METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

Agenda Item 4

TO: Policy Advisory Council DATE: December 6, 2017

FR: Mallory Atkinson, MTC

RE: One Bay Area Grant (OBAG 2) County Program

Policy Advisory Council Agenda Item 4 on OBAG 2 County Program is attached as presented to this month's Programming and Allocations Committee, which will meet on December 13, 2017.

MTC staff will be at your December 13 meeting to discuss the OBAG 2 County Program.

Attachment

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Metropolitan Transportation Commission
Programming and Allocations Committee

December 13, 2017 **Agenda Item 5a**

MTC Resolution No. 4202, Revised

Subject: Proposed revisions to the One Bay Area Grant 2 (OBAG 2) program, including approval of the project recommendations from the nine county Congestion Management Agencies (CMAs) for the $386 million County Program.

Background: The OBAG 2 program framework was adopted by the Commission in November 2015, and revised in July 2016 to incorporate additional revenues and housing-related elements. The program establishes the Commission's commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and local programs from FY2017-18 through FY2021-22.

The OBAG 2 program is divided into a Regional Program ($476 million), managed by MTC, and a County Program ($386 million), managed by the nine county Congestion Management Agencies (CMAs):

This month, staff recommend the following revisions to the OBAG 2 County and Regional Programs:

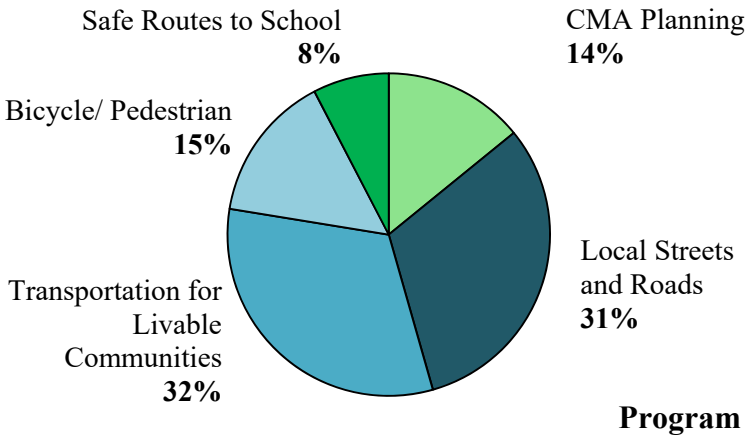
1. County Program Project Recommendations: Following the July 2016 Commission action to distribute additional revenues and housing-related elements into the OBAG 2 program, CMAs were given one year to lead a unified call for projects and recommend projects to MTC by July 2017.

This month, staff recommends approval of the OBAG 2 County Program as recommended by the CMAs. A snapshot of the recommended investments by project type is provided in the chart below. The full list of project recommendations by county are provided in Attachment B-2 of the program resolution.

The OBAG 2 County Program Report Card (Appendix A) provides an overview of the projects recommended by the county CMAs, progress made in meeting the program objectives described above, and compliance with numerous policy requirements. Key findings are summarized in Attachment 1.

The OBAG 2 County Program Report Card and findings in Attachment 1 are provided to the Commission as a regional perspective on project funding recommendations from the CMAs, as well as to inform future programming policy actions.

OBAG 2 County Program Investments by Project Type



Program Total: $386 million

2. Housing Production Incentive Revisions: In addition to the recommended revisions for the County Program, staff recommends revising the OBAG 2 Project Selection and Programming Policy to reflect changes made to the *80k by 2020 Challenge Grant* by the Commission as part of its adoption of the 2018 Regional Transportation Improvement Program (RTIP) Guidelines. These revisions include:

- Increasing the number of jurisdictions eligible to receive the challenge grant from 10 to 15;
- Clarifying that the preservation, in addition to permitting, of affordable housing units will be credited in the program; and
- Provision that at least one jurisdiction from each county will be awarded a challenge grant.

Issues:

1) TIP Amendments to Follow Requirements: Project sponsors must also meet several requirements in order for MTC to program their grant funding into the federal Transportation Improvement Program (TIP). These requirements include local policy compliance, completion of a complete streets checklist for all capital projects, maintaining a certified Pavement Management Program (PMP), and participating in annual traffic date collection as part of the federal Highway Performance Monitoring System (HPMS) and periodic local streets and roads needs assessments. Staff will work with CMAs and project sponsor staff to ensure all requirements have been met prior to programming OBAG 2 funds in the TIP.

2) Housing Element Compliance: Staff recommends conditional approval of OBAG 2 County Program funding for the 5 jurisdictions that have not yet submitted Housing Element Annual Progress reports: Albany, Danville, Martinez, Saratoga and Vallejo. In order for these to be eligible for OBAG 2 County Program funds, they must submit a compliant housing element progress report (for the 2016 reporting year) to HCD no later than March 1, 2018.

3) CMAQ Revenue: Caltrans recently informed staff that MTC's apportionment of CMAQ will likely decrease by approximately $8 million per year starting in FY 2019, resulting in a roughly $33 million revenue reduction over the OBAG 2 funding period. The revenue reduction is the result of good news on the air quality front; in June 2018 the Bay Area will have completed 20 years of being in attainment of EPA's carbon monoxide (CO) standard, after which the region will no longer be considered a CO maintenance area. In California, CMAQ apportionments are distributed among regions in part based on their maintenance status for air quality standards, with an additional weight being given to regions that are in maintenance or non-attainment.

Staff recommends approval of the County Program of Projects this month, and will develop potential options for addressing a shortfall, should it come to pass, such as: identifying opportunities to direct cost savings and additional fund sources to the program, reducing the size of the program either in a targeted or proportional manner, adding another year to the end of OBAG 2 funding period, carrying forward the shortfall into a following cycle, or seeking a change in state statute regarding fund distribution to reward, rather than penalize, regions that have made progress on air quality requirements.

Recommendation: Refer MTC Resolution No. 4202, Revised to the Commission for approval. Because Resolution No. 4202 is also proposed for revision under Agenda 5b, it is included under

this Agenda Item with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.

Attachments: Attachment 1
OBAG 2 Report Card
MTC Resolution No. 4202, Revised, Attachments A, A-3, B-1, and B-2

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Attachment 1
Key One Bay Area Grant (OBAG 2) County Program Findings

- **Similar Project Type Mix, Compared to OBAG 1.**
  The mix of project types selected by the CMAs for the OBAG 2 County Program is largely consistent with the results seen in OBAG 1 (Appendix A, page 2). In both rounds, the majority of County Program funding is programmed to active transportation projects, including bicycle and pedestrian investments, Transportation for Livable Communities (TLC), and Safe Routes to School (SRTS).

- **Investments Continue to be Focused in Priority Development Areas.**
  In the OBAG 2 County Program, CMAs directed a majority of their available funds (82%) to transportation projects that are within Priority Development Areas (PDAs) or that are outside PDAs but provide improved transit, bicycle and/or pedestrian access to a nearby PDA (Appendix A, page 8). This significant emphasis on investing in locally-adopted PDAs, as defined by the CMAs, exceeds the minimum investment target established by the OBAG program, which requires the four North Bay counties to program at least 50% of their funds to PDAs, and the remaining five counties in the Peninsula, East Bay and South Bay to program a minimum of 70% to support PDAs.

- **Definitions for PDA Investments Vary by County.**
  For a project located outside of a PDA, CMAs are provided the flexibility to determine whether or not the project provides improved access to a nearby PDA. The criteria adopted vary significantly among the CMAs, posing a significant challenge for regional assessment of PDA investments (Appendix A, page 14).

- **Results are Mixed for Linking Funding to Local Contributions to Housing Objectives.**
  An important element of the OBAG County Program is the use of transportation funding to incentivize local jurisdictions to plan for and produce housing, particularly affordable housing. In OBAG 2, the jurisdictions contributing the most towards housing goals tend to also be recommended for the most grant funding, with some exceptions. Additionally, when OBAG 1 and OBAG 2 grants are combined, there are few jurisdictions that have received significantly less funding than expected (or conversely, significantly more), based on their contributions to housing (Appendix A, pages 9-10). Housing considerations are one of many factors that CMAs are required to consider in their project selection process. Staff will work with CMA staff to better understand the implications of these results and whether this approach may need to be adjusted in the future. In some instances this could be a result of undocumented local fund swaps.

- **Self-Certification has mixed results for Local Policy Compliance.**
  Self-certification of compliance with policy requirements bay be insufficient at reaching universal compliance with OBAG policies (Appendix A, pages 11-12). In particular, 5 jurisdictions that remain out of compliance are still recommended for OBAG 2 funding by their CMAs. One positive result pertains to the Surplus Land requirement, in which general law cities and counties must adopt a resolution affirming compliance with the California Surplus Land Act. All cities and counties recommended by their CMA for OBAG 2 funding have met this new requirement.

- **Housing Anti-Displacement Criteria Added, but Impact Unclear.**
  In OBAG 2, the Commission directed CMAs to develop a specific methodology to provide additional weight to jurisdictions that have adopted the most effective housing anti-displacement

policies. The CMAs met this requirement, but the impact of the addition is unclear (Appendix A, page 13). MTC staff will work with CMA staff to better understand what impact this new scoring requirement had on County Program funding decisions as well as on incentivizing local policy adoption by cities and counties. Findings will inform the effort approved by the Commission in October 2017 to develop supplemental housing condition criteria that takes all regional discretionary fund sources into consideration, with results shared for public and stakeholder review by July 2018.

- **CMAs using more funds for own planning.**
  In OBAG 2, the CMAs are using $54 million for their own planning activities (separate from PDA planning), or 14% of the program. In OBAG 1, CMA planning was $43 million, or 13%.

