

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 13, 2024

Agenda Item 2c-24-1006

MTC Resolution Nos. 3989, Revised; 4202, Revised; and 4505, Revised

Subject:

Various revisions to the One Bay Area Grant (OBAG 2 and 3) and MTC exchange programs, including programming \$8.5 million to Priority Conservation Area (PCA) projects, \$4.6 million to various projects within the Regional Vision Zero/Safety Program, and \$4.0 million to Innovative Deployments for Enhanced Arterials Transit Signal Priority (IDEA TSP) and Bus Accelerated Infrastructure Delivery (BusAID) projects.

Background:

The OBAG 2 and 3 programs 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.

MTC's fund exchange program provides greater flexibility to deliver select priority projects within the broader OBAG framework. MTC Resolution No. 3989, Revised, describes the procedures governing MTC's exchange program and details the agreements and commitments that have been made to date. The program facilitates funding agreements with partner agencies to exchange federal STP/CMAQ funds with non-federal local funds. These exchanges do not increase the total amount of funds available to the region but enable MTC to support key investments within the OBAG policy framework that are ineligible for STP/CMAQ funds.

This month, staff recommend revisions to the OBAG 2 and 3 and MTC exchange programs as detailed below.

PCA Program

Consistent with recommendations to the Planning Committee this month, staff recommend programming \$8.5 million in OBAG 3 Regional Priority Conservation Area (PCA) funds to various projects. As part of this action, staff recommend changing the fund source for \$4.9 million from STP/CMAQ to non-federal MTC Exchange funds for projects ineligible or otherwise unsuitable for federal funds. The full list of PCA grant awards is provided in MTC Resolution No. 4505, Revised Attachment B-1.

In addition, staff recommend revising the project name for Menlo Park's Bedwell Bayfront Park OBAG 2 PCA project from "entrance improvements" to "access improvements" to better reflect the project scope funded with MTC Exchange funds. The sponsor is committed to delivering the full project scope as originally awarded using other funding sources.

Safety Program

Staff recommend reprogramming a total of \$4.6 million in OBAG 3 funds within the Regional Vision Zero/Safety Program, consisting of \$2.7 million in unprogrammed balances for Local

Roadway Safety Plans and Technical Assistance and \$1.9 million programmed to MTC for coordination and outreach, to reflect the latest project funding plans and delivery approach:

- \$1.7 million to City of San José for a regional data driven safety campaign, which the City will lead in partnership with MTC, San Francisco, and Oakland;
- \$1 million to MTC for non-pavement asset data collection, to support the Bay Area Vision Zero Data System (BayViz) and a related safety application for MTC's StreetSaver® pavement management software;
- \$1 million to MTC to support Vision Zero Working Group activities, including peer exchanges (\$500,000) and workshops (\$500,000); and
- \$940,000 to MTC for BayViz support to expand and improve data access.

These revisions are coordinated with the current funding plan for MTC's \$10 million Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant (awarded December 2023), which complements MTC's OBAG 3 Regional Vision Zero/Safety Program by advancing safety-related planning, data collection, and project implementation efforts.

IDEA TSP and BusAID

Consistent with recommendations to the Regional Network Management (RNM) Committee this month, staff recommend programming \$4.0 million in OBAG 3 funds to the following projects within the Innovative Deployments for Enhanced Arterials Transit Signal Priority (IDEA TSP) and Bus Accelerated Infrastructure Delivery (BusAID) programs:

- \$2.0 million to SamTrans for El Camino Real - Fast Tracking Corridor-Wide Implementation,
- \$250,000 to MTC for Contra Costa Transportation Authority's (CCTA's) Innovate 680 Coordinated Adaptive Traffic Signals (CATS) project,
- \$500,000 to MTC for Transportation Authority of Marin's (TAM's) Marin Countywide Coordinated Signal Modernization Plan,
- \$200,000 to MTC for County Connection's Four Corridors TSP project,
- \$700,000 to MTC for SamTrans's Countywide TSP Program, and
- \$300,000 to MTC for City of San José's TSP Evaluation and Signal Retiming project.

