SB743 Implementation   | MTC          | \$150,000            |                      |
| Oakland: ADU Initiative   | MTC          | \$200,000            |                      |
| Oakland: Innovative Construction Initiative   | MTC          | \$200,000            |                      |
| Concord: VMT-based Transportation Impact Standards  | MTC          | \$150,000            |                      |
| Concord: Galindo Street Corridor Plan   | MTC          | \$200,000            |                      |
| Lafayette: Updated Parking Ordinance and Strategies   | MTC          | \$150,000            |                      |
| San Jose: PDA/Citywide Design Guidelines  | MTC          | \$200,000            |                      |
| Windsor: Parking Management and Pricing   | MTC          | \$35,000             |                      |
| Technical Assistance  |              |                      |                      |
| Marin/Sonoma VMT Implementation Group   | MTC          | \$170,000            |                      |
| Napa/Solano VMT Implementation Group  | MTC          | \$170,000            |                      |
| Various Jurisdictions: VMT Implementation Group   | MTC          | \$140,000            |                      |
| Emeryville: Developing the Highest and Best Use of the Public Curb                            | MTC          | \$65,000             |                      |
| Hayward: Micro Mobility/Safety Program  | MTC          | \$75,000             |                      |
| Oakland: General Plan Framework - PDA Community Engagement Program                            | MTC          | \$65,000             |                      |
| San Leandro: BayFair TOD Infrastructure Design/Finance  | MTC          | \$150,000            |                      |
| San Francisco: Mission-San Jose PDA Housing Feasibility Analysis                              | MTC          | \$65,000             |                      |
| San Francisco: PDA Density Bonus Program  | MTC          | \$65,000             |                      |
| Belmont: Transportation Demand Management Program   | MTC          | \$65,000             |                      |
| San Mateo: TDM Ordinance  | MTC          | \$150,000            |                      |
| Santa Rosa/Sonoma County: Renewal Enterprise District   | MTC          | \$150,000            |                      |
| San Jose: Urban Villages District Parking & Rezoning  | MTC          | \$120,000            |                      |
| BART AB2923 Implementation  | BART         | \$1,000,000          |                      |
| Community-Based Transportation Plan (CBTP) Updates  | MTC          |                      |                      |

**Attachment B-1**  
**MTC Resolution No. 4202**  
**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**October 2022**

MTC Res. No. 4202 Attachment B-1  
 Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C  
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 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C  
 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C 07/22/20-C 11/20/20-C 01/27/21-C  
 02/24/21-C 04/28/21-C 05/26/21-C 06/23/21-C 07/28/21-C 09/22/21-C 01/26/22-C 03/23/22-C  
 04/27/22-C 06/22/22-C 09/28/22-C 10/26/22-C

**OBAG 2 Regional Programs Project List**

| PROJECT CATEGORY AND TITLE  | SPONSOR       | Total STP/CMAQ       | Other                |
|---|---------------|----------------------|----------------------|
| <b>OBAG 2 REGIONAL PROGRAMS</b>   |               | <b>\$652,510,885</b> | <b>\$131,433,260</b> |
| ACTC: CMA Planning (for Community-Based Transportation Plans)                 | MTC           | \$300,000            |                      |
| CCTA: Community-Based Transportation Plans                                    | MTC           | \$215,000            |                      |
| TAM: Community-Based Transportation Plans                                     | MTC           | \$75,000             |                      |
| NVTA: Community-Based Transportation Plans                                    | MTC           | \$75,000             |                      |
| SFCTA: Community-Based Transportation Plans                                   | MTC           | \$175,000            |                      |
| C/CAG: Community-Based Transportation Plans                                   | MTC           | \$120,000            |                      |
| VTA: Community-Based Transportation Plans                                     | MTC           | \$300,000            |                      |
| STA: Community-Based Transportation Plans                                     | MTC           | \$95,000             |                      |
| SCTA: Community-Based Transportation Plans                                    | MTC           | \$110,000            |                      |
| CBTP Program Evaluation   | MTC           | \$35,000             |                      |
| <b>3. PDA PLANNING &amp; IMPLEMENTATION</b>                                   |               | <b>\$20,000,000</b>  |                      |
| <b>4. CLIMATE INITIATIVES</b>   |               |                      |                      |
| Climate Initiatives   |               |                      |                      |
| Spare the Air & EV Program Outreach (for Electric Vehicle Programs)           | BAAQMD        | \$10,000,000         |                      |
| <b>Parking Management Program (Added)</b>                                     | <b>MTC</b>    | <b>\$9,012,406</b>   |                      |
| Mobility Hubs Pilot Program   |               |                      |                      |
| Mobility Hubs Technical Assistance  | MTC           | \$150,000            |                      |
| BART: MacArthur BART Station  | BART          | \$539,084            |                      |
| San Ramon: Bishop Ranch Business Park   | San Ramon     | \$387,600            |                      |
| SFMTA: Temporary Transbay Terminal (Vacant Site)                              | SFMTA         | \$340,760            |                      |
| Burlingame: Caltrain Station - Burlingame Square Transit Hub                  | Burlingame    | \$500,000            |                      |
| Millbrae: BART and Caltrain Station - Millbrae Transit Center                 | Millbrae      | \$345,150            |                      |
| Mountain View: Caltrain Station - Mountain View Transit Center                | Mountain View | \$200,000            |                      |
| Vallejo: Vallejo Ferry Terminal   | Vallejo       | \$200,000            |                      |
| Targeted Transportation Alternatives  | MTC           | \$325,000            |                      |
| Spare the Air Youth Program - 2   | MTC           | \$1,417,000          |                      |
| <b>4. CLIMATE INITIATIVES</b>   |               | <b>\$23,417,000</b>  |                      |
| <b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>                              |               |                      |                      |
| Active Operational Management   |               |                      |                      |
| AOM Implementation  | MTC           | \$23,737,000         |                      |
| Bay Area 511 Traveler Information   |               |                      |                      |
| 511 Next Gen  | MTC           | \$26,148,000         |                      |
| 511 Implementation  | MTC           | \$7,450,000          |                      |
| Rideshare   |               |                      |                      |
| Rideshare Implementation  | MTC           | \$720,000            |                      |
| Carpool Program   | MTC           | \$7,280,000          |                      |
| Vanpool Program   | MTC           | \$2,000,000          |                      |
| Commuter Benefits Implementation  | MTC           | \$674,000            |                      |
| Commuter Benefits Program   | MTC           | \$1,111,000          |                      |
| Napa Valley Transportation Demand Strategies (Fund Exchange)                  | MTC/NVTA      |                      | \$1,100,000          |
| Bay Bridge Forward 2018   |               |                      |                      |
| Transbay Higher Capacity Bus Fleet/Increased Service Frequencies              | AC Transit    | \$1,200,000          |                      |
| Pilot Transbay Express Bus Routes   | AC Transit    | \$800,000            |                      |
| Eastbay Commuter Parking  | MTC           | \$2,500,000          |                      |
| Transbay Higher Capacity Bus Fleet/Increased Service Frequencies              | WestCat       | \$2,000,000          |                      |
| Bay Bridge Forward 2020   |               |                      |                      |
| Preliminary Engineering   | MTC           | \$12,000,000         |                      |
| Dumbarton Forward   |               |                      |                      |
| SR 84 (US 101 to I-880) Dumbarton Forward                                     | MTC           | \$4,375,000          |                      |
| Richmond-San Rafael Bridge Forward  |               |                      |                      |
| Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)                     | Richmond      |                      | \$500,000            |
| Richmond-San Rafael Bridge Forward (Fund Exchange)                            | MTC           |                      | \$1,160,000          |
| Freeway Performance Program   |               |                      |                      |
| Freeway Performance Program   | MTC           |                      |                      |
| FPP: I-880 (I-80 to I-280)  | MTC           | \$3,000,000          |                      |
| FPP: I-880 Optimized Corridor Operations                                      | MTC           | \$2,240,000          |                      |
| FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only | MTC           | \$625,000            |                      |
| FPP: I-80 (Carquinez Bridge to Fremont St., SF) PL only                       | MTC           | \$3,000,000          |                      |
| FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)                       | MTC           | \$10,000,000         |                      |
| FPP: I-80 Central Ave Interchange Improvements                                | Richmond      | \$2,000,000          |                      |
| FPP: SR 37 (US 101 to I-80) PL only   | MTC           | \$1,000,000          |                      |
| FPP: Napa Valley Forward Traffic Calming & Multimodal Imps.                   | MTC           | \$1,000,000          |                      |