- **Local Policy Compliance:** To be eligible for OBAG 2 County Program funding, cities and counties are required to comply with several policy requirements, which are also required separately by state law. Of these program requirements, 8 jurisdictions in the Bay Area have still not come into compliance with the requirement to submit annual Housing Element annual Reports to HCD. Of these jurisdictions that have not yet submitted their 2016 progress report to HCD, 5 are recommended for OBAG 2 County Program funding by their respective CMAs.

OBAG 2 Requirement	Jurisdictions Not in Compliance
Housing Element Annual Progress Reporting	Albany Danville Martinez Saratoga Vallejo

One Bay Area Grant (OBAG 2)

County Program Report Card

MTC's innovative One Bay Area Grant (OBAG) County Program is designed to strengthen the ties between local transportation investments and regional goals for affordable housing and greenhouse gas reduction. To create a funding program that builds upon local priorities to reach regional objectives, the County Program:

- Focuses transportation investments on supporting future growth in Priority Development Areas (PDAs)
- Rewards local contributions to housing with County Program funding, including:
  - Planning and zoning to accommodate future housing growth through the Regional Housing Need Allocation (RHNA) process, and
  - Permitting and production of housing, particularly units that are affordable at the very-low, low, and moderate income levels
- Provides flexibility to the nine County Congestion Management Agencies (CMAs) to select projects that best reflect countywide and local priorities, while still achieving the overall program goals

County Program Investments *$ in millions*

County	OBAG 2 County Program (FY18-22)	OBAG 1 County Program (FY13-17)	Total
Alameda	$77	$66	$142
Contra Costa	$56	$48	$104
Marin	$11	$11	$22
Napa	$8	$7	$16
San Francisco	$48	$39	$87
San Mateo	$33	$28	$60
Santa Clara	$104	$92	$196
Solano	$21	$20	$41
Sonoma	$28	$24	$52
Total	**$386**	**$334**	**$720**

OBAG 2 County Program Report Card

Project Types

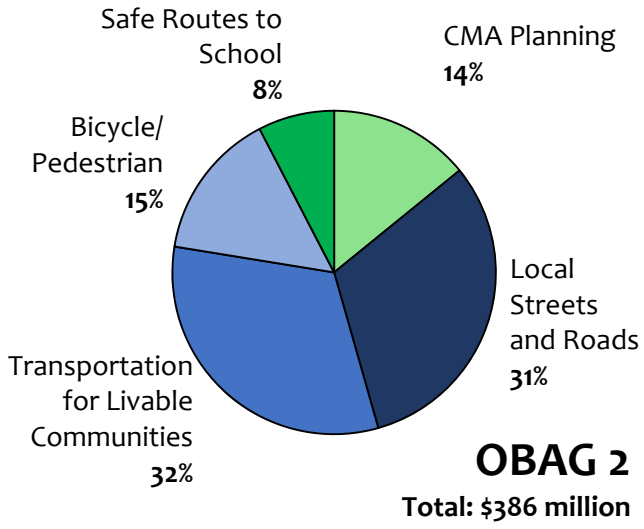
Over the course of the first two cycles of the OBAG program, the greatest share of investments were directed to TLC projects (34% of total). Similar to bike/pedestrian improvements, TLC projects are heavily oriented to bicycle access and walkability, but also include streetscape improvements, road diets, or transit elements. When combining the TLC investments with bicycle/pedestrian (16%) and SRTS (8%) categories, a majority of County Program funds were directed to active transportation projects (58%).

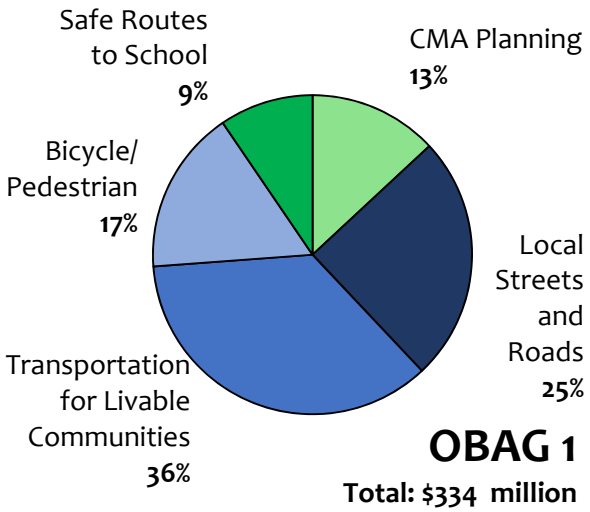
Eligible project types include:

- Bicycle and pedestrian
- Transportation for Livable Communities (TLC)
- Local streets and roads
- Safe Routes to School (SRTS)
- Planning

The project mix remained fairly consistent between OBAG 1 and OBAG 2, with roughly equivalent shares being directed to each of the five project types. OBAG 2 does represent a relative shift in emphasis towards local streets and roads (percent share increased nearly 7 points compared to OBAG 1) and a corresponding decrease in share of TLC investments (percent share decreased 4 points from OBAG 1).

Investments by Project Type | *Share of County Program Total*



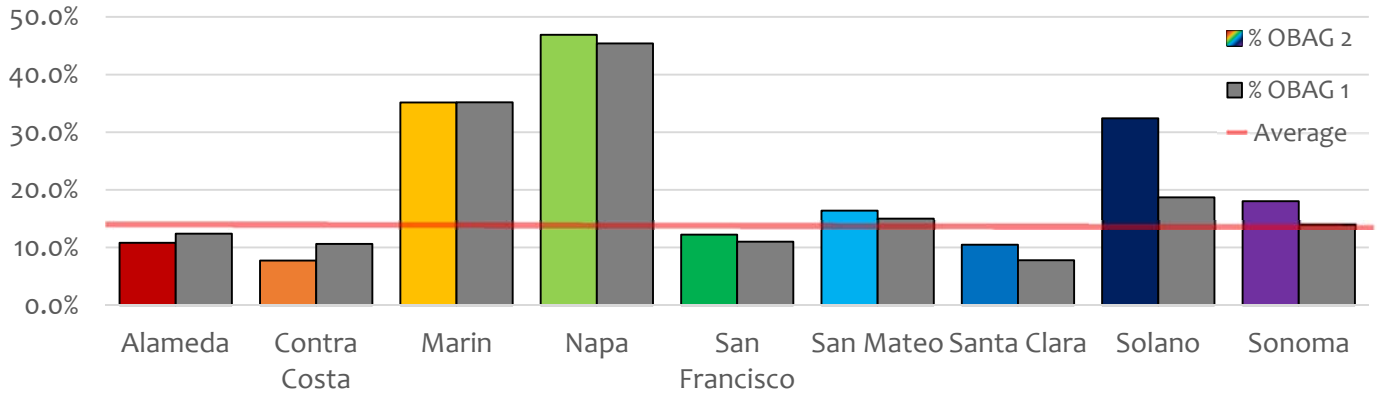


Additional information on the project types and investment levels by county and between funding cycles is provided in the project type focus areas below.

PROJECT TYPE IN FOCUS → *CMA Planning Activities*

Over the course of the OBAG 1 and 2 County Program, nearly $100 million has been programmed to general CMA Planning Activities (14% of total program). Although CMA Planning accounts for an average of 14% of the total County Program, the shares for each county have fluctuated somewhat between OBAG 1 and OBAG 2. In OBAG 2, Santa Clara County and Solano County increased the size of their CMA Planning grant significantly ($3.8 million and $3.1 million, respectively). However, the relative share of the funding increase as part of each county's discretionary program was much greater in Solano County, which does not have a sales tax measure, (13% point increase over OBAG 1) than Santa Clara County (3% point increase). For the other seven counties, CMA Planning shares remained relatively flat, with absolute changes ranging between 0-4%.

CMA Planning Activities | *Share of County Programs*



CMA Planning Activities | *County Detail* *$ in millions*

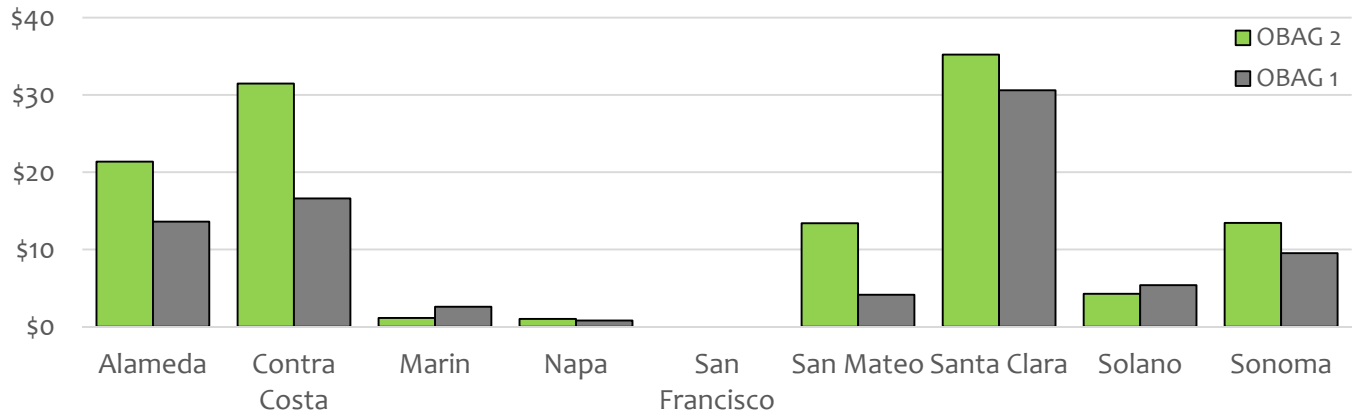
County	OBAG 2 CMA Planning	OBAG 1 CMA Planning	Difference *$ Amount*	Difference *% of County Program*
Alameda *ACTC*	$8.3 11%	$8.1 12%	$0.2	-1%
Contra Costa *CCTA*	$4.3 8%	$5.1 11%	$0.8	-3%
Marin *TAM*	$3.8 35%	$3.8 35%	$0.0	0%
Napa *NVTA*	$3.8 47%	$3.4 45%	$0.4	2%
San Francisco *SFCTA*	$5.9 12%	$4.3 11%	$1.6	1%
San Mateo *C/CAG*	$5.3 16%	$4.1 15%	$1.2	1%
Santa Clara *VTA*	$10.9 10%	$7.1 8%	$3.8	2%
Solano *STA*	$6.9 32%	$3.7 19%	$3.1	13%
Sonoma *SCTA*	$5.0 18%	$3.4 14%	$1.6	4%
Total	**$54.3 14%**	**$43.1 13%**	**$11.2**	**1%**

PROJECT TYPE IN FOCUS → *Local Streets and Roads Investments*

More than $200 million has been allocated through the County Program to projects that preserve or rehabilitate local streets and roads. The total amount recommended for streets and roads projects in OBAG 2 is $120 million, a $38 million (45%) increase from OBAG 1. Included in the OBAG 2 amount for local streets and roads projects is $12.5 million in Federal-Aid Secondary (FAS) program funds, which are provided to counties by state statute specifically for rural roads. These FAS shares were not included in the OBAG 1 County Program, as the shares had already been programmed in an earlier funding cycle.

