

One Bay Area Grant (OBAG 4) Initial Programming Actions



Programming and Allocations Committee
Agenda Item 5a-26-0347
April 8, 2026

OBAG 4 Regional Program Development

Development Schedule

Date	Commission Action
January	✔ Complete: approve OBAG 4 funding framework
February	✔ Complete: approve OBAG 4 regional program categories
April	○ Recommended: approve initial OBAG 4 regional funds
Summer	○ Upcoming: approve comprehensive suite of OBAG 4 regional programs

Initial Recommendations

- **\$11.6 million** for SR 37 to complete funding plan
- **\$10 million** for Participatory Budgeting & Implementation to coordinate with OBAG 3 CARE Technical Assistance
- **\$2 million** for Pavement Management to continue longstanding local services

OBAG 4 Regional Program Categories

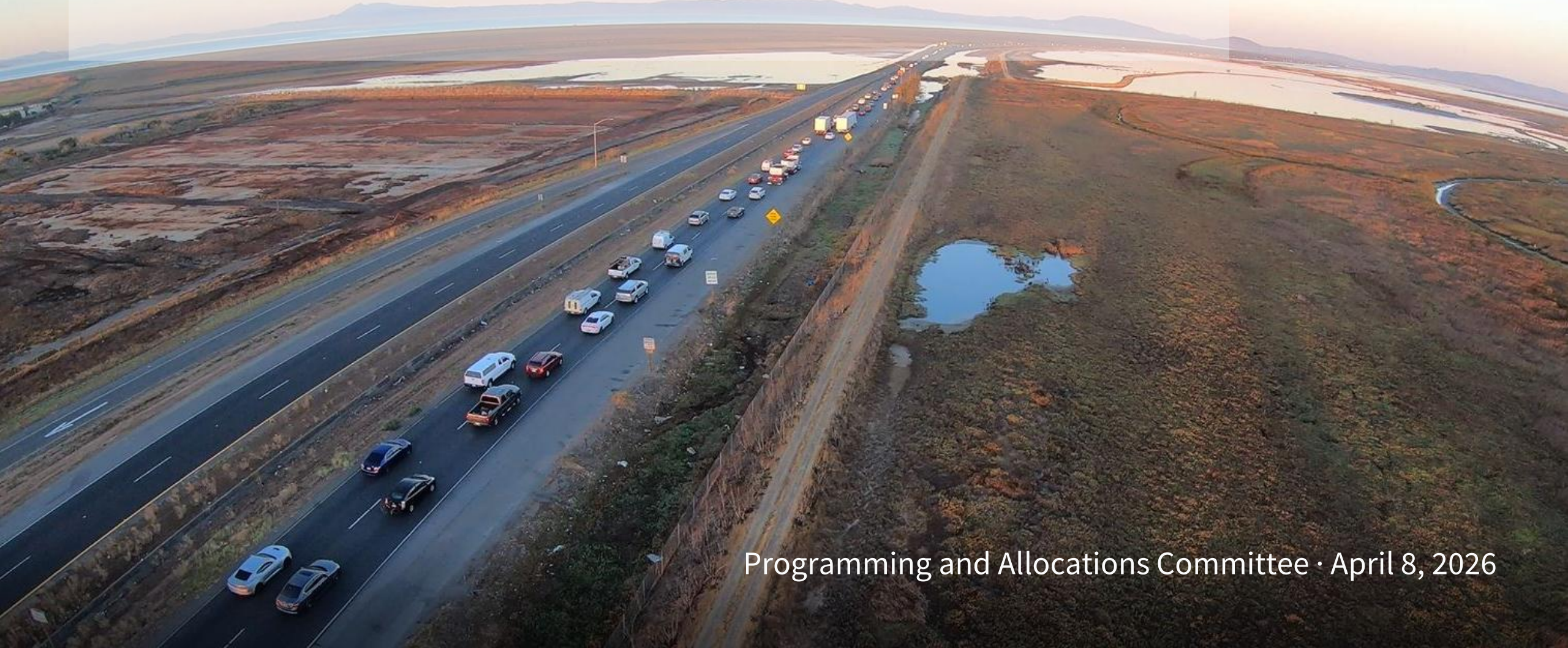
Program Categories and Initial Recommendations

Category <i>Approved Feb</i>	Total Capacity <i>Approved Feb</i>	Initial Amount <i>Recommended</i>	Initial Projects <i>Recommended</i>
Planning and Impl.	\$40M		
Growth Framework	\$35M		
Environment	\$90M	\$6.5M	Priority Conservation Area funds for SR 37
Complete Streets	\$35M	\$2M \$10M	Pavement Management funds for ongoing work CARE funds for Participatory Budgeting
Multimodal Networks	\$115M	\$5.1M	Multimodal Corridor Capital funds for SR 37
Set-Asides	\$50M		
Totals	\$360M	\$23.6M	

Note: staff will return to the Commission this summer with comprehensive recommendations for the full suite of OBAG 4 regional programs, including these initial advance actions

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Sears Point to Mare Island Improvement Project



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ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.