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| PROJECT CATEGORY AND TITLE   | SPONSOR                       | Total STP/CMAQ       | Other                |
|--|-------------------------------|----------------------|----------------------|
| <b>OBAG 2 REGIONAL PROGRAMS</b>  |                               | <b>\$652,510,885</b> | <b>\$131,433,260</b> |
| FPP: US 101 (SR 85 to San Francisco Co. Line)                              | MTC                           | \$3,000,000          |                      |
| FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2                     | SCTA                          | \$1,000,000          |                      |
| Program for Arterial System Synchronization (PASS)                         | MTC                           | \$5,000,000          |                      |
| Innovative Deployments for Enhanced Arterials (IDEA)                       |                               |                      |                      |
| IDEA Technical Assistance  | MTC                           | \$1,532,000          |                      |
| IDEA Category 1  |                               |                      |                      |
| AC Transit: Dumbarton Express Route (SR84)                                 | MTC                           | \$2,300,000          |                      |
| Alameda: Webster & Posey Tubes (SR 260), Park St                           | MTC                           | \$276,000            |                      |
| Hayward: Various Locations   | MTC                           | \$302,000            |                      |
| Oakland: Bancroft Ave  | MTC                           | \$310,000            |                      |
| Pleasanton: Various Locations  | MTC                           | \$290,000            |                      |
| Union City: Union City Blvd & Decoto Rd                                    | MTC                           | \$710,000            |                      |
| San Ramon: Bollinger Canyon Rd & Crow Canyon Rd                            | MTC                           | \$563,000            |                      |
| San Rafael: Downtown San Rafael  | MTC                           | \$830,000            |                      |
| South San Francisco: Various Locations                                     | MTC                           | \$532,000            |                      |
| San Jose: Citywide   | MTC                           | \$1,400,000          |                      |
| IDEA Category 2  |                               |                      |                      |
| LAVTA/Dublin: Citywide   | MTC                           | \$385,000            |                      |
| Emeryville: Powell, Shellmound, Christie & 40th St                         | MTC                           | \$785,000            |                      |
| Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)         | MTC                           |                      | \$589,000            |
| MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)              | MTC                           |                      | \$30,000             |
| Walnut Creek: Various locations (Fund Exchange)                            | MTC                           |                      | \$621,000            |
| Los Gatos: Los Gatos Blvd  | MTC                           | \$700,000            |                      |
| VTA: Veterans Admin. Palo Alto Medical Center                              | VTA                           | \$845,000            |                      |
| Connected Vehicles/Automated Vehicles (CAV)                                | MTC                           | \$178,000            |                      |
| VTA: Palo Alto Advanced Transit Passenger Management                       | MTC                           | \$826,000            |                      |
| SFCTA/TIMMA: Treasure Island Automated Shuttle Pilot                       | MTC                           | \$828,000            |                      |
| Technical Advisory Services  | MTC                           | \$268,000            |                      |
| Project Evaluations  | MTC                           | \$400,000            |                      |
| Shared Use Mobility  | MTC                           | \$2,500,000          |                      |
| Connected Bay Area   |                               |                      |                      |
| TMS Implementation   | MTC                           | \$2,910,000          |                      |
| TMC Asset Upgrade and Replacement  | MTC                           | \$1,150,000          |                      |
| I-880 Communication Upgrade and Infrastructure Gap Closures                | MTC/Caltrans                  | \$11,940,000         |                      |
| Regional Communications Infrastructure Upgrade                             | MTC                           | \$3,000,000          |                      |
| Incident Management  |                               |                      |                      |
| Incident Management Implementation   | MTC                           | \$4,160,000          |                      |
| I-880 ICM Northern   | MTC                           | \$6,200,000          |                      |
| I-880 ICM Central  | MTC                           | \$2,640,000          |                      |
| <b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>                           |                               | <b>\$172,620,000</b> | <b>\$4,000,000</b>   |
| <b>6. TRANSIT PRIORITIES</b>   |                               |                      |                      |
| BART Car Replacement/Expansion   | BART                          | \$99,800,000         |                      |
| GGB Suicide Deterrent (for BART Car Replacement/Expansion)                 | GGBH&TD                       | \$9,760,668          | \$30,239,332         |
| Clipper  | MTC                           | \$34,200,000         |                      |
| Unprogrammed Balance   |                               | \$15,283,000         |                      |
| <b>6. TRANSIT PRIORITIES</b>   |                               | <b>\$159,043,668</b> | <b>\$30,239,332</b>  |
| <b>7. PRIORITY CONSERVATION AREA (PCA)</b>                                 |                               |                      |                      |
| <b>Regional Peninsula, Southern and Eastern Counties PCA Grant Program</b> |                               |                      |                      |
| Bay Area GreenPrint: PCA Functionality Imps                                | MTC/GreenInfo Network         |                      | \$30,000             |
| PCA Grant Implementation   | MTC/Coastal Conserva          | \$525,000            | \$500,000            |
| Alameda County: Niles Canyon Trail, Phase 1                                | Alameda County                |                      | \$321,000            |
| Livermore: Arroyo Road Trail   | Livermore                     |                      | \$400,000            |
| WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland        | WOEIP/Urban Biofilter         |                      | \$300,000            |
| EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)   | EBRPD                         |                      | \$1,000,000          |
| JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access       | John Muir Land Trust          |                      | \$950,000            |
| SFCTA: Yerba Buena Island Multi-Use Pathway (PE/ENV)                       | SFCTA                         | \$1,000,000          |                      |
| San Francisco: McLaren Park and Neighborhood Connections Plan              | SF Recreation and Parks       |                      | \$194,000            |
| San Francisco/Coastal Conservancy: Twin Peaks Trail Improvement            | SF Rec and Park/Conservancy   |                      | \$74,000             |
| GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement         | National Parks Service        |                      | \$200,000            |
| SMCHD: Pillar Point Public Access Improvements                             | San Mateo Co. Harbor District |                      | \$298,000            |
| Menlo Park: Bedwell Bayfront Park Entrance Improvements                    | Menlo Park                    |                      | \$520,000            |
| San Mateo Co.: Colma Creek Adaptation Study (Colma Creek Connector)        | San Mateo Co.                 |                      | \$110,000            |
| San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot      | San Mateo Co.                 |                      | \$137,900            |