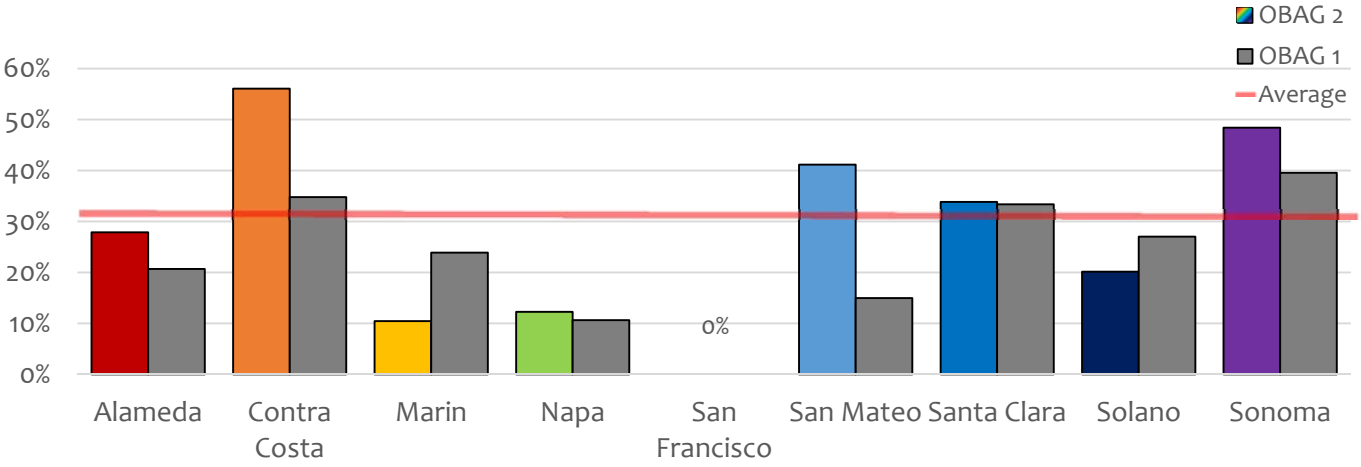
Santa Clara and Contra Costa County have each recommended more than $30 million to local streets and roads projects through the OBAG 2 program. Notably, San Francisco County has not directed any County Program funding to local streets and roads projects to date.

Local Streets and Roads | *Investments by County*



In OBAG 2, local streets and roads projects account for 31% of the overall County Program, a slight increase from a 25% share in OBAG 1. This additional emphasis on local streets and roads funding is most notable in Contra Costa County, where 56% of OBAG 2 funds are directed to pavement preservation projects (up from 35% in OBAG 1) and San Mateo County, with 41% going towards local streets and roads (up from 15% in OBAG 1).

Local Streets and Roads | *Share of County Programs*

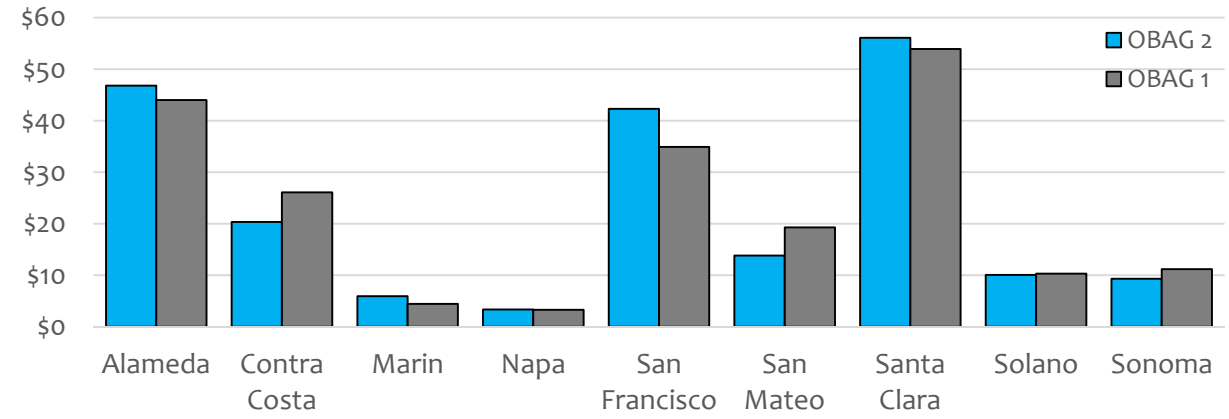


PROJECT TYPES IN FOCUS → *Active Transportation Investments*

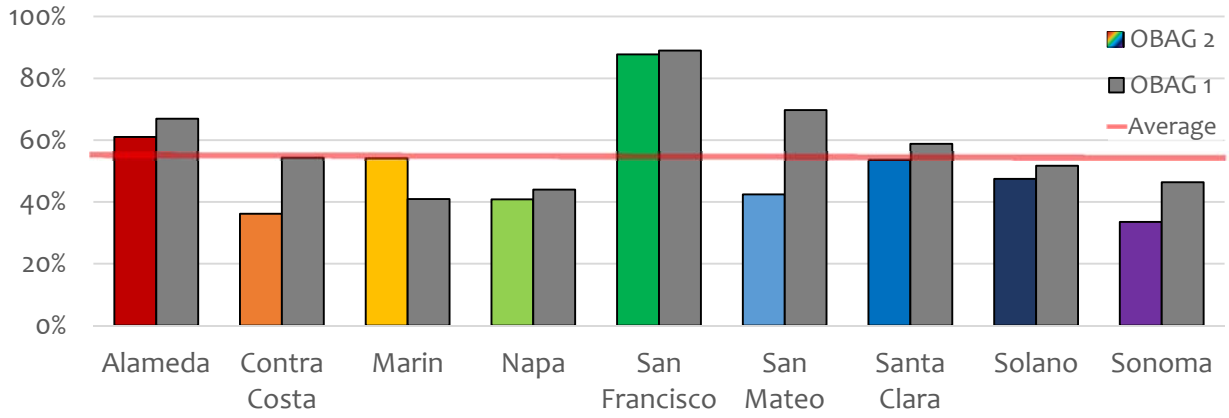
The majority of the OBAG County Program has been invested in active transportation (58%), a combination of Transportation for Livable Communities (TLC), bicycle and pedestrian, and Safe Routes to School (SRTS) projects. Over the course of the first two cycles of the program, more than $415 million has been invested in projects and programs that improve accessibility, mobility and safety for pedestrians, bicyclists, and public transit riders.

CMAs programmed approximately the same dollar amount ($207 million) to active transportation in OBAG 1 and OBAG 2, despite a $52 million (16%) increase in the overall size of the County Program in OBAG 2. Investments by county in active transportation are detailed below.

Active Transportation Investments | *Investments by County*



Active Transportation Investments | *Share of County Programs*



Additional information on investment breakdown for TLC, bicycle/pedestrian, and SRTS projects is provided below.

Active Transportation Investments | *County Investments by Project Type*

County	Transportation for Livable Communities		Bicycle/Pedestrian		Safe Routes to School		Total
	OBAG 2	OBAG 1	OBAG 2	OBAG 1	OBAG 2	OBAG 1	
Alameda	$34	$27	$5	$10	$7	$7	**$91**
Contra Costa	$5	$21	$13	$1	$2	$4	**$46**
Marin	$3	$2	$2	$2	$1	$1	**$10**
Napa	$2	$2	$1	<$1	$1	$1	**$7**
San Francisco	$36	$24	$0	$8	$6	$3	**$77**
San Mateo	$4	$8	$7	$9	$3	$2	**$33**
Santa Clara	$32	$24	$19	$20	$6	$9	**$112**
Solano	$3	$3	$5	$5	$1	$2	**$20**
Sonoma	$4	$8	$4	$1	$2	$2	**$20**
Total	**$123**	**$120**	**$57**	**$56**	**$29**	**$32**	**$417**

OBAG 2 County Program Report Card

Top 20 OBAG 2 Grants

In OBAG 2, CMAs identified 184 projects for an average grant size of $2.1 million. The largest OBAG 2 grants are listed below (table excludes funding for County CMA Planning Activities).