Challenges & Opportunities



**Travel Time &
Transit**



Public Access



**Flooding/
Sea Level Rise**



**Ecological
Connectivity**

Quality of Life

Resilient SR 37 Corridor – Phased Implementation

Concurrent Project Development.

Deliver Early Community Benefits.

Environmental - Design - Construction

Near-term Sears Point to Mare Island Project

- Quality of Life
 - *Improve Travel Times and Reliability
 - *Support Transit and Rideshare
 - *Public Access
- Baylands Restoration
- Resilience

Early Benefits



Transition

Long-term SR 37 Sea Level Rise Adaptation (I-80 – US 101)

- Long Term Corridor Resilience (Planning and Environmental Linkages Study)
- Multiple Project Implementation (Flood Reduction Project – 101 to Atherton)
- Livability, Bike, Pedestrian, Transit, and Public Access
- Advance Mitigation

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Today

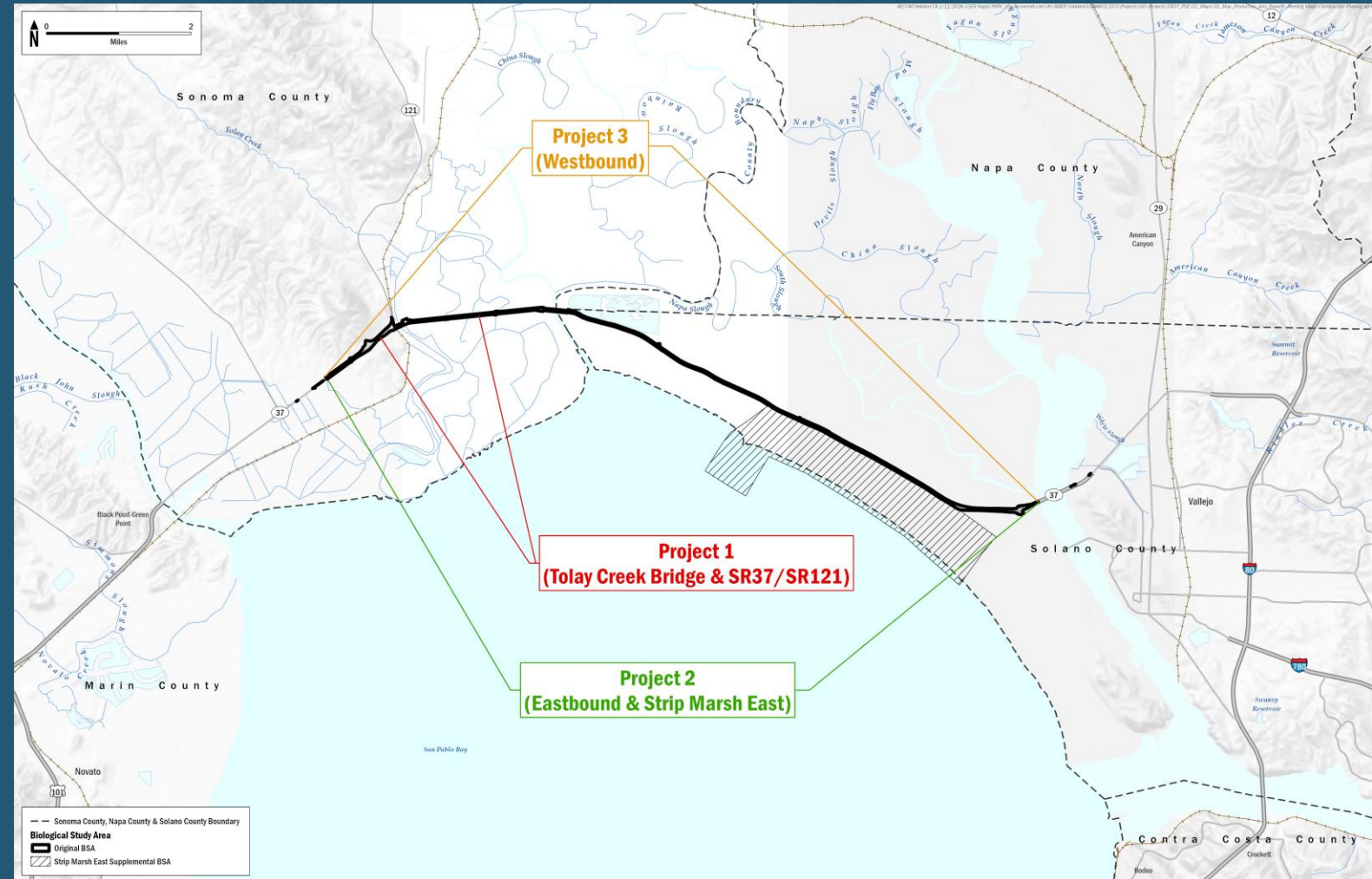
2029

2050

2130+

Project Delivery Phasing

- Three Construction Packages
- Funding Availability
- Independent Utility

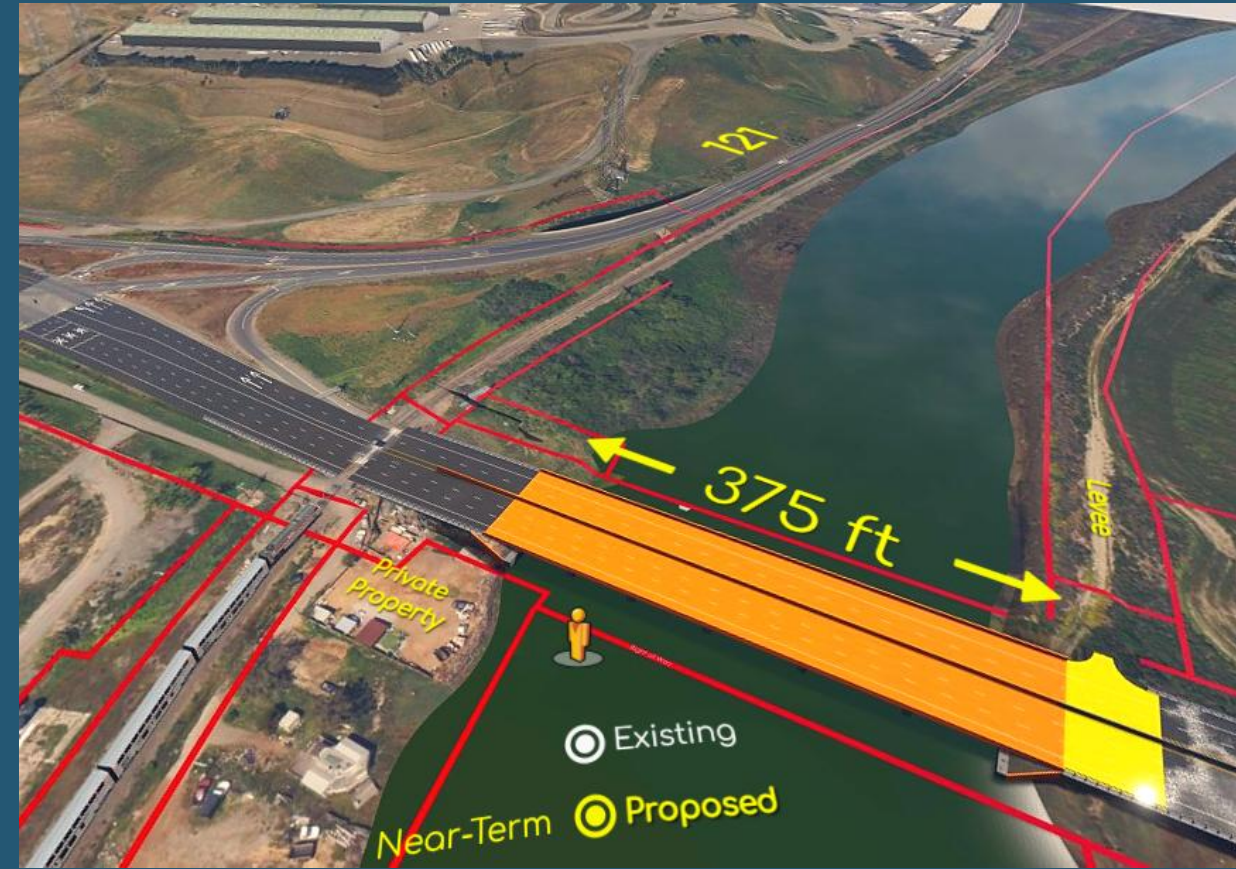


Construction Package 1

Existing Tolay Bridge



Proposed New Tolay Bridge



Construction Package 1 Benefits

- Congestion Relief – Reduce Eastbound Congestion
- Resilience – Reduce Flooding Risks
- Ecology – Enable Planned Tolay Creek Baylands Restoration



Construction Package 1 Cost and Funding Plan

Fund Source	Amount
USDOT Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) Grant	\$20,000,000
Caltrans State Highway Operation and Protection Program (SHOPP)	\$21,100,000
State Transportation Improvement Program (STIP) Funds	\$12,793,000
Local Transportation Climate Adaptation Program (LTCAP) Grant	\$50,000,000
Senate Bill 170 (from SCTA)	\$3,500,000
Regional Measure 3	\$34,500,000
OBAG 3	\$9,000,000
OBAG 4	\$11,607,000
Other State Fund Sources (to be determined)	\$27,500,000
Total	\$190,000,000

Cost includes right of way capital, construction capital, construction support and contingency costs.

Recommendation

- Refer Resolutions 3989, Revised, 4505, Revised, and 4740, Revised to the Commission for approval, including programming of:
 - \$11.6M to Caltrans for the Resilient SR 37 project
 - \$10M to MTC for the CARE – Participatory Budgeting & Implementation program
 - \$2M to MTC for Pavement Management programs