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|  |                                     | <b>\$652,510,885</b> | <b>\$131,433,260</b> |
| South San Francisco: Sign Hill Conservation and Trail Master Plan  | South San Francisco                 |                      | \$135,100            |
| Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient Imps.                        | Point Blue Conservation Science     |                      | \$379,000            |
| SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1  | Point Blue Conservation Science     |                      | \$400,000            |
| SCVOSA: Tilton Ranch Acquisition   | Santa Clara Valley Open Space Auth. |                      | \$1,000,000          |
| VTA: SR17 Bicycle/Ped Trail & Wildlife Overcrossing (Fund Exchange)  | VTA                                 | \$251,000            |                      |
| <b>North Bay PCA Grant Program</b>   |                                     |                      |                      |
| Marin Co: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Paradise Dr Ml Marin County |                                     | \$312,000            |                      |
| Marin Co: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehab  | Marin County                        | \$869,000            |                      |
| Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps.)                            | Novato                              | \$104,000            |                      |
| Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)  | Novato                              | \$265,000            |                      |
| National Parks Service: Fort Baker's Vista Point Trail   | NPS                                 | \$500,000            |                      |
| NVTA: Vine Trail - St. Helena to Calistoga   | NVTA                                | \$711,000            |                      |
| Napa: Vine Trail - Soscol Ave Corridor   | Napa                                | \$650,000            |                      |
| Napa County: Silverado Trail Rehabilitation - Phase L  | Napa County                         | \$689,000            |                      |
| Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps  | Solano County                       | \$2,050,000          |                      |
| Sonoma County: Crocker Bridge Bike/Pedestrian Bridge   | Sonoma County                       | \$1,280,000          |                      |
| Sonoma County: Joe Rodota Trail Bridge Replacement   | Sonoma County                       | \$770,000            |                      |
| <b>7. PRIORITY CONSERVATION AREA (PCA)</b>   |                                     | <b>\$9,976,000</b>   | <b>\$6,949,000</b>   |
| <b>8. BAY AREA HOUSING INITIATIVES</b>   |                                     |                      |                      |
| Bay Area Preservation Pilot (BAPP)   | MTC                                 |                      | \$10,000,000         |
| Housing Incentive Pool   | TBD                                 | \$25,000,000         |                      |
| <b>Sub-HIP Pilot Program</b>   |                                     |                      |                      |
| Fairfield: Pavement Preservation/Rehabilitation (for One Lake Apts. Linear Park Trail)                     | Fairfield                           | \$2,100,000          |                      |
| Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable Housing)                       | Vacaville                           | \$1,900,000          |                      |
| Marin County: Marin City Pedestrian Crossing Imps.   | Marin County                        | \$300,000            |                      |
| NVTA: Imola Park and Ride  | NVTA                                | \$300,000            |                      |
| Santa Rosa: Downtown Multi-modal and Fiber Improvements  | Santa Rosa                          | \$400,000            |                      |
| <b>8. BAY AREA HOUSING INITIATIVES</b>   |                                     | <b>\$30,000,000</b>  | <b>\$10,000,000</b>  |
| <b>9. SAFE &amp; SEAMLESS MOBILITY QUICK-STRIKE</b>  |                                     |                      |                      |
| <b>County &amp; Local</b>  |                                     |                      |                      |
| <b>Alameda</b>   |                                     |                      |                      |
| CTA planning & programming (for Youth and Adult Bicycle Promotion & Education)                             | ACTC                                | \$160,000            |                      |
| Alameda County Safe Routes to Schools  | ACTC                                | \$1,500,000          |                      |
| CTA planning & programming   | ACTC                                | \$354,000            |                      |
| AC Transit Tempo Quick Build Transit Lane Delineation  | AC Transit                          | \$300,000            |                      |
| AC Transit Quick Builds Transit Lanes  | AC Transit                          | \$954,000            |                      |
| Anita Avenue Safe and Accessible Route to School and Transit   | Alameda County                      | \$2,000,000          |                      |
| BART Fare Collection Equipment (for Oakland East Bay Greenway Segment II)                                  | BART/Oakland                        |                      | \$1,000,000          |
| Fremont Boulevard/Walnut Avenue Protected Intersection   | Fremont                             | \$1,271,000          |                      |
| Fremont Boulevard/Grimmer Boulevard Protected Intersection   | Fremont                             | \$1,415,000          |                      |
| LAVTA Passenger Facilities Enhancements  | LAVTA                               |                      | \$2,000,000          |
| Oakland 14th Street Complete Streets   | Oakland                             |                      | \$1,000,000          |
| <b>Contra Costa</b>  |                                     |                      |                      |
| CTA planning & programming   | CCTA                                | \$242,000            |                      |
| BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART Bike Station Proje              | BART / Lafayette                    |                      | \$1,825,000          |
| BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pittsburg/Bay Point BA           | BART                                |                      | \$1,510,000          |
| East Downtown Concord PDA Access & Safe Routes to Transit  | Concord                             | \$2,164,000          |                      |
| Richmond 13th Street Complete Streets  | Richmond                            |                      | \$2,821,000          |
| <b>Marin</b>   |                                     |                      |                      |
| CTA planning & programming   | TAM                                 | \$141,000            |                      |
| Marin County Bus Stop Improvements   | Marin Transit                       | \$1,200,000          |                      |
| SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road  | SMART                               | \$1,858,000          |                      |
| <b>Napa</b>  |                                     |                      |                      |
| CTA planning & programming   | NVTA                                | \$162,000            |                      |
| Napa Valley Safe Routes to School  | NVTA                                | \$100,000            |                      |
| Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts   | MTC                                 | \$1,000,000          |                      |
| <b>San Francisco</b>   |                                     |                      |                      |
| CTA planning & programming   | SFCTA                               | \$180,000            |                      |
| Downtown San Francisco Congestion Pricing Study  | SFCTA                               | \$200,000            |                      |
| Embarcadero Station Platform Elevator Capacity & Redundancy  | BART                                | \$3,144,000          |                      |
| San Francisco Folsom Streetscape   | SFMTA                               |                      | \$5,000,000          |
| Safe Routes to School Non-Infrastructure Program   | SFMTA                               | \$2,100,000          |                      |