OBAG 2 County Program | *20 Largest Grants*

San Francisco	SF DPW	Better Market Street Improvements	$15,980,000
Santa Clara	San Jose	Pavement Maintenance Program	$14,597,000
San Francisco	Caltrain	Peninsula Corridor Electrification	$11,188,000
Alameda	Alameda Co.	Meekland Ave Corridor Improvement, Phase II	$9,300,000
Santa Clara	San Jose	McKee Road Vision Zero Priority Safety Corridor Imps	$8,623,000
Santa Clara	San Jose	Tully Road Vision Zero Priority Safety Corridor Imps	$8,599,000
Alameda	Fremont	Complete Streets Upgrade of Relinquished SR 84	$7,695,000
Alameda	ACTC	Alameda County SRTS Program	$7,299,000
Alameda	Berkeley	Southside Complete Streets & Transit Improvements	$7,121,000
San Francisco	SFMTA	Geary Bus Rapid Transit Phase 1	$6,939,000
Santa Clara	San Jose	West San Carlos Urban Village Streetscape Imps	$5,632,000
Contra Costa	Concord	Willow Pass Repaving	$5,260,000
Alameda	Alameda	Clement Ave Complete Street	$5,018,000
Santa Clara	Santa Clara Co.	Capitol Expressway Rehabilitation	$5,000,000
Alameda	Oakland	Citywide Paving Program	$4,895,000
Contra Costa	El Cerrito	El Cerrito del Norte TOD Complete Streets Imps	$4,840,000
Contra Costa	San Ramon	Iron Horse Bike and Pedestrian Overcrossings	$4,840,000
Alameda	Oakland	Lakeside Family Streets	$4,792,000
Santa Clara	Palo Alto	El Camino Real Pedestrian Safety & Streetscape Imps	$4,655,000
Contra Costa	Concord	Monument Blvd Class I Path	$4,368,000

OBAG 2 County Program Report Card

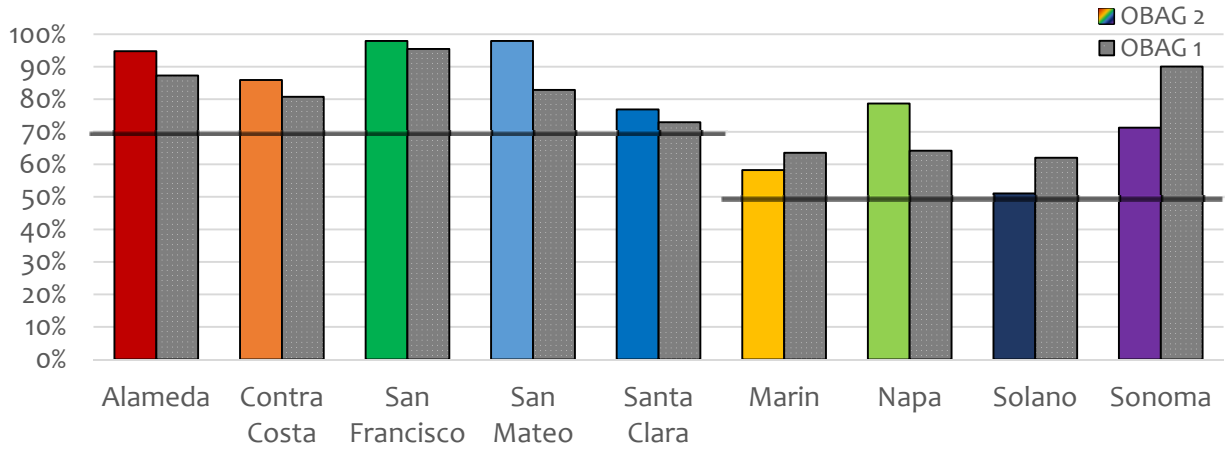
PDA Investments

Working in step with *Plan Bay Area 2040,* the region's current long-range transportation plan and Sustainable Communities' Strategy (RTP/SCS), the OBAG County Program is designed to strategically invest in local transportation projects that support regional goals for focused development in designated areas, long-term reduction greenhouse gas (GHG) emissions, and housing affordability for all Bay Area residents.

To make progress in these areas, the County Program requires CMAs to direct the bulk of their discretionary funding on projects that are located within Priority Development Areas (PDAs) or projects that otherwise support access, mobility and development of PDAs. For more populous counties in the Peninsula, East and South Bay, 70% of the County Program must be PDA supportive investments (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara Counties); in the North Bay, 50% of investments are required to support PDAs (Marin, Napa, Solano and Sonoma County).

In both OBAG 1 and OBAG 2, the CMAs met and exceeded the PDA investment targets for their respective counties. In OBAG 2, 82% of County Program investments are in PDAs or otherwise support nearby PDAs, as defined by the CMAs, up from 80% of County Program investments in OBAG 1. Over the course of the two cycles, this totals nearly $540 million invested in projects that support local PDAs.

PDA Investments | *Share of County Programs*



OBAG 2 County Program Report Card

Housing Linkage

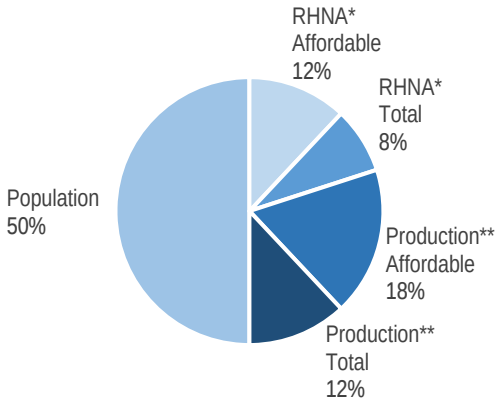
A defining feature of the OBAG County Program is the introduction of housing considerations into the framework for how to distribute transportation dollars.

In OBAG 2, the formula used to distribute county program funds was revised to:

- Consider housing contributions over a longer timeframe in order to mitigate the effect of the recent recession and major swings in housing permit approvals, while still providing additional weight for jurisdictions that recently made strides in housing outcomes (70% weighting given to units permitted in 2007-2014, 30% weight for permits from 1999-2006);

Distribution Formula

OBAG 2 County Program Funding



* Per the 2014-2022 Regional Housing Need Allocation.
** Per the 1999-2006 and 2007-2014 Housing Production Report from ABAG.

- Place additional emphasis on housing production over planning for future housing needs through the Regional Housing Needs Allocation (RHNA) process (production factors account for 30% of OBAG 2 total formula, up from 25% in OBAG 1).

- Place additional emphasis on housing that is affordable at the very low, low, and moderate income levels, over total housing units (affordability factors account for 30% of OBAG 2 total formula, up from 25% in OBAG 1).

The County Program distribution formula is designed to reward local efforts to accommodate future housing growth at all income levels through the RHNA process and that also make good on those commitments through the permitting and production of housing.

It is important to note that the link between MTC's County Program formula distribution and the grants ultimately received by local jurisdictions is indirect, as each CMA manages its own countywide competitive call for projects for the amounts allotted to each county. Although housing contributions are an important consideration for project selection, CMAs are also required to consider several other factors – including investing in high impact areas, such as PDAs, Transit Priority Areas (TPAs); projects in Communities of Concern (CoCs) or identified through Community-Based Transportation Plans (CBTPs); projects within the Air District's Community Air Risk Evaluation (CARE) communities; and projects within cities and counties that have adopted affordable housing creation and preservation policies. In addition, CMAs also take into consideration the priorities and needs of the jurisdictions within their counties, as well as administrative issues including eligibility with OBAG policy requirements, and deliverability issues.

In OBAG 2, the jurisdictions contributing the most towards housing goals tend to also be recommended for the most grant funding, with a few exceptions. Additionally, when OBAG 1 and OBAG 2 grants are combined, there are a few jurisdictions that have received significantly less funding than expected (or conversely, significantly more), based on their contributions to housing. The tables below highlight some of these differences.

The OBAG County Program distribution formula incorporates local efforts to accommodate future housing growth at all income levels,* but housing is one of many factors taken into consideration by CMAs in project prioritization. ***The tables below are provided for informational purposes only, and do not imply a requirement for CMAs to award specific amounts to individual jurisdictions.***

Top 15 Jurisdictions | *Sorted by Grant Award Totals*

Jurisdiction	Grant Award Totals[1]		Formula Contribution	
	OBAG 1 + OBAG 2		*Contribution to County Distribution Formula***	
	Rank	$ Amt.	Rank	$ Amt.
San Francisco	1	$74	2	$86
San Jose	2	$72	1	$99
Oakland	3	$30	3	$36
Santa Clara Co.	4	$22	31	$7
Fremont	5	$18	6	$18
Sunnyvale	6	$18	5	$18
Alameda Co.	7	$15	14	$10
Berkeley	8	$14	20	$9
Palo Alto	9	$13	33	$6
Santa Clara	10	$11	7	$14
Concord	11	$11	13	$10
Sonoma Co.	12	$11	10	$11
Milpitas	13	$10	16	$10
Union City	14	$10	36	$6
Alameda	15	$10	37	$6

Top 15 Jurisdictions | *Sorted by Formula Contribution*

Jurisdiction	Formula Contribution		Grant Award Totals[1]	
	*Contribution to County Distribution Formula***		*OBAG 1 + OBAG 2*	
	Rank	$ Amt.	Rank	$ Amt.
San Jose	1	$99	2	$72
San Francisco	2	$86	1	$74
Oakland	3	$36	3	$30
Santa Rosa	4	$21	25	$6
Sunnyvale	5	$18	6	$18
Fremont	6	$18	5	$18
Santa Clara	7	$14	10	$11
Hayward	8	$13	33	$5
Contra Costa Co.	9	$12	19	$8
Sonoma Co.	10	$11	12	$11
Fairfield	11	$11	63	$2
Antioch	12	$11	37	$4
Concord	13	$10	11	$11
Alameda Co.	14	$10	7	$15
Vacaville	15	$10	28	$5

[1] Does not include CMA Planning funds.

$, in millions

Jurisdiction ***is not*** in the top 15 in terms of contribution to county distribution formula, but ***is*** in the top 15 for largest grant totals.

Jurisdiction ***is*** in the top 15 contributors to county distribution formula, but ***is not*** in the top 15 recipients of grant funds.

*The link between local housing factors and OBAG grant funding is indirect. Each CMA manages its own countywide competitive call for projects for the amount allotted to the county. In addition to taking housing contributions into consideration, CMAs are required to prioritize projects that invest in high impact areas (PDAs/TPAs), Communities of Concern (COCs), Air District Community Air Risk Evaluation (CARE) communities, and in jurisdictions that have adopted affordable housing creation and preservation policies. In addition, CMAs may choose to incorporate additional project evaluation criteria to best meet the needs and priorities of their county.

