



July 8, 2025

Dear MTC Staff and Commissioners,

Save the Bay deeply appreciates your consideration of the One Bay Area Grant (OBAG 4) program. We submit this letter to highlight a critical opportunity for the Metropolitan Transportation Commission (MTC) to integrate clear incentives for Green Stormwater Infrastructure (GSI) into OBAG 4 Guidelines. This can be achieved through various mechanisms, from clear language supporting the value of GSI integration to a points-based weighting system for projects that effectively incorporate GSI solutions.

Our request is in strong alignment with Plan Bay Area (PBA) 2050's overarching focus on climate resilience and PBA's specific strategy EN6 to Promote Urban Greening. GSI includes project features like trees, bioswales, and permeable catch basins; all of which can offer a multitude of benefits when integrated into roadway projects. Streets cover approximately 50% of our region's land and are predominantly impervious, channeling a mix of water and pollutants directly into the Bay. Thus, they are prime opportunities to incorporate GSI project features that provide multiple services (from trash capture to flood reduction to urban cooling.)

Despite GSI's many benefits, its widespread implementation is hindered by a lack of dedicated funding and the fact that its advantages, while crucial for mandated priorities like flood control and trash reduction, are not typically incentivized from a transportation-specific lens. The Bay Area Stormwater Management Agencies Association (BASMAA) has identified this funding gap as a significant barrier to implementation, and their top policy recommendation ("[Roadmap of Funding Solutions for Sustainable Streets](#)") is to update OBAG guidelines to incentivize GSI – which is the basis of this request.

Incorporating GSI into the transportation network represents a vital opportunity to make every dollar that cities get from OBAG to go further. Incentivizing GSI can help cities meet mandated requirements to 1) comply with the California Water Board's Municipal Regional Stormwater Permit for reducing pollution flows to the Bay 2) complete successful Regional Shoreline Plans for sea level rise resilience by reducing flood contributors, as required by the Bay Conservation and Development Commission and 3) meet the greenhouse gas (GHG) emission reductions required by SB 375.

Save the Bay has developed draft language that can be considered and would be pleased to provide a more detailed presentation to the Commission on this important request to incentivize GSI within the OBAG 4 guidelines. Thank you for your time and consideration of this vital opportunity.

Sincerely,

A handwritten signature in black ink, appearing to read "Junea Walse".

Save the Bay