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| <b>San Mateo</b>   |                     |                      |                      |
| CTA planning & programming   | C/CAG               | \$183,000            |                      |
| Planning and Programming of safe and seamless mobility                       | C/CAG               | \$200,000            |                      |
| Burlingame City-Wide Pedestrian Safe Routes and Mobility Imps                | Burlingame          | \$200,000            |                      |
| San Bruno Transit Corridor Pedestrian Connection Phase 4                     | San Bruno           | \$385,000            |                      |
| Broadmoor SRTS Pedestrian Safety & Mobility Imps                             | San Mateo County    | \$1,419,000          |                      |
| El Camino Real Grand Boulevard Initiative Phase III                          | South San Francisco | \$2,120,000          |                      |
| East of 101 Transit Expansion Project  | South San Francisco | \$49,924             | \$430,076            |
| <b>Santa Clara</b>   |                     |                      |                      |
| CTA planning & programming   | VTA                 | \$419,000            |                      |
| Evaluating on-demand shuttle strategies for improved transit access          | VTA                 | \$200,000            |                      |
| VTA Electronic Locker Upgrade and Replacement                                | VTA                 | \$1,987,000          |                      |
| Mountain View Stierlin Road Bicycle and Pedestrian Improvements              | Mountain View       | \$2,521,000          | \$1,486,000          |
| San Jose Julian Street & McKee Road Vision Zero Complete Streets             | San Jose            |                      | \$705,000            |
| San Jose Bascom Avenue Protected Bike Lanes & Complete Street                | San Jose            |                      | \$690,000            |
| En Movimiento Quick Build Network for East San Jose                          | San Jose            |                      | \$1,325,000          |
| San Jose - Downtown Bikeways   | San Jose            |                      | \$4,025,000          |
| Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR                   | Saratoga            | \$1,800,000          |                      |
| Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements                   | Sunnyvale           |                      | \$1,900,000          |
| <b>Solano</b>  |                     |                      |                      |
| CTA planning & programming   | STA                 | \$110,000            |                      |
| STA Mobility Planning  | STA                 | \$200,000            |                      |
| Solano Safe Routes to School Non-Infrastructure Program                      | STA                 | \$600,000            |                      |
| Fairfield/Vacaville Hannigan Station Capacity Improvements                   | Fairfield           | \$1,900,000          |                      |
| Vallejo Springs Rd Pavement Preservation                                     | Vallejo             | \$1,800,000          |                      |
| <b>Sonoma</b>  |                     |                      |                      |
| CTA planning & programming   | SCTA                | \$135,000            |                      |
| Countywide Active Transportation Plan  | SCTA                | \$200,000            |                      |
| Cotati Downtown- Civic Center Connectivity and Safety Improvements           | Cotati              | \$242,000            | \$1,008,000          |
| Healdsburg Bike Share  | Healdsburg          | \$250,000            |                      |
| Rohnert Park Pedestrian and Bicycle Safety Improvements                      | Rohnert Park        | \$522,000            |                      |
| Santa Rosa Transit Mall Roadbed Rehabilitation                               | Santa Rosa          |                      | \$868,000            |
| Sebastopol SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements | Sebastopol          | \$476,000            |                      |
| SMART Pathway - Petaluma Payran to Lakeville                                 | SMART               | \$806,000            |                      |
| <b>Regional &amp; Corridor</b>   |                     |                      |                      |
| <b>Regional Planning</b>   |                     |                      |                      |
| FasTrak START Pilot Evaluation Study   | MTC                 | \$900,000            |                      |
| Diridon Station Planning & Studies   | MTC                 | \$1,000,000          |                      |
| <b>Regional and Corridor</b>   |                     |                      |                      |
| Bay Bridge Forward: I-580 WB HOV Lane Extension                              | MTC/ACTC            |                      | \$7,000,000          |
| San Pablo Giant Road Cycletrack Quick-Build                                  | San Pablo           | \$700,000            |                      |
| Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts                 | MTC                 | \$6,000,000          |                      |
| Redwood City Roosevelt Avenue Quick-Build                                    | Redwood City        | \$755,000            |                      |
| <b>Transit Recovery Blue Ribbon Task Force</b>                               |                     |                      |                      |
| East Bay Integration and Coordination Implementation Planning                | CCTA                | \$500,000            |                      |
| Solano Integration and Coordination Implementation Planning                  | STA                 | \$500,000            |                      |
| Accessibility: Clipper for Centralized Program Eligibility Verification      | MTC                 | \$900,000            |                      |
| Bay Bridge Forward: Preliminary Engineering                                  | MTC                 | \$1,250,000          |                      |
| Customer Information: Mapping & Wayfinding                                   | MTC                 | \$2,791,538          |                      |
| <b>9. SAFE &amp; SEAMLESS MOBILITY QUICK-STRIKE</b>                          |                     | <b>\$54,466,462</b>  | <b>\$34,593,076</b>  |
| <b>10. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>                              |                     |                      |                      |
| AC Transit Bus Purchase (for Solano I-80 Express Lanes)                      | AC Transit          | \$4,667,000          |                      |
| SR 84 Ardenwood Intermodal Bus Facility PA&ED (Fund Exchange)                | CCJPA               | \$100,000            |                      |
| CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)               | CCTA/MTC            | \$4,000,000          |                      |
| GGB Suicide Deterrent System   | GGBHTD              | \$7,910,000          |                      |
| Pavement Rehab (for Downtown Novato SMART Station)                           | Novato              | \$617,000            |                      |
| Old Redwood Highway Multi-Use Pathway  | Larkspur            | \$1,120,000          |                      |
| Grand Ave Bridge   | San Rafael          | \$763,000            |                      |
| Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)                  | San Rafael          | \$1,000,000          |                      |
| US 101 Marin-Sonoma Narrows  | TAM                 | \$2,000,000          |                      |
| US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)                          | TAM                 | \$61,708,245         | \$13,942,852         |
| Diridon Station Planning & Studies   | MTC                 | \$1,000,000          |                      |

**Attachment B-1**  
**MTC Resolution No. 4202**  
**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**October 2022**

MTC Res. No. 4202 Attachment B-1  
 Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C  
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 04/27/22-C 06/22/22-C 09/28/22-C 10/26/22-C

**OBAG 2 Regional Programs Project List**

| PROJECT CATEGORY AND TITLE  | SPONSOR          | Total STP/CMAQ       | Other                |
|---|------------------|----------------------|----------------------|
| <b>OBAG 2 REGIONAL PROGRAMS</b>   |                  | <b>\$652,510,885</b> | <b>\$131,433,260</b> |
| VTA: Highway 17 Bicycle/Pedestrian Trail and Wildlife Overcrossing (Fund Exch.) | VTA              | \$249,000            |                      |
| Broadmoor SRTS Pedestrian Safety & Mobility Imps                                | San Mateo County | \$184,000            |                      |
| I-80 Express Lanes in Solano County (Loan for RM3)                              | STA              | \$63,464,510         | \$3,255,000          |
| I-80 Express Lanes in Solano County (Toll System)                               | BAIFA            |                      | \$28,454,000         |
| US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)                    | SCTA             | \$15,400,000         |                      |
| <b>10. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>                                 |                  | <b>\$164,182,755</b> | <b>\$45,651,852</b>  |
| <b>OBAG 2 REGIONAL PROGRAMS</b>   | <b>TOTAL:</b>    | <b>\$652,510,885</b> | <b>\$131,433,260</b> |

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**OBAG 2 County Programs Project List**

| PROJECT CATEGORY AND TITLE   | SPONSOR             | STP/CMAQ             |
|--|---------------------|----------------------|
| <b>OBAG 2 COUNTY PROGRAMS</b>  |                     | <b>\$385,512,000</b> |
| <b>ALAMEDA COUNTY</b>  |                     |                      |
| CMA Planning Activities  |                     |                      |
| Planning Activities Base   | ACTC                | \$5,489,000          |
| Planning Activities - Supplemental   | ACTC                | \$2,800,000          |
| Federal Aid Secondary (FAS)  |                     |                      |
| Alameda County: Various Streets & Roads Preservation                                 | Alameda County      | \$1,779,000          |
| Safe Routes To School (SRTS)   |                     |                      |
| ACTC: Alameda County SRTS Non-Infrastructure Program                                 | ACTC                | \$5,340,000          |
| County Program   |                     |                      |
| ACTC: SRTS Non-Infrastructure Program - Supplemental                                 | ACTC                | \$2,579,000          |
| <b>ACTC: SRTS Non-Infrastructure Program - OBAG 3 Unprogrammed Balance (Revised)</b> | <b>ACTC</b>         | <b>\$1,267,000</b>   |
| Alameda: Central Ave Complete Street   | Alameda             | \$3,487,000          |
| Alameda: Grand St Pavement Resurfacing & Safety Improvements                         | Alameda             | \$827,000            |
| Alameda: Clement Ave Complete Street   | Alameda             | \$5,018,000          |
| Alameda County: Meekland Ave Corridor Improvement, Phase II                          | Alameda County      | \$9,300,000          |
| Alameda County: Various Streets and Roads Preservation                               | Alameda County      | \$2,171,000          |
| Albany: San Pablo Ave and Buchanan St Pedestrian Improvements                        | Albany              | \$340,000            |
| Berkeley: Southside Complete Streets & Transit Improvements                          | Berkeley            | \$8,335,000          |
| Dublin: Dublin Blvd Rehabilitation   | Dublin              | \$661,000            |
| Emeryville: Slurry Seal of Frontage Rd, 65th St, and Powell St (Removed)             | Emeryville          | \$225,000            |
| Fremont: Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA           | Fremont             | \$7,695,000          |
| Fremont: Various Streets and Roads Rehabilitation                                    | Fremont             | \$2,760,000          |
| Hayward: Main St Complete Street   | Hayward             | \$1,675,000          |
| Hayward: Winton Ave Complete Street (Revised)  | Hayward             | \$88,000             |
| Livermore: Annual Pavement Preservation  | Livermore           | \$1,382,000          |
| MTC: I-580 Corridor Study  | MTC                 | \$200,000            |
| Newark: Thornton Ave Pavement Rehabilitation   | Newark              | \$592,000            |
| Oakland: Lakeside Family Streets   | Oakland             | \$4,792,000          |
| Oakland: Citywide Various Streets and Roads Rehabilitation                           | Oakland             | \$4,895,000          |
| Piedmont: Oakland Ave Improvements   | Piedmont            | \$168,000            |
| Pleasanton: Hacienda Business Park Pavement Rehabilitation                           | Pleasanton          | \$1,095,000          |
| San Leandro: Washington Ave Rehabilitation   | San Leandro         | \$1,048,000          |
| Union City: Dyer Rd Pavement Rehabilitation  | Union City          | \$872,000            |
| <b>ALAMEDA COUNTY</b>  | <b>TOTAL:</b>       | <b>\$76,655,000</b>  |
| <b>CONTRA COSTA COUNTY</b>   |                     |                      |
| CMA Planning Activities  |                     |                      |
| Planning Activities Base   | CCTA                | \$4,342,000          |
| Federal Aid Secondary (FAS)  |                     |                      |
| Contra Costa County: Kirker Pass Rd Overlay  | Contra Costa County | \$1,343,000          |
| Safe Routes To School (SRTS)   |                     |                      |
| Antioch: L Street Pathway to Transit   | Antioch             | \$1,469,000          |
| Concord: Willow Pass Road Rehab and SRTS   | Concord             | \$1,012,000          |
| Contra Costa County: West County Walk & Bike Non-Infrastructure Prog.                | Contra Costa County | \$561,000            |
| Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements                           | Moraga              | \$91,000             |
| Pleasant Hill: Pleasant Hill Rd Improvements   | Pleasant Hill       | \$67,000             |
| Richmond: Lincoln Elementary Pedestrian Enhancements                                 | Richmond            | \$497,000            |
| San Ramon: San Ramon Valley Street Smarts Non-Infrastructure Program                 | San Ramon           | \$391,000            |
| County Program   |                     |                      |
| Antioch: Pavement Rehabilitation   | Antioch             | \$2,474,000          |
| Brentwood: Various Streets and Roads Preservation                                    | Brentwood           | \$628,000            |
| Clayton: Neighborhood Streets Rehabilitation   | Clayton             | \$308,000            |
| Concord: Monument Blvd Class I Path  | Concord             | \$4,368,000          |
| Concord: Willow Pass Road Rehab and SRTS   | Concord             | \$4,183,000          |
| Contra Costa County: Local Streets and Roads Preservation                            | Contra Costa County | \$3,847,000          |