** Jurisdiction's contribution to the OBAG 1 and OBAG 2 county distribution formulas; includes various housing factors (50% of formula) and population (50% of formula).

OBAG 2 County Program Report Card

Policy Requirements

To be eligible for OBAG 2 County Program funding, local cities and counties are required to comply with several policy requirements, which are also required separately by state law:

- **Housing Element Certification:** Cities and counties must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015.
    - *100% compliance – all Bay Area jurisdictions have an HCD certified housing element*

- **Housing Element Annual Progress Reporting:** Cities and counties are required to submit Housing Element Annual Reports to HCD by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this requirement during the entire OBAG 2 funding period.
    - *93% compliance – 8 jurisdictions have not yet submitted a compliant 2016 progress report (due April 1, 2017); 5 of these jurisdictions are recommended for OBAG 2 funding by their CMA.*

  In order to remain eligible for OBAG 2 County Program funds, all jurisdictions must submit a compliant housing element progress report (for the 2016 reporting year) to HCD no later than March 1, 2018.

  As a reminder to all jurisdictions, the annual progress reports are an annual requirement to maintain eligibility throughout the OBAG 2 funding period. Jurisdictions that do not submit progress reports pursuant to state statute may risk deprogramming of OBAG 2 funds and risk eligibility for future fund cycles.

- **Complete Streets Policy:** Cities and counties must adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC, incorporating MTC's required complete streets elements as outlined in MTC's Complete Streets Guidance. Alternatively a jurisdiction can meet this requirement through an update of their general plan circulation element after January 1, 2010 to incorporate the provisions of the 2008 Complete Streets Act.
    - *99% compliance – only one jurisdiction has not yet adopted a compliant complete streets resolution of updated circulation element; all jurisdictions recommended for OBAG 2 funding by their CMA are have met this requirement.*

- **Surplus Land Act:** All general law cities and counties must adopt a surplus land resolution by the date affirming compliance with the State Surplus Land Act.
    - *100% compliance – All general law cities and counties adopted a resolution affirming compliance with the State Surplus Land Act.*

Note: In addition to the policy requirements described above, which are required to maintain eligibility for OBAG 2 funding, local jurisdictions must also meet several additional requirements in order for MTC to program their grant funding into the federal Transportation Improvement Program (TIP). These requirements include completion of a complete streets checklist for all capital projects, maintaining a certified Pavement Management Program (PMP), and participating in annual traffic data collection as part of the federal Highway Performance Monitoring System (HPMS) and periodic local streets and roads needs assessments.

OBAG 2 Local Policy Compliance | *Required for OBAG 2 Eligibility*

OBAG 2 Requirement	Compliance	Non-Compliant Jurisdictions	
		Recommended by CMA for OBAG 2 Funding	*Not Recommended by CMA for OBAG 2 Funding*
• Housing Element Certification	100%		
• Housing Element Annual Progress Reporting	93%	Albany Danville Martinez Saratoga Vallejo	Los Altos Hills Dixon Rio Vista
• Complete Streets Policy	99%		Cloverdale
• Surplus Land Act	100%		

OBAG 2 Local Compliance | *Required Prior to TIP Programming*

OBAG 2 Requirement	Compliance	Non-Compliant Jurisdictions	
		Recommended by CMA for OBAG 2 Funding	*Not Recommended by CMA for OBAG 2 Funding*
• Complete Streets Checklists	100%	(see note below)	
• Pavement Management Certification (PMP)	94%	Portola Valley Vallejo Sebastopol	Mill Valley Tiburon Cloverdale
• Local Streets and Roads Needs Assessment	100%		
• Highway Performance Monitoring System (HPMS) Annual Traffic Data Survey	95%	Gilroy Healdsburg	Belvedere Monte Sereno Rio Vista

Note: All projects recommended for OBAG 2 funding have completed a Complete Streets Checklist. However, the OBAG 2 policy requires that complete streets checklists be completed and made available for review by Bicycle and Pedestrian Advisory Committees (BPACs) prior to CMA adoption of the program of projects. MTC will work with CMAs and project sponsor staff to ensure all checklists that were submitted after the CMA program adoption are made available to the appropriate BPAC for review, prior to programming in the TIP.

One Bay Area Grant (OBAG 2)

CMA Policies

Anti-Displacement Scoring for PDA Projects

OBAG 2 included a new requirement for CMAs to adopt a specific scoring methodology for funding projects within PDAs or Transit Priority Areas (TPAs) to reward jurisdictions with the most effective housing anti-displacement policies. The various approaches taken by CMAs to meet this requirement are detailed below.

	CMA Anti-Displacement Scoring Approaches
Alameda *ACTC*	ACTC used existing criteria for project evaluation: up to **9 points (out of 100)** for various affordable housing preservation/creation strategies.
Contra Costa *CCTA*	CCTC adopted an approach to direct up to **4 points (out of 100)** based on the number of housing policies from UC Berkeley's Urban Displacement project list of 14 policies.
Marin *TAM*	TAM assigned a **low/medium/high** score based on the number of policies adopted in the jurisdictions. Both of their two PDA jurisdictions were given "medium" scores, but of those, only San Rafael submitted a funding application. Thus, the additional scoring confirmed the selection of San Rafael for PDA funding.
Napa *NVTA*	Framework included a **low/medium/high** ranking. The application included a long list of housing policies including several not included in the UC Berkeley list, such as various loan programs for housing preservation and home-ownership, foreclosure prevention programs, and reduced parking requirements.
San Francisco *SFCTA*	San Francisco has several existing community stabilization policies in place. To honor the intent of the Commission to provide additional weighting to support affordable housing goals, SFCTA's scoring methodology gave up to **3 points (out of 43)** to projects located in a PDA that is near a proposed housing development with 75% or more affordable units.
San Mateo *C/CAG*	C/CAG approved up to **1 point (out of 96)** to jurisdictions with one or more of 14 listed housing preservation/stabilization policies.
Santa Clara *VTA*	Policy included **up to 5 bonus points (beyond the 100 point total)** for jurisdictions with policies in place (1 point per policy); VTA included 5 applicable policies and one catch-all for other strategies.
Solano *STA*	STA uses a **qualitative** project selection process. The application asked the sponsor to describe the jurisdiction's anti-displacement policies.
Sonoma *SCTA*	SCTA awarded up to **3 points (out of 35)** for projects in PDAs with affordable housing preservation and creation strategies and community stabilization policies.

As part of this new requirement, the Commission directed MTC and the CMAs to analyze the impact of this incentive-based scoring methodology on project selection and local anti-displacement and affordable housing production policy development. MTC staff will work with CMA staff to better understand what impact this new scoring requirement had on County Program funding decisions as well as on incentivizing local policy adoption by cities and counties. Findings will inform the effort to develop supplemental housing condition criteria that takes all regional discretionary fund sources into consideration, with results shared for public and stakeholder review by July 2018.

PDA Investment Criteria for Projects Outside of PDAs

A project does not need to be located within the geographic boundaries of a PDA in order to support access and mobility of the PDA. In some cases, a project located entirely outside of a PDA, such as new or improved transit service, can provide significant benefits to a nearby PDA. In recognition of this, CMAs may consider projects providing improved access to a PDA as contributing to their PDA minimum investment targets. The criteria adopted by each CMA to determine whether a project provide access or benefits to a nearby PDA are detailed below.

	PDA Investment Criteria for Projects Outside of PDAs
Alameda *ACTC*	Providing benefits of travel to or from a PDA, between PDAs, or between a PDA and a job center or other important community services or areas
Contra Costa *CCTA*	The project: 1. Is wholly or partially within the limits of a PDA or directly connects to a PDA 2. Improves access to the PDA and is within ½ mile of a PDA, or within 1 mile of a PDA and within a COC, or within 2 miles of a PDA and improves transit access on a route that serves and connects a PDA 3. Improves or completes a gap on the Countywide Bikeway Network designated in the Authority's Countywide Bicycle and Pedestrian Plan, is within the designated Contra Costa Urban Limit Line, and improves bicycle/pedestrian access to one or more PDAs 4. Connects a PDA either to a transit station or transit center or to a significant concentration of jobs, either of which is within 1 mile of the PDA 5. Is greater than ½ mile from a PDA and does not meet any of the above criteria, but does provide critical improvements in access to a PDA, such as removing a barrier in gaining access to a PDA and providing substantially more direct bicycle/pedestrian access to the PDA
Marin *TAM*	No definition; OBAG 2 projects are within/partially within PDA or not in a PDA.
Napa *NVTA*	No definition; required applicants to describe
San Francisco *SFCTA*	No definition; required applicants to describe
San Mateo *C/CAG*	The project: 1. Provides direct access to a PDA 2. Is within one mile radius of a PDA boundary 3. Is located on a street that houses a transit route, which directly leads to a PDA 4. Is located within ½ mile of 1 or more stops for 2 or more public or shuttle bus lines, or within ½ mile of a rail or regional transit station, that is connected to a PDA 5. Provides a connection between a TOD, as defined by C/CAG, and a PDA. 6. Is a bicycle/pedestrian facility that is included in an adopted bicycle/pedestrian plan within San Mateo County and is part of a network that leads to a PDA.
Santa Clara *VTA*	1. Definitely Serves: Project is completely or partially in a PDA; portion of the project is within ½ mile of a PDA; the project is wholly on one of the included Transit Investment Corridors; bike projects that are wholly within Countywide Bike Corridors; connects one PDA to another; removes a barrier to a PDA. 2. Needs Justification: Project is greater than ½ mile from any PDA and does not meet any of the above criteria, but benefits a PDA, with clear justification.
Solano *STA*	No definition; OBAG 2 projects are within/partially within PDA or not in a PDA.
Sonoma *SCTA*	No definition; required applicants to describe. SCTA did use a "rule of thumb" internally: ¼ mile from PDA for bike/pedestrian projects; ½ mile for LSR projects.