Capacity for these new projects comes from \$4.6 million in OBAG 2 IDEA project savings and unprogrammed balances. However, staff recommends programming the new IDEA TSP and BusAID projects within the OBAG 3 program to better align with anticipated project delivery schedules for these newly awarded projects. To shift the capacity for these projects from OBAG 2 to OBAG 3, and to expedite close-out of the OBAG 2 program, staff recommend redirecting \$4.6 million of MTC's Mapping and Wayfinding project from OBAG 3 to OBAG 2, as this project has already obligated.

Staff will return to the Commission to recommend programming an additional \$4.1 million in OBAG 3 BusAID funds following a subsequent call for projects.

REAP 2

Additional revisions to the OBAG 2 and 3 programs are proposed in Agenda Item 4a. The OBAG 2 and 3 resolutions, MTC Resolution Nos. 4202, Revised, and 4505, Revised, are included once as part of this Agenda Item.

Issues:

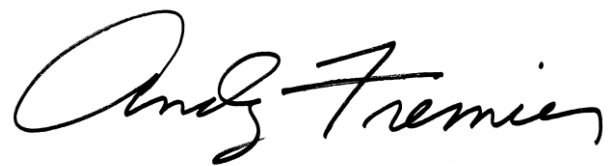
None.

Recommendations:

Refer MTC Resolution Nos. 3989, Revised; 4202, Revised; and 4505, Revised to the Commission for approval. MTC Resolution Nos. 4202, Revised and 4505, Revised are also proposed for revisions under Agenda Item 4a and are included once under this item with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.

Attachments:

- MTC Resolution No. 3989, Revised
 - Attachment B
- MTC Resolution No. 4202, Revised
 - Attachment B-1
- MTC Resolution No. 4505,
 - Revised Attachment B-1



Andrew B. Fremier

Date: January 26, 2022
W.I.: 1512
Referred by: PAC
Revised: 02/23/22-C 03/23/22-C 06/22/22-C
09/28/22-C 10/26/22-C 11/16/22-C
01/25/23-C 02/22/23-C 03/22/23-C
04/26/23-C 05/24/23-C 06/28/23-C
07/26/23-C 09/27/23-C 10/25/23-C
11/15/23-C 12/20/23-C 02/28/24-C
03/27/24-C 04/24/24-C 05/22/24-C
06/26/24-C 07/24/24-C 09/25/24-C
11/20/24-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.

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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 arrangement; program \$11,762,000 for ongoing Safe Routes to School Non-Infrastructure programs within the County & Local Program; add \$7,000,000 in additional anticipated revenues to the Regional Program; and clarify language related to local policy requirements and project eligibilities within the County & Local Program.

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

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

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

On January 11, 2023, Attachments B-1 and B-2 and Appendix A were revised to program \$301,682,000 in County & Local Program funds to various projects throughout the region, and

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\$300,000 to MTC's Active Transportation Technical Assistance Program within the Regional Complete Streets and Community Choice Program; and to clarify programming policy requirements for OBAG 3 projects involved in local fund exchanges.

On February 22, 2023, Attachment B-1 was revised to direct \$20,000,000 within the Climate Initiatives program to MTC for Bay Wheels Bikeshare E-Bike Expansion; and revise the name of MTC's Regional Carpool Program to Regional Carpool/Vanpool Program to reflect the full scope of the program.

On March 22, 2023, Attachments A, B-1, and B-2 were revised to change the fund source of \$15,940,000 programmed to MTC's Bay Wheels Bikeshare E-Bike Expansion from STP/CMAQ to non-federal funds in the MTC exchange program; reprogram \$1,600,000 in Regional Commuter Benefits Program funds from MTC to the Bay Area Air Quality Management District; program \$1,000,000 to Napa Valley Transportation Authority's State Route 29 American Canyon Operational and Multimodal Improvements project; program \$1.2 million within the Regional Forward Programs to MTC's Bay Bridge Forward I-80/Powel Interchange Transit Access project; revise County & Local Program awards for Alameda County's Mission Boulevard Phase III Corridor Improvements and Lafayette's School Street Class I Multiuse Facility from \$9,657,000 to \$4,950,000 and \$3,435,000 to \$750,000, respectively; add \$8,000,000 in additional anticipated revenues to the County & Local Program and \$1 million to the Regional Program; and program \$15,392,000 in available capacity to various projects on the County & Local Program contingency list.

On April 26, 2023, Attachment A was revised to clarify the County & Local Program programming requirements.