## MTC Resolution No. 4202

Adopted: 11/18/15-C

## OBAG 2 County Programs

Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C 12/20/17-

## FY 2017-18 through FY 2021-22

C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C 12/19/18-C 01/23/19-C

## October 2022

06/26/19-C 09/25/19-C 11/20/19-C 02/26/20-C 09/23/20-C 07/28/21-C

11/17/21-C 12/15/21-C 02/23/22-C 04/27/22-C 05/25/22-C 10/28/22-C

## OBAG 2 County Programs Project List

| PROJECT CATEGORY AND TITLE  | SPONSOR       | STP/CMAQ             |
|---|---------------|----------------------|
| <b>OBAG 2 COUNTY PROGRAMS</b>   |               | <b>\$385,512,000</b> |
| Danville: Camino Ramon Improvements   | Danville      | \$1,357,000          |
| Danville: San Ramon Valley Blvd. Imps. (for: Diablo Road Trail)                 | San Ramon     | \$130,000            |
| El Cerrito: Carlson Blvd and Central Ave Pavement Rehabilitation                | El Cerrito    | \$424,000            |
| El Cerrito: El Cerrito del Norte TOD Complete Streets Imps                      | El Cerrito    | \$4,960,000          |
| Hercules: Sycamore/Willow Pavement Rehabilitation                               | Hercules      | \$492,000            |
| Lafayette: Pleasant Hill Rd Pavement Rehabilitation                             | Lafayette     | \$579,000            |
| Martinez: Downtown Streets Rehabilitation                                       | Martinez      | \$846,000            |
| Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements                      | Moraga        | \$596,000            |
| Oakley: Street Repair and Resurfacing   | Oakley        | \$969,000            |
| Orinda: Orinda Way Pavement Rehabilitation                                      | Orinda        | \$620,000            |
| Pinole: San Pablo Ave Rehabilitation  | Pinole        | \$586,000            |
| Pinole: Safety Improvements at Appian Way and Marlesta Rd                       | Pinole        | \$350,000            |
| Pittsburg: BART Pedestrian and Bicycle Connectivity Improvements                | Pittsburg     | \$3,870,000          |
| Pittsburg: Pavement Improvements  | Pittsburg     | \$2,410,000          |
| Pleasant Hill: Pleasant Hill Rd Improvements                                    | Pleasant Hill | \$920,000            |
| Richmond: ADA Improvements on 7th, Central, Cutting, Giant Hwy                  | Richmond      | \$2,205,000          |
| San Pablo: Giant Rd Pavement Rehabilitation                                     | San Pablo     | \$618,000            |
| San Ramon: Alcosta Blvd Pavement Rehabilitation                                 | San Ramon     | \$1,175,000          |
| San Ramon: Iron Horse Bike and Pedestrian Overcrossings                         | San Ramon     | \$4,840,000          |
| Walnut Creek: Ygnacio Valley Rd Rehabilitation                                  | Walnut Creek  | \$2,608,000          |
| <b>CONTRA COSTA COUNTY</b>  | <b>TOTAL:</b> | <b>\$56,136,000</b>  |
| <b>MARIN COUNTY</b>   |               |                      |
| CMA Planning Activities   |               |                      |
| Planning Activities Base  | TAM           | \$3,822,000          |
| Federal Aid Secondary (FAS)   |               |                      |
| County of Marin receives FAS funding directly from Caltrans                     |               |                      |
| Safe Routes To School (SRTS)  |               |                      |
| Corte Madera: Paradise Dr Multi-Use Path (San Clement Dr to Seawolf Passage)    | Corte Madera  | \$595,000            |
| San Anselmo: San Anselmo Bike Spine   | San Anselmo   | \$269,000            |
| County Program  |               |                      |
| GGBHTD: San Rafael Bettini Transit Center                                       | GGBHTD        | \$1,250,000          |
| Novato: Nave Dr and Bel Marin Keys Blvd Preservation (for Novato Downtown SMART | Novato        | \$1,450,000          |
| San Anselmo: Sir Francis Drake Blvd Pavement Rehab and Crossing Imps            | San Anselmo   | \$1,134,000          |
| San Rafael: Francisco Blvd East Sidewalk Improvements                           | San Rafael    | \$2,100,000          |
| Sausalito: US 101/Bridgeway/Gate 6 Bicycle Improvements                         | Sausalito     | \$250,000            |
| <b>MARIN COUNTY</b>   | <b>TOTAL:</b> | <b>\$10,870,000</b>  |
| <b>NAPA COUNTY</b>  |               |                      |
| CMA Planning Activities   |               |                      |
| Planning Activities Base  | NVTA          | \$3,822,000          |
| Federal Aid Secondary (FAS)   |               |                      |
| County of Napa receives FAS funding directly from Caltrans                      |               |                      |
| Safe Routes To School (SRTS)  |               |                      |
| NVTA: Napa County SRTS Non-Infrastructure Program                               | NVTA          | \$122,000            |
| NVTA: Vine Trail Calistoga to St. Helena (Added)                                | NVTA          | \$393,000            |
| County Program  |               |                      |
| NVTA: Vine Transit Bus Maintenance Facility                                     | NVTA          | \$2,000,000          |
| NVTA: Vine Trail Calistoga to St. Helena (Added)                                | NVTA          | \$1,813,000          |
| <b>NAPA COUNTY</b>  | <b>TOTAL:</b> | <b>\$8,150,000</b>   |