MAP 1

One Bay Area Grant (OBAG 2)
Alameda County Projects

Bicycle / Pedestrian

1	Albany: San Pablo Ave and Buchanan St Pedestrian Improvements	$340,000
2	Oakland: Lakeside Family Streets	$4,792,000

Local Streets & Roads

3	Alameda County: Various Streets and Roads Preservation	$3,950,000
4	Alameda: City Wide Street Resurfacing Program	$827,000
5	Berkeley: North Shattuck Ave Rehabilitation*	$1,214,000
6	Dublin: Dublin Blvd Rehabilitation	$661,000
7	Emeryville: Slurry Seal of Frontage Rd, 65th St, and Powell St	$225,000
8	Fremont: Pavement Rehabilitation*	$2,760,000
9	Hayward: Winton Ave Complete Street*	$1,750,000
10	Livermore: Annual Pavement Maintenance	$1,382,000
11	Newark: Thornton Ave Pavement Rehabilitation	$592,000
12	Oakland: Citywide Paving Program*	$4,895,000
13	Piedmont: Oakland Ave Improvements*	$168,000
14	Pleasanton: Hacienda Business Park Pavement Rehabilitation*	$1,095,000
15	San Leandro: Washington Ave Rehabilitation	$1,048,000
16	Union City: Dyer Rd Pavement Rehabilitation	$872,000

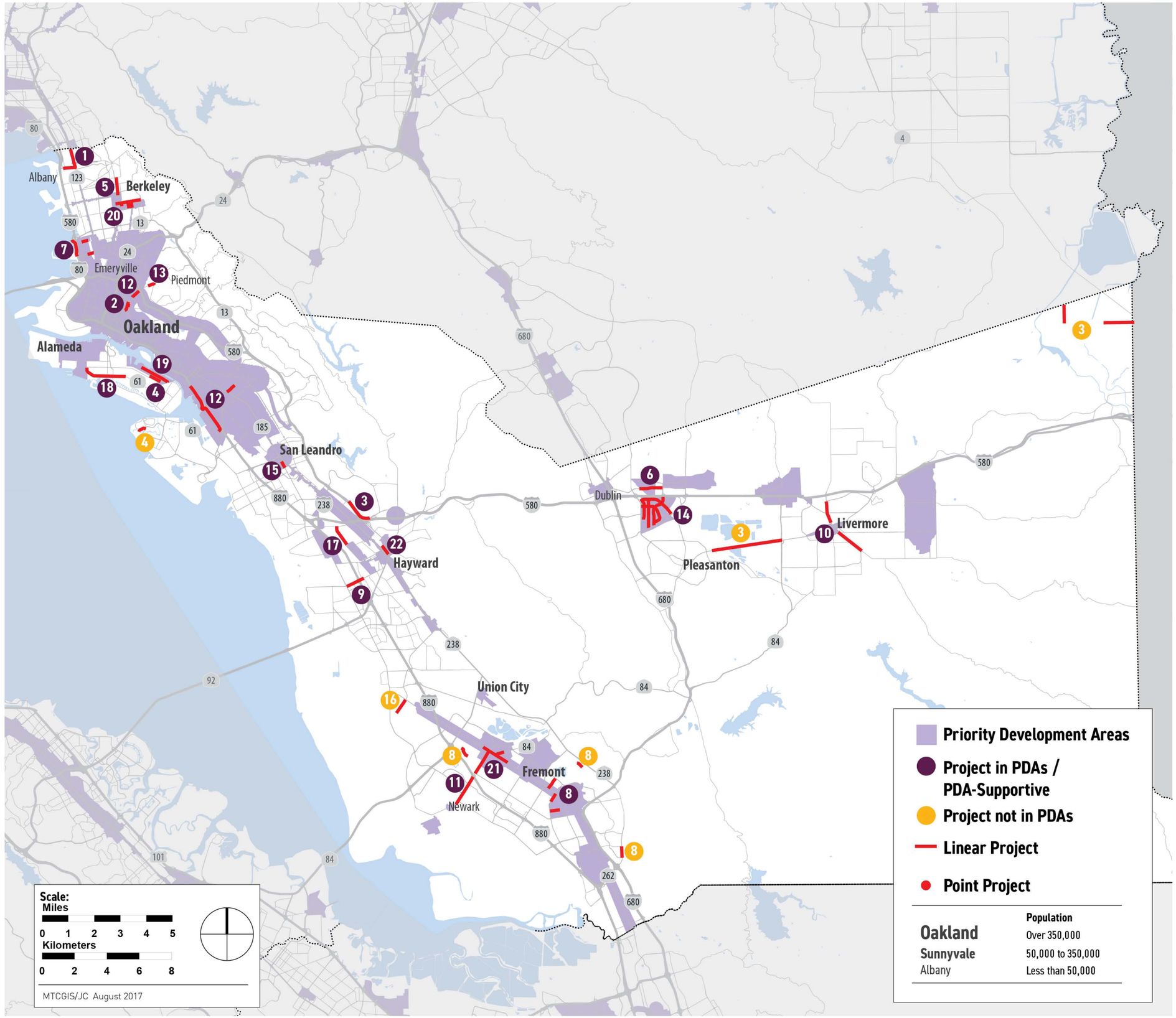
Transportation for Livable Communities

17	Alameda County: Meekland Ave Corridor Improvement, Phase II	$9,300,000
18	Alameda: Central Ave Complete Street	$3,487,000
19	Alameda: Central Ave Complete Street	$5,018,000
20	Berkeley: Southside Complete Streets & Transit Improvements	$7,621,000
21	Fremont: Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	$7,695,000
22	Hayward: Main St Complete Street	$1,675,000

Not Mapped

	ACTC: Alameda County Safe Routes to School (SRTS) Program	$7,299,000
	ACTC: Congestion Mangement Agency (CMA) Planning	$8,289,000
	MTC: I-580 Corridor Study**	$200,000

** Project includes new bicycle and/or pedestrian improvements*
*** Funds prorammed to MTC for ACTC's contribution to the joint I-580 Corridor Study.*



MAP 2

One Bay Area Grant (OBAG 2)
Contra Costa County Projects

Bicycle / Pedestrian

1	Concord: Monument Blvd Class I Path	$4,368,000
2	San Ramon: Iron Horse Bike and Pedestrian Over-crossings	$4,840,000

Local Streets & Roads

3	Antioch: Pavement Rehabilitation	$2,474,000
4	Brentwood: Various Streets and Roads Preservation	$1,653,000
5	Clayton: Neighborhood Streets Rehabilitation	$308,000
6	Concord: Willow Pass Repaving & 6th St SRTS*	$5,260,000
7	Contra Costa County: Kirker Pass Rd Overlay	$1,343,000
8	Contra Costa County: Local Streets and Roads Preservation	$4,327,000
9	Danville: Camino Ramon Improvements*	$1,357,000
10	El Cerrito: Carlson Blvd and Central Ave Pavement Rehabilitation	$544,000
11	Hercules: Sycamore/Willow Pavement Rehabilitation	$492,000
12	Lafayette: Pleasant Hill Rd Pavement Rehabilitation	$579,000
13	Martinez: Dowtown Streets Rehabilitation	$846,000
14	Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements*	$1,203,000
15	Oakley: Vintage Parkway Rehabilitation	$969,000
16	Orinda: Orinda Way Pavement Rehabilitation	$620,000
17	Pinole: San Pablo Ave Rehabilitation	$586,000
18	Pittsburg: Pavement Improvements	$1,385,000
19	Pleasant Hill: Pleasant Hill Rd Improvements*	$920,000
20	Richmond: Pavement Rehabilitation & ADA Improvements*	$2,205,000
21	San Pablo: Market St Pavement Rehabilitation*	$618,000
22	San Ramon: Alcosta Blvd Pavement Rehabilitation*	$1,175,000
23	Walnut Creek: Ygnacio Valley & Oak Grove Rd Rehabilitation	$2,608,000