On May 24, 2023, Attachments B-1 and B-2 were revised to reprogram \$750,000 in Regional Program funds from MTC's Bay Trail Project Delivery to MTC's Bay Trail Implementation, reprogram \$23,800,000 to various projects and programs within the Climate Initiatives Program, reprogram \$21,540 in County & Local Program funds from BART's Elevator Modernization Phase 1.3 project to MTC's Regional Carpool/Vanpool project, and revise the sponsor for Priority Development Area (PDA) Planning projects in both the County & Local and Regional Programs to MTC.

On June 28, 2023, Attachment B-1 was revised to program \$17,000,000 in Regional Growth Framework Implementation funds to various Priority Development Area (PDA) Planning and

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Priority Production Area (PPA) Pilot projects; and program \$2,844,000 in Regional Climate Initiatives funds to various Mobility Hub Planning and Parking Program Planning projects.

On July 26, 2023, Attachments B-1 and B-2 were revised to reflect the fund source change from STP to Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding for \$16,727,000 as follows: \$14,677,000 for MTC's CTA Planning Activities Supplemental project within the County & Local Program; and \$1,650,000 for MTC's Community-Based Transportation Plans and \$400,000 for MTC's Local Roadway Safety Plan Development project within the Regional Complete Streets and Community Choice program.

On September 27, 2023, Attachment B-1 was revised to program \$4,700,000 in Regional Active Transportation Plan Implementation balances to MTC's Active Transportation Technical Assistance Program, add MTC as the project sponsor for \$15,000,000 in Transportation Electrification planning projects, and revise the project names for two of MTC's PDA Planning Grants in Fairfield and Suisun City to indicate that the Solano Transportation Authority will be facilitating project delivery.

On October 25, 2023, Attachment B-1 was revised to program \$1,500,000 to MTC for Engagement and Capacity Building for Community-Based Transportation Plans (CBTP's) and the Community Action Resource and Empowerment (CARE) Program, and \$600,000 to MTC for Bay Wheels Bikeshare E-Bike Expansion station siting, marketing, and incentives; and to reflect fund sources and fund source changes (in accordance with MTC Resolution No. 3989) for MTC's Engagement and Capacity Building for CBTP's and CARE program, various projects within the Priority Production Area (PPA) Pilot Program, and MTC's Bay Wheels Bikeshare E-Bike Expansion project.

On November 15, 2023, Attachment B-1 was revised to program \$6,600,000 to MTC for Mapping & Wayfinding; program \$1,500,000 to MTC for PCA Program Implementation and reflect the fund source change from STP/CMAQ to non-federal MTC exchange funds (as programmed in MTC Resolution No. 3989, Revised); reflect the fund source change for \$300,000 of MTC's Active Transportation Technical Assistance project from STP/CMAQ to non-federal Planning, Programming, and Monitoring (PPM) funds; and distribute the funds previously programmed to MTC for Connected Bay Area/Incident Management to MTC's component projects, Connected Bay Area (\$24,400,000) and Incident Management (\$4,000,000).

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On December 20, 2023, Attachments A, B-1, and B-2, and Appendix A-1 were revised to update the Housing Element compliance requirements for the County & Local Program; reprogram \$4,850,000 in Regional and County & Local funds from SFCTA's Yerba Buena Island Multi-Use Path to SFMTA for Light Rail Vehicles as part of a local fund exchange and revise the project names to reflect related roadway improvement supporting the multi-use path; reprogram \$2,200,000 in County & Local Program funds from BART's Elevator Modernization Phase 1.3 project to MTC's Regional Carpool/Vanpool project; and program \$2,110,000 in Regional Program funds to Active Transportation Technical Assistance Program projects, including changing the fund source of \$560,000 from STP/CMAQ to non-federal MTC exchange funds.

On February 28, 2024, Attachment B-1 was revised to add \$9,300,000 in Regional Climate Initiatives funds to the Mobility Hubs Capital Grants unprogrammed balance, reflect the \$8,500,000 in Regional Priority Conservation Area (PCA) Grant Program funds available for the PCA Call for Projects, Phase I, and program \$1,000,000 in Regional Adaptive Ramp Metering funds to MTC for Adaptive Ramp Metering on State Route 237 in Santa Clara County.