## MTC Resolution No. 4202

Adopted: 11/18/15-C

## OBAG 2 County Programs

Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C 12/20/17-

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## October 2022

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## OBAG 2 County Programs Project List

| PROJECT CATEGORY AND TITLE   | SPONSOR        | STP/CMAQ             |
|--|----------------|----------------------|
| <b>OBAG 2 COUNTY PROGRAMS</b>  |                | <b>\$385,512,000</b> |
| <b>SAN FRANCISCO COUNTY</b>  |                |                      |
| CMA Planning Activities  |                |                      |
| Planning Activities Base   | SFCTA          | \$3,997,000          |
| Planning Activities - Supplemental   | SFCTA          | \$1,900,000          |
| Federal Aid Secondary (FAS)  |                |                      |
| County of San Francisco is entirely urban and therefore does not receive FAS funding |                |                      |
| Safe Routes To School (SRTS)   |                |                      |
| SFMTA: San Francisco SRTS Non-Infrastructure Program                                 | SFMTA          | \$1,797,000          |
| County Program   |                |                      |
| BART: Embarcadero Station New Northside Platform Elevator and Faregates              | BART           | \$2,000,000          |
| Caltrain: Peninsula Corridor Electrification   | Caltrain       | \$11,188,000         |
| SFMTA: Geary Bus Rapid Transit Phase 1   | SFMTA          | \$6,939,000          |
| SFMTA: San Francisco SRTS Non-Infrastructure Program - Supplemental                  | SFMTA          | \$1,016,000          |
| SFMTA: Central Subway  | SFMTA          | \$15,980,000         |
| SFDPW: Better Market Street  | SFDPW          | \$3,366,000          |
| <b>SAN FRANCISCO COUNTY</b>  | <b>TOTAL:</b>  | <b>\$48,183,000</b>  |
| <b>SAN MATEO COUNTY</b>  |                |                      |
| CMA Planning Activities  |                |                      |
| Planning Activities Base   | C/CAG          | \$3,822,000          |
| Planning Activities - Supplemental   | C/CAG          | \$1,512,000          |
| Federal Aid Secondary (FAS)  |                |                      |
| County of San Mateo receives FAS funding directly from Caltrans                      |                |                      |
| Safe Routes To School (SRTS)   |                |                      |
| C/CAG: San Mateo SRTS Non-Infrastructure Program                                     | CCAG/COE       | \$2,394,000          |
| County Program   |                |                      |
| Atherton: James Ave Rehabilitation   | Atherton       | \$251,000            |
| Belmont: Various Streets Pavement Rehabilitation                                     | Belmont        | \$467,000            |
| Belmont: Ralston Ave Corridor Bike/Ped Improvements                                  | Belmont        | \$1,000,000          |
| Brisbane: Crocker Trail Commuter Connectivity Upgrades                               | Brisbane       | \$885,000            |
| Brisbane: Tunnel Ave Rehabilitation  | Brisbane       | \$137,000            |
| Burlingame: Various Streets Resurfacing  | Burlingame     | \$571,000            |
| Burlingame: Broadway PDA Lighting Improvements                                       | Burlingame     | \$720,000            |
| Burlingame: Hoover School Area Sidewalk Improvements                                 | Burlingame     | \$700,000            |
| C/CAG: San Mateo SRTS Non-Infrastructure Program - Supplemental                      | CCAG/COE       | \$223,000            |
| Colma: Mission Rd Bike/Ped Improvements  | Colma          | \$625,000            |
| Daly City: Various Streets Pavement Resurfacing and Slurry Seal                      | Daly City      | \$1,310,000          |
| Daly City: Southgate Ave and School Street Safety Imps.                              | Daly City      | \$450,000            |
| East Palo Alto: Various Streets Resurfacing  | East Palo Alto | \$416,000            |
| Foster City: Various Streets Pavement Rehabilitation                                 | Foster City    | \$441,000            |
| Half Moon Bay: Poplar Street Complete Streets  | Half Moon Bay  | \$1,202,000          |
| Hillsborough: Various Streets Resurfacing  | Hillsborough   | \$408,000            |
| Menlo Park: Santa Cruz and Middle Avenues Rehabilitation                             | Menlo Park     | \$647,000            |
| Millbrae: Various Streets Pavement Rehabilitation                                    | Millbrae       | \$387,000            |
| Millbrae: Park Blvd, San Anselmo Ave, & Santa Teresa Way Imps.                       | Millbrae       | \$347,000            |
| Pacifica: Citywide Curb Ramp Replacements  | Pacifica       | \$400,000            |
| Pacifica: Various Streets Pavement Rehabilitation                                    | Pacifica       | \$671,000            |
| Pacifica: Palmetto Sidewalk Improvements   | Pacifica       | \$330,000            |
| Portola Valley: Various Streets Resurfacing  | Portola Valley | \$201,000            |
| Redwood City: Twin Dolphin Parkway Overlay   | Redwood City   | \$1,266,000          |
| San Bruno: Huntington Transit Corridor Bicycle/Pedestrian and Related Imps           | San Bruno      | \$914,000            |
| San Bruno: Various Streets Pavement Rehabilitation                                   | San Bruno      | \$673,000            |
| San Carlos: Cedar and Brittan Ave Pavement Rehabilitation                            | San Carlos     | \$575,000            |
| San Carlos: Ped Enhancements Arroyo/Cedar and Hemlock/Orange                         | San Carlos     | \$500,000            |

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Adopted: 11/18/15-C

## OBAG 2 County Programs

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## OBAG 2 County Programs Project List

| PROJECT CATEGORY AND TITLE  | SPONSOR             | STP/CMAQ             |
|---|---------------------|----------------------|
| <b>OBAG 2 COUNTY PROGRAMS</b>   |                     | <b>\$385,512,000</b> |
| San Carlos: US 101/Holly Street Bike/Ped Overcrossing                   | San Carlos          | \$1,000,000          |
| San Mateo: Various Streets Pavement Rehabilitation                      | San Mateo           | \$1,593,000          |
| San Mateo: Laurie Meadows Ped/Bike Safety Improvements                  | San Mateo           | \$987,000            |
| San Mateo County: Canada Rd and Edgewood Rd Resurfacing                 | San Mateo County    | \$892,000            |
| San Mateo County: Countywide Pavement Maintenance                       | San Mateo County    | \$1,072,000          |
| South San Francisco: Various Streets Pavement Rehabilitation            | South San Francisco | \$1,027,000          |
| South San Francisco: Grand Boulevard Initiative Complete Street Imps    | South San Francisco | \$1,000,000          |
| Woodside: Various Streets Pavement Rehabilitation                       | Woodside            | \$242,000            |
| Woodside: Woodside Pathway Phase 3                                      | Woodside            | \$136,000            |
| Unprogrammed balance  | TBD                 | \$151,000            |
| <b>SAN MATEO COUNTY</b>   | <b>TOTAL:</b>       | <b>\$32,545,000</b>  |
| <b>SANTA CLARA COUNTY</b>   |                     |                      |
| CMA Planning Activities   |                     |                      |
| Planning Activities Base  | VTA                 | \$6,078,000          |
| Planning Activities - Supplemental                                      | VTA                 | \$4,822,000          |
| Federal Aid Secondary (FAS)   |                     |                      |
| Santa Clara County: Uvas Rd Rehabilitation                              | Santa Clara County  | \$1,701,000          |
| Safe Routes To School (SRTS)  |                     |                      |
| Campbell: Eden Ave Sidewalk Improvements                                | Campbell            | \$555,000            |
| Cupertino: McClellan Rd Separated Bike Lane                             | Cupertino           | \$1,000,000          |
| Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead Connection      | Los Gatos           | \$919,000            |
| San Jose: Mount Pleasant Schools Area Pedestrian & Bicycle Safety Imps. | San Jose            | \$1,000,000          |
| Santa Clara: Santa Clara Schools Access Improvements                    | Santa Clara         | \$1,146,000          |
| Santa Clara: Saratoga Creek Trail Phase 1                               | Santa Clara         | \$339,000            |
| Sunnyvale: Homestead Rd at Homestead High School Ped & Bike Imps.       | Sunnyvale           | \$1,000,000          |
| Sunnyvale: Pedestrian and Bicyclist Infrastructure Improvements         | Sunnyvale           | \$919,000            |
| County Program  |                     |                      |
| Campbell: Campbell PDA Enhancements                                     | Campbell            | \$550,000            |
| Campbell: Winchester Boulevard Overlay                                  | Campbell            | \$554,000            |
| Campbell: Harriet Ave Sidewalk Project                                  | Campbell            | \$447,328            |
| Cupertino: Pavement Management Program                                  | Cupertino           | \$769,000            |
| Cupertino: Stevens Creek Boulevard Class IV Bike Lanes                  | Cupertino           | \$807,000            |
| Gilroy: Downtown Monterey St Rehabilitation                             | Gilroy              | \$1,028,000          |
| Los Altos: Fremont Ave Asphalt Concrete Overlay                         | Los Altos           | \$336,000            |
| Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead Connection      | Los Gatos           | \$2,775,000          |
| Los Gatos: Shannon Rd Complete Streets                                  | Los Gatos           | \$940,100            |
| Milpitas: Various Streets Resurfacing                                   | Milpitas            | \$1,609,000          |
| Morgan Hill: East Dunne Ave Pavement Rehabilitation                     | Morgan Hill         | \$857,000            |
| Mountain View: Shoreline Boulevard Pathway Improvements                 | Mountain View       | \$1,996,000          |
| Mountain View: West Middlefield Road Improvements                       | Mountain View       | \$1,136,000          |
| Palo Alto: Adobe Creek/Highway 101 Bicycle Pedestrian Bridge            | Palo Alto           | \$4,350,000          |
| Palo Alto: North Ventura Coordinated Area Plan                          | Palo Alto           | \$638,000            |
| Palo Alto: Various Streets Resurfacing                                  | Palo Alto           | \$1,009,000          |
| San Jose: Downtown San Jose Mobility, Streetscape, and Public Life Plan | San Jose            | \$813,000            |
| San Jose: East Side Alum Rock (east of 680) Urban Village Plan          | San Jose            | \$400,000            |
| San Jose: Julian & St. James Livable Streets Couplet Conversion         | San Jose            | \$2,067,572          |
| San Jose: McKee Road Vision Zero Priority Safety Corridor Improvements  | San Jose            | \$8,623,000          |
| San Jose: Various Streets Pavement Rehabilitation                       | San Jose            | \$14,597,000         |
| San Jose: Tully Road Vision Zero Priority Safety Corridor Improvements  | San Jose            | \$8,599,000          |
| San Jose: West San Carlos Urban Village Streetscape Improvements        | San Jose            | \$3,582,000          |
| Santa Clara: Saratoga Creek Trail Phase 1                               | Santa Clara         | \$3,396,000          |
| Santa Clara: Streets & Roads Preservation                               | Santa Clara         | \$2,356,000          |