Safe Routes to Schools

24	Antioch: L St Pathway to Transit	$1,223,000
25	Richmond: Lincoln Elementary SRTS Pedestrian Enhancements	$320,000

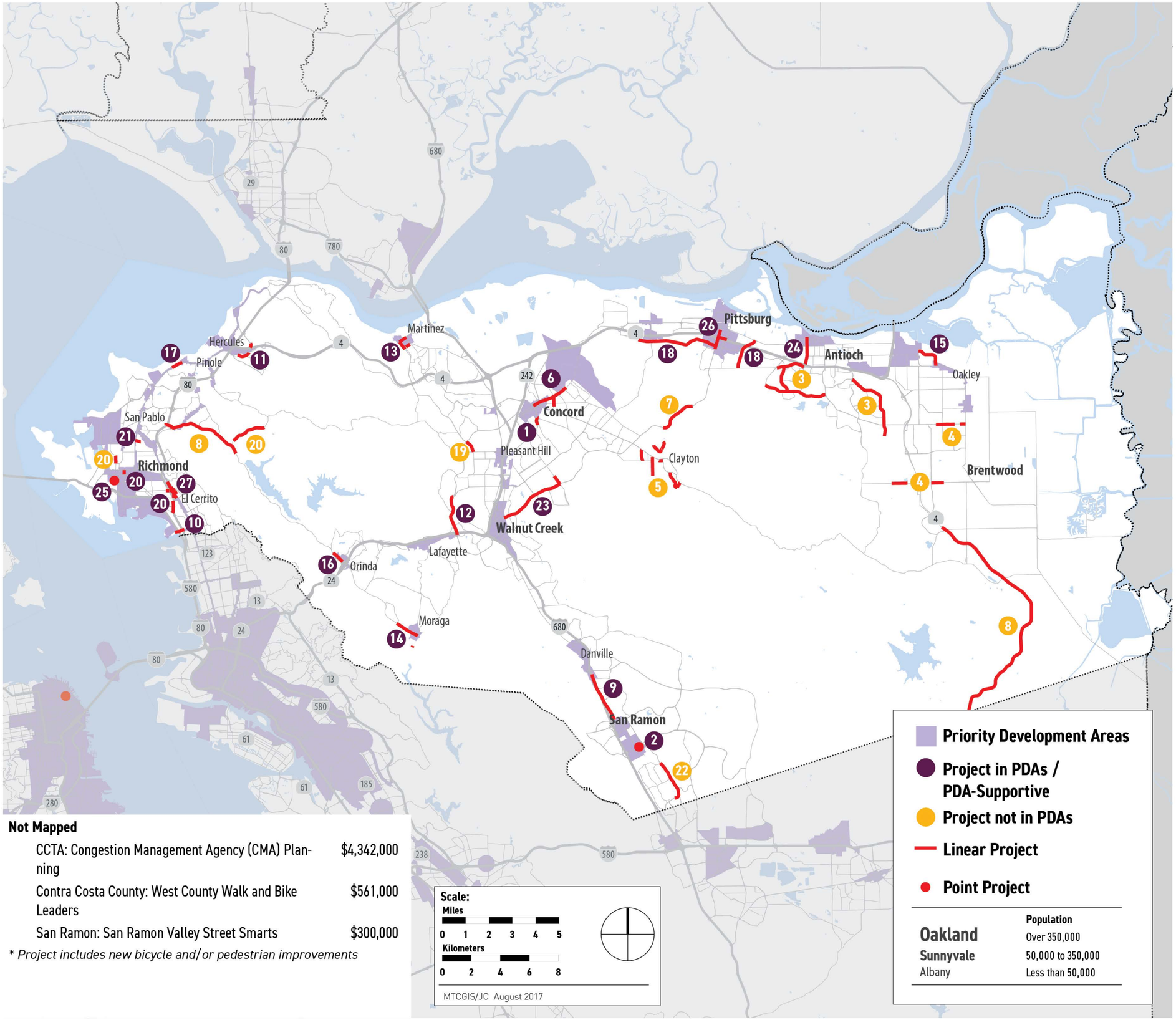
Transportation for Livable Communities

26	Pittsburg: BART Pedestrian and Bicycle Connectivity	$3,870,000
27	El Cerrito: El Cerrito del Norte TOD Complete Streets Improvements	$4,840,000

Not Mapped

CCTA: Congestion Management Agency (CMA) Planning	$4,342,000
Contra Costa County: West County Walk and Bike Leaders	$561,000
San Ramon: San Ramon Valley Street Smarts	$300,000

** Project includes new bicycle and/or pedestrian improvements*



MAP 3

One Bay Area Grant (OBAG 2)
Marin County Projects

Bicycle / Pedestrian

1	San Rafael: Francisco Blvd East Sidewalk Improvements	$2,100,000
2	Sausalito: US 101/Bridgeway/Gate 6 Bicycle Improvements	$250,000

Local Streets & Roads

3	Nave Dr and Bel Marin Keys Blvd Preservation (for Novato Downtown SMART Station)	$1,450,000
4	San Anselmo: Sir Francis Drake Blvd Pavement Rehab and Crossing Improvements*	$1,134,000

Safe Routes to Schools

5	Corte Madera: Paradise Drive Muliti-Use Path (San Clement Dr to Seawolf Passage)	$595,000
6	San Anselmo: San Anselmo Bike Spine	$269,000

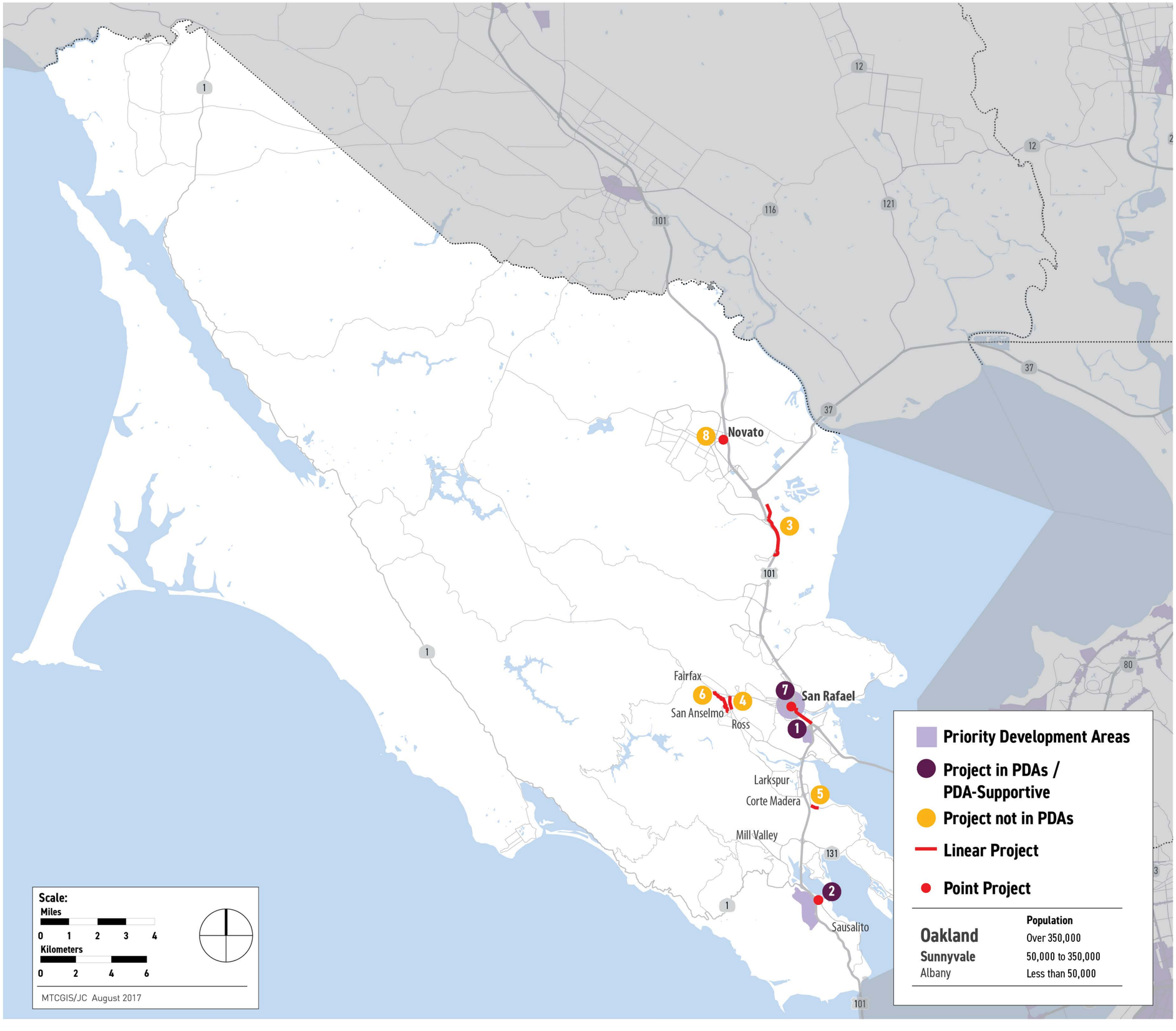
Transportation for Livable Communities

7	GGBHTD: San Rafael Bettini Transit Center	$1,250,000
8	Novato: Downtown Novato SMART Station (funded through exchange)**	$1,450,000 (Local Funds)

Not Mapped

	TAM: Congestion Management Agency (CMA) Planning	$3,822,000

** Project includes new bicycle and/or pedestrian improvements*
*** Project is funded with local funds that were made available by programming OBAG 2 County Program Funds onto Novato's Nave Dr & Bel Marin Keys Blvd project and shifting an equal amount of local funds to the Novato SMART Station.*