On March 27, 2024, Attachments B-1 and B-2 were revised to reprogram \$2,000,000 in Regional Vision Zero/Safety Program funds from MTC's Bay Area Vision Zero Data System to MTC for Enhancing Support for Safety in the Bay Area, and change the fund source from STP/CMAQ to non-federal MTC exchange funds; reprogram \$80,000 in Regional Vision Zero/Safety Program funds from MTC's Regional Safety Program Coordination and Outreach to MTC for the Bay Area Vision Zero Data System, and change the fund source from STP/CMAQ to non-federal MTC exchange funds; change the funds source of \$2,000,000 in Regional Pavement & Asset Management Program funds for MTC's Pavement Management Program (PMP) from STP/CMAQ to non-federal MTC exchange funds; program \$1,000,000 in County & Local Program funds from the Alameda County Transportation Commission's (ACTC's) San Pablo Avenue Parallel Bike Network to ACTA and the City of Albany for the Jackson Street portion of the same project; and change the fund source for \$400,000 in Active Transportation Technical Assistance Program projects from STP/CMAQ to non-federal MTC exchange funds.

On April 24, 2024, Attachment A and Appendix A-1 were revised to standardize County & Local Program compliance requirement language.

On May 22, 2024, Attachments B-1 and B-2 were revised to deprogram \$27,730,000 in County & Local Program funds from the City of San Jose's Story-Keyes Complete Streets project as part

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of a fund source change, program \$11,555,000 in Regional Transit Priority funds to various projects within the Bus Accelerated Infrastructure Delivery (BusAID) program, program \$6,000,000 in Local Public Fleet Electrification Planning Assistance funds to MTC for various local agencies, change the fund source for \$350,000 in Bay Trail Project Delivery funds from STP/CMAQ to non-federal MTC exchange funds, and program \$30,000 in Parking Management Planning balances to MTC for Concord's Downtown Parking Technology Solutions Study.

On June 26, 2024, Attachment B-1 was revised to reflect the programming of \$5,000,000 in non-federal MTC exchange funds to the Bay Area Housing Finance Authority (BAHFA) for county election cost reimbursement related to the 2024 regional housing bond measure.

On July 24, 2024, Attachment B-1 was revised to program \$1,500,000 to MTC's Bay Trail Marshlands Road project, program \$560,000 in bikeshare funds to MTC for station electrification, change the fund source for \$660,000 in bikeshare funds from STP/CMAQ to non-federal MTC exchange funds, and reflect reprogramming of these exchange funds to various projects.

On September 25, 2024, Attachment B-1 was revised to reprogram \$1,250,000 in Regional Program bikeshare funds from e-bike expansion to MTC for Bay Wheels bikeshare expansion in Daly City, changing the fund source for this project from STP/CMAQ to non-federal MTC exchange funds; reprogram \$300,000 in Regional Program bikeshare funds from e-bike expansion to MTC for bikeshare outreach; and program \$240,000 in Regional Program Mobility Hub planning balances to MTC for Mobility Hubs and Parking Management technical assistance.

On November 20, 2024, Attachment B-1 was revised to program \$8,500,000 in Regional Priority Conservation Area (PCA) funds to various projects, including changing the fund source for \$4,950,000 of that total from STP/CMAQ to non-federal MTC Exchange; reprogram \$2,000,000 from MTC's Priority Development Area (PDA) Planning Program to MTC's Regional Housing Technical Assistance (RHTA) Program; deprogram \$4,600,000 from MTC's Mapping & Wayfinding project; program \$3,950,000 to various Innovative Deployments for Enhanced Arterials Transit Signal Priority (IDEA TSP) and Bus Accelerated Infrastructure Delivery (BusAID) projects; add \$650,000 to BusAID unprogrammed balance; reprogram \$4,640,000 within MTC's Regional Vision Zero/Safety Program to various projects; and deprogram \$415,000 from MTC's Cotati Santero Way PDA Planning project.

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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, October 12, 2022, November 9, 2022, January 11, 2023, February 8, 2023, March 8, 2023, April 12, 2023, and May 10, 2023; the Planning Committee dated June 9, 2023; the Programming and Allocations Committee dated June 14, 2023, July 12, 2023, September 13, 2023, October 11, 2023, November 8, 2023; the Planning Committee dated December 8, 2023; and the Programming and Allocations Committee dated December 13, 2023, February 14, 2024, March 13, 2024, April 10, 2024, May 8, 2024, June 12, 2024, July 10, 2024, September 11, 2024, and November 13, 2024.

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), 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

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