## MTC Resolution No. 4202

Adopted: 11/18/15-C

## OBAG 2 County Programs

Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C 12/20/17-

## FY 2017-18 through FY 2021-22

C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C 12/19/18-C 01/23/19-C

## October 2022

06/26/19-C 09/25/19-C 11/20/19-C 02/26/20-C 09/23/20-C 07/28/21-C

11/17/21-C 12/15/21-C 02/23/22-C 04/27/22-C 05/25/22-C 10/28/22-C

## OBAG 2 County Programs Project List

| PROJECT CATEGORY AND TITLE   | SPONSOR            | STP/CMAQ             |
|--|--------------------|----------------------|
| <b>OBAG 2 COUNTY PROGRAMS</b>  |                    | <b>\$385,512,000</b> |
| Santa Clara County: Capitol Expressway Rehabilitation                | Santa Clara County | \$5,000,000          |
| Santa Clara County: McKean Rd Pavement Rehabilitation                | Santa Clara County | \$1,151,000          |
| Saratoga: Prospect Rd Complete Streets                               | Saratoga           | \$1,075,000          |
| Saratoga: Saratoga Village Crosswalks & Sidewalks Rehabilitation     | Saratoga           | \$338,000            |
| Sunnyvale: Bernardo Avenue Bicycle Underpass - EIR                   | Sunnyvale          | \$500,000            |
| Sunnyvale: East Sunnyvale Area Sense of Place Improvements           | Sunnyvale          | \$1,701,000          |
| Sunnyvale: Fair Oaks Avenue Bikeway - Phase 2                        | Sunnyvale          | \$782,000            |
| Sunnyvale: Java Drive Road Diet & Bike Lanes                         | Sunnyvale          | \$500,000            |
| Sunnyvale: Lawrence Station Area Sidewalks & Bike Facilities         | Sunnyvale          | \$500,000            |
| Sunnyvale: Peery Park Sense of Place Improvements                    | Sunnyvale          | \$2,686,000          |
| Sunnyvale: Traffic Signal Upgrades                                   | Sunnyvale          | \$2,566,000          |
| VTA/Milpitas: Montague Exwy Pedestrian Overcrossing at Milpitas BART | VTA/Milpitas       | \$3,560,000          |
| <b>SANTA CLARA COUNTY</b>  | <b>TOTAL:</b>      | <b>\$104,073,000</b> |
| <b>SOLANO COUNTY</b>   |                    |                      |
| CMA Planning Activities  |                    |                      |
| Planning Activities Base   | STA                | \$3,822,000          |
| Planning Activities - Supplemental                                   | STA                | \$3,039,000          |
| Federal Aid Secondary (FAS)  |                    |                      |
| Solano County: County Roads Paving                                   | Solano County      | \$506,000            |
| Solano County: Farm to Market Phase 2 Imps                           | Solano County      | \$1,000,000          |
| Safe Routes To School (SRTS)   |                    |                      |
| Fairfield: Grange Middle School SRTS Imps                            | Fairfield          | \$260,000            |
| STA: Countywide SRTS Non-Infrastructure Program                      | STA                | \$1,209,000          |
| County Program   |                    |                      |
| Benicia: Park Rd Improvements  | Benicia            | \$2,731,000          |
| Fairfield: Cadenasso Dr Repaving                                     | Fairfield          | \$1,394,000          |
| Suisun City: Railroad Ave Repaving                                   | Suisun City        | \$491,000            |
| STA: Vacaville Jepson Parkway Phase 3 Bike Path                      | STA                | \$1,407,000          |
| STA: Solano Mobility Call Center                                     | STA                | \$1,537,000          |
| Vacaville: VacaValley/I-505 Roundabouts                              | Vacaville          | \$1,907,000          |
| Vacaville: Local Streets Overlay                                     | Vacaville          | \$1,193,000          |
| Vallejo: Sacramento St Rehabilitation                                | Vallejo            | \$681,000            |
| <b>SOLANO COUNTY</b>   | <b>TOTAL:</b>      | <b>\$21,177,000</b>  |
| <b>SONOMA COUNTY</b>   |                    |                      |
| CMA Planning Activities  |                    |                      |
| Planning Activities Base   | SCTA               | \$3,822,000          |
| Planning Activities - Supplemental                                   | SCTA               | \$1,178,000          |
| Federal Aid Secondary (FAS)  |                    |                      |
| Sonoma County: River Road Pavement Rehabilitation                    | Sonoma County      | \$3,264,000          |
| Safe Routes To School (SRTS)   |                    |                      |
| SCTA: Sonoma County Safe Routes To School (SRTS)                     | SCTA               | \$1,655,000          |
| County Program   |                    |                      |
| Cotati: E. Cotati Avenue Street Rehabilitation                       | Cotati             | \$675,000            |
| Healdsburg: Healdsburg Avenue Road Diet                              | Healdsburg         | \$600,000            |
| Petaluma: Petaluma Boulevard South Road Diet                         | Petaluma           | \$2,916,000          |
| SMART: Petaluma SMART Pathway  | SMART              | \$400,000            |
| Rohnert Park: Various Streets Rehabilitation                         | Rohnert Park       | \$1,035,000          |
| Santa Rosa: US 101 Bicycle and Pedestrian Bridge Overcrossing        | Santa Rosa         | \$1,418,000          |
| Santa Rosa: Various Streets Rehabilitation                           | Santa Rosa         | \$1,655,000          |
| Sebastopol: Bodega Avenue Bike Lanes and Pavement Rehabilitation     | Sebastopol         | \$1,195,000          |
| Sonoma (City) : New Fryer Creek Bicycle and Pedestrian Bridge        | Sonoma (City)      | \$501,000            |
| Sonoma County: Various County Roads Rehabilitation                   | Sonoma County      | \$2,600,000          |



**Attachment B-2**  
**MTC Resolution No. 4202**  
**OBAG 2 County Programs**  
**FY 2017-18 through FY 2021-22**  
**October 2022**

MTC Res. No. 4202 Attachment B-2

Adopted: 11/18/15-C

Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C 12/20/17-  
 C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C 12/19/18-C 01/23/19-C  
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 11/17/21-C 12/15/21-C 02/23/22-C 04/27/22-C 05/25/22-C 10/28/22-C

**OBAG 2 County Programs Project List**

| PROJECT CATEGORY AND TITLE                                    | SPONSOR       | STP/CMAQ             |
|---|---------------|----------------------|
| <b>OBAG 2 COUNTY PROGRAMS</b>                                 |               | <b>\$385,512,000</b> |
| Sonoma County: New Crocker Bridge Bike and Pedestrian Passage | Sonoma County | \$1,809,000          |
| Windsor: Windsor River Road at Windsor Road Intersection Imps | Windsor       | \$3,000,000          |
| <b>SONOMA COUNTY</b>  | <b>TOTAL:</b> | <b>\$27,723,000</b>  |
| <b>OBAG 2 COUNTY PROGRAMS</b>                                 | <b>TOTAL:</b> | <b>\$385,512,000</b> |

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

ABSTRACT

Resolution No. 4540

This resolution establishes the project selection and programming policies for the federal Carbon Reduction Program (CRP) assigned to MTC for programming through the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL). In coordination with the One Bay Area Grant (OBAG 3) program (MTC Resolution No. 4505, Revised), this resolution directs CRP funds to advance the carbon reduction strategies identified in *Plan Bay Area 2050*.

The resolution includes the following attachments:

- Attachment A – CRP Project Selection and Programming Policies
- Attachment B – CRP Project List

With the adoption of the project selection and programming policies, Attachment B programs \$40,000,000 to MTC for Electric Vehicles and Infrastructure program and \$20,000,000 to MTC for the Mobility Hubs program.

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

Date: October 12, 2022  
W.I.: 1512  
Referred by: PAC

RE: Carbon Reduction Program (CRP) Project Selection and Programming Policies

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4540

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, 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 Caltrans, transit operators, 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 through the CRP 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 shall make available a copy of this resolution, and attachments as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

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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 October 26, 2022.

Date: October 26, 2022  
W.E.: 1512  
Referred by: PAC  
Revised:

Attachment A  
Resolution No. 4540

## **Carbon Reduction Program (CRP)**

### **Project Selection and Programming Policies**

This resolution establishes the policy framework and commitments for investing federal Carbon Reduction Program (CRP) funds from federal fiscal year (FY) 2021-22 through FY 2025-26. Attachment A outlines the CRP revenue estimates and programming policies. Attachment B details the project categories, projects, funding amounts, and project sponsors, as they are approved by the Commission.

#### **Revenue Estimates**

Programming capacity is based on anticipated federal transportation program apportionments from FY 2021-22 through FY 2025-26. Over the five-year period of the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL), there is an estimated \$60 million in CRP programming capacity within the San Francisco Bay Area. Should actual apportionments deviate from this apportionment estimate, the Commission may adjust the CRP programming capacity as appropriate. Such adjustments could include increasing or decreasing funding amounts to one or more programs, postponement of programmed projects, development of new programs, or adjustments to subsequent CRP program cycles.

CRP 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 staff will monitor apportionment and obligation authority balances throughout the CRP program period to support the accelerated delivery of programmed projects.

#### **Program Approach**

As part of a comprehensive regional investment strategy, CRP funds shall be programmed in coordination with the overall One Bay Area Grant (OBAG 3) framework. As the CRP funds constitute a relatively limited share of federal transportation revenues available to the region, coordinating CRP with OBAG 3 and other complementary fund sources provides important resources to further the ambitious strategies laid out in MTC's Regional Transportation Plan/Sustainable Communities Strategy, *Plan Bay Area 2050*.

#### **Project Lists**

Attachment B of Resolution 4540 contains the list of projects to be programmed under the CRP program. This project list is subject to MTC project selection actions. MTC will update Attachment B as projects are selected or revised by the Commission.

## Programming Policies

### *General Policies*

In alignment with the OBAG 3 program framework, the following programming policies apply to all projects funded in CRP:

- 1. RTP Consistency:** Projects funded through CRP 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 projects as part of the project selection and TIP programming processes.
- 2. Federal Fund Eligibility:** Projects must be eligible for CRP in order to be selected for CRP funding. CRP provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources. More detailed eligibility requirements can be found in 23 U.S.C. § 175 and at: [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact\\_sheets.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact_sheets.cfm).
- 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 CRP 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<sub>2.5</sub>). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) for PM<sub>2.5</sub> 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 CRP 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 the OBAG 3 program framework. Additional opportunities for public and stakeholder involvement will be provided throughout the CRP program period as specific programs are developed and projects are selected.

CRP 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.

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 program categories established through OBAG 3 are designed to reflect the investment priorities established in *Plan Bay Area 2050*. Additional information on the focus of these program categories within OBAG 3 are provided in MTC Resolution No. 4505, Revised, Attachment A.

CRP funds will be targeted to accelerate the emissions and mode shift goals of the regional OBAG 3 program categories, particularly Climate, Conservation, and Resilience and Complete Streets and Community Choice.

Additionally, MTC selects projects for CRP 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. TIP Programming:** Projects approved for CRP funding 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. CRP 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>.

- 7. Resolution of Local Support:** A Resolution of Local Support is required for any CRP funded projects programmed to a local sponsor. The resolution must be 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>.

- 8. Local Match:** Although local match requirements are subject to change, the current local match requirement for CRP 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 certain programs and projects of regional significance, such as ongoing regional programs and planning efforts.



- 9. 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.
- 10. Fund Exchanges:** Federal CRP funds may be exchanged with non-federal funds for projects that are consistent with the CRP 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.
- 11. 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 covert 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 of federally-reimbursable work.

- 12. Regional Fund Management:** CRP funding is available in federal fiscal years (FY) 2021-22 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. 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.

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

be assigned to specific projects as part of the project selection process. Following the initial CRP project selection and fund assignment process, MTC may re-assign fund sources between FHWA fund programs to reflect available apportionment or obligation authority, or to otherwise effectively manage regional STP, CMAQ, and CRP funds.

All CRP 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.

**13. 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 CRP 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 CRP 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.

**Attachment B  
MTC Resolution No. 4540  
Carbon Reduction Program  
FY 2021-22 through FY 2025-26  
October 2022**

MTC Res. No. 4540 Attachment B  
Adopted: 10/26/22-C

**CRP Project List**

| <b>PROJECT CATEGORY AND TITLE</b>                   | <b>SPONSOR</b> | <b>CRP</b>          | <b>Other</b>        |
|---|----------------|---------------------|---------------------|
| <b>CARBON REDUCTION PROGRAM</b>                     |                |                     |                     |
| <b>CLIMATE INITIATIVES</b>                          |                |                     |                     |
| <u>Mobility Hubs (Added)</u>                        | <u>TBD</u>     | <u>\$20,000,000</u> | <u>\$12,800,000</u> |
| <u>Electric Vehicles and Infrastructure (Added)</u> | <u>TBD</u>     | <u>\$40,000,000</u> | <u>\$25,000,000</u> |
| <b>CLIMATE INITIATIVES</b>                          |                | <b>\$60,000,000</b> | <b>\$37,800,000</b> |
| <b>CARBON REDUCTION PROGRAM</b>                     |                | <b>\$60,000,000</b> | <b>\$37,800,000</b> |

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