MAP 4

One Bay Area Grant (OBAG 2)
Napa County Projects

Bicycle / Pedestrian

1	St. Helena: Main St. Pedestrian Improvements	$1,206,000

Local Streets & Roads

2	American Canyon: Green Island Rd Improvements*	$1,000,000

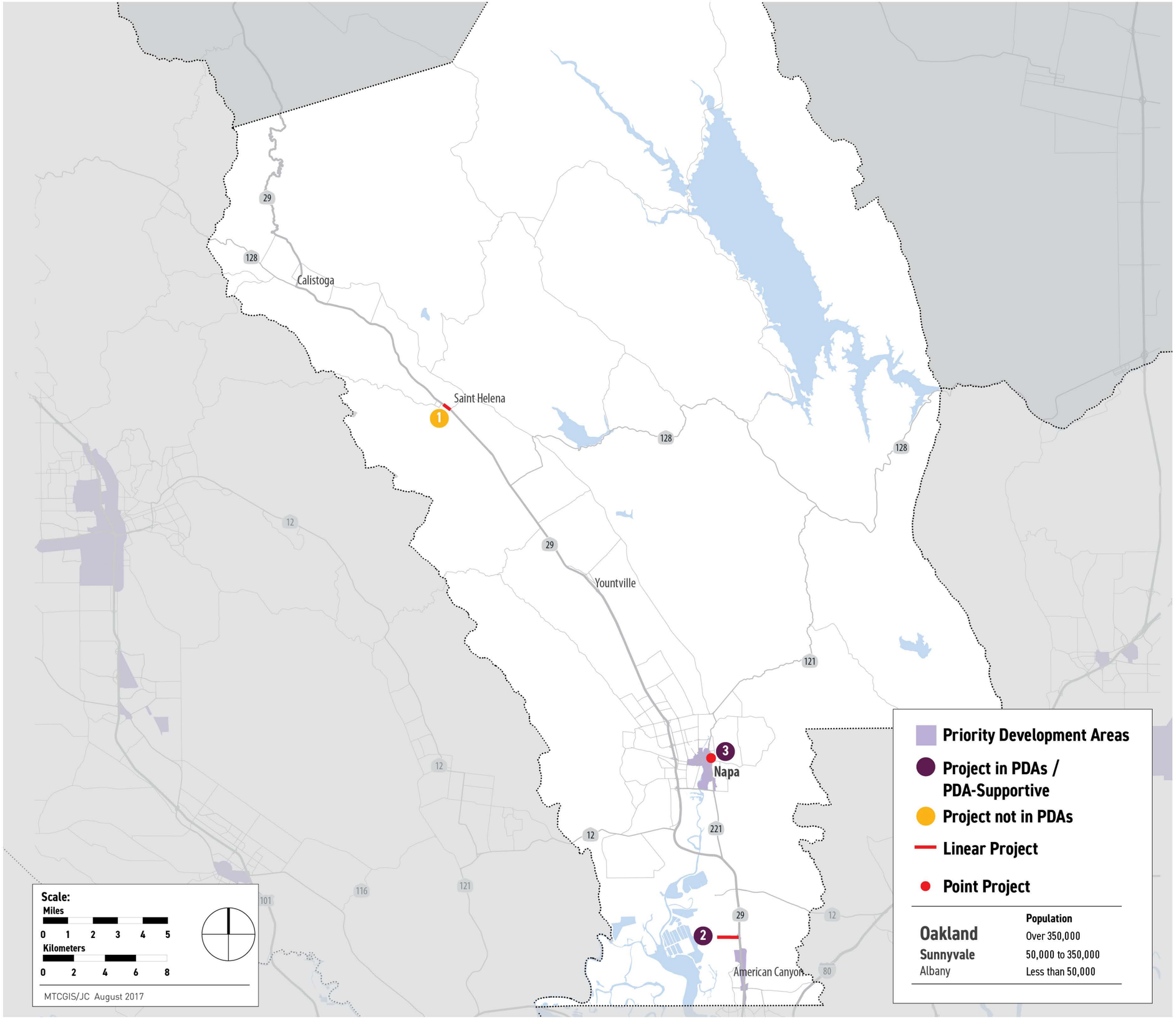
Transportation for Livable Communities

3	Napa: Silverado Trail Five-way Intersection Improvement	$2,000,000

Not Mapped

	NVTA: Napa County Safe Routes to School (SRTS) Program	$122,000
	NVTA: Congestion Management Agency (CMA) Planning	$3,822,000

** Project includes new bicycle and/ or pedestrian improvements.*



MAP 5

One Bay Area Grant (OBAG 2)
San Francisco County Projects

Safe Routes to School

1	SF DPW: John Yehall Chin Elementary Safe Routes to School (SRTS)	$3,366,000

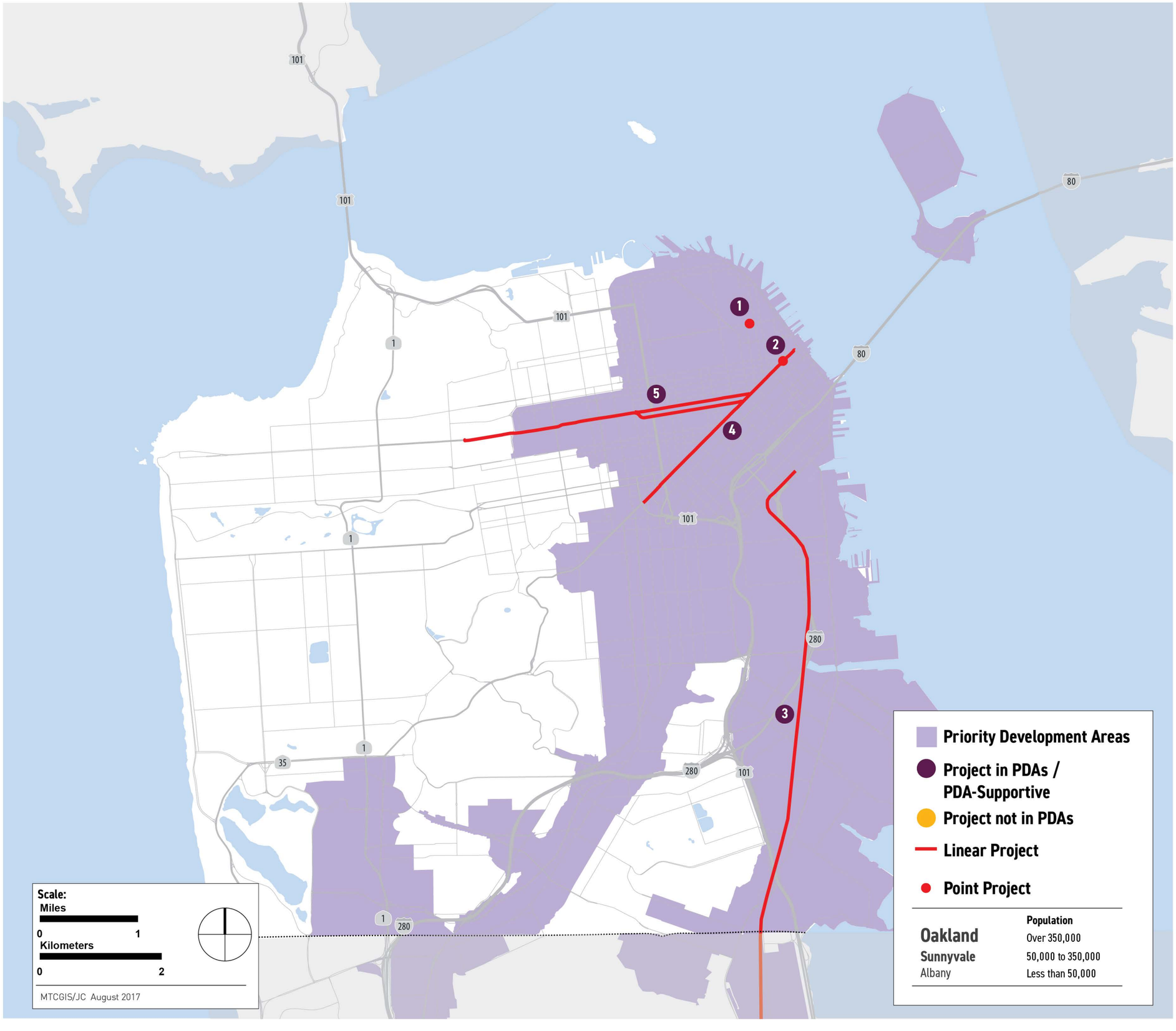
Transportation for Livable Communities

2	BART: Embarcadero Station New Northside Platform Elevator and Faregates	$2,000,000
3	Caltrain: Peninsula Corridor Electrification	$11,188,000
4	SF DPW: Better Market Street Improvements	$15,980,000
5	SFMTA: Geary Bus Rapid Transit Phase 1	$6,939,000

Not Mapped

	SFCTA: Congestion Management Agency (CMA) Planning	$5,897,000
	San Francisco Safe Routes to School (SRTS) Program*	$2,813,000

** SFCTA approved set-aside for SRTS projects/programs; project recommendations anticipated December 2017.*



MAP 6

One Bay Area Grant (OBAG 2)
San Mateo County Projects

Bicycle / Pedestrian

1	Atherton: Middlefield Rd Class II Bike Lanes	$251,000
2	Belmont: Ralston Ave Corridor Bike/Ped Improvements	$1,000,000
3	Brisbane: Crocker Trail Commuter Connectivity Upgrades	$885,000
4	Burlingame: Hoover School Area Sidewalk Improvements	$700,000
5	Colma: Mission Rd Bicycle/Pedstrian Improvements	$625,000
6	Pacifica: Citywide Curb Ramp Replacements	$400,000
7	Pacifica: Palmetto Sidewalk Improvements	$330,000
8	Redwood City: US 101/Woodside Rd Class I Bikeway	$948,000
9	San Bruno: Huntington Transit Corridor Bicycle/Pedestrian and Related Imps	$914,000
10	San Carlos: Ped Enhancements Arroyo/Cedar and Hemlock/Orange	$500,000
11	San Carlos: US 101/Holly Street Bike/Ped Overcrossing	$1,000,000
12	Woodside: Woodside Pathway Phase 3	$136,000

Local Streets & Roads

13	Belmont: Various Streets Pavement Rehabilitation	$467,000
14	Brisbane: Tunnel Ave Rehabilitation*	$137,000
15	Burlingame: Various Street Resurfacing	$571,000
16	Daly City: Various Streets Pavement Resurfacing and Slurry Seal	$1,310,000
17	East Palo Alto: Various Streets Resurfacing	$416,000
18	Foster City: Various Streets Pavement Rehabilitation	$441,000
19	Hillsborough: Various Streets Resurfacing	$408,000
20	Menlo Park: Santa Cruz and Middle Avenues Rehabilitation	$647,000
21	Millbrae: Various Streets Pavement Rehabilitation	$387,000
22	Pacifica: Various Streets Pavement Rehabilitation	$671,000
23	Portola Valley: Various Streets Resurfacing	$201,000
24	Redwood City: Twin Dolphin Parkway Overlay	$1,266,000
25	San Bruno: Various Streets Pavement Rehabilitation	$673,000
26	San Carlos: Cedar and Brittan Ave Pavement Rehabilitation	$575,000
27	San Mateo County: Canada Rd and Edgewood Rd Resurfacing	$892,000
28	San Mateo County: Countywide Pavement Maintenance	$1,072,000

Local Streets & Roads (continued)

29	San Mateo: Various Streets Pavement Rehabilitation	$1,593,000
30	South San Francisco: Various Streets Pavement Rehabilitation	$1,027,000
31	Woodside: Various Streets Pavement Rehabilitation	$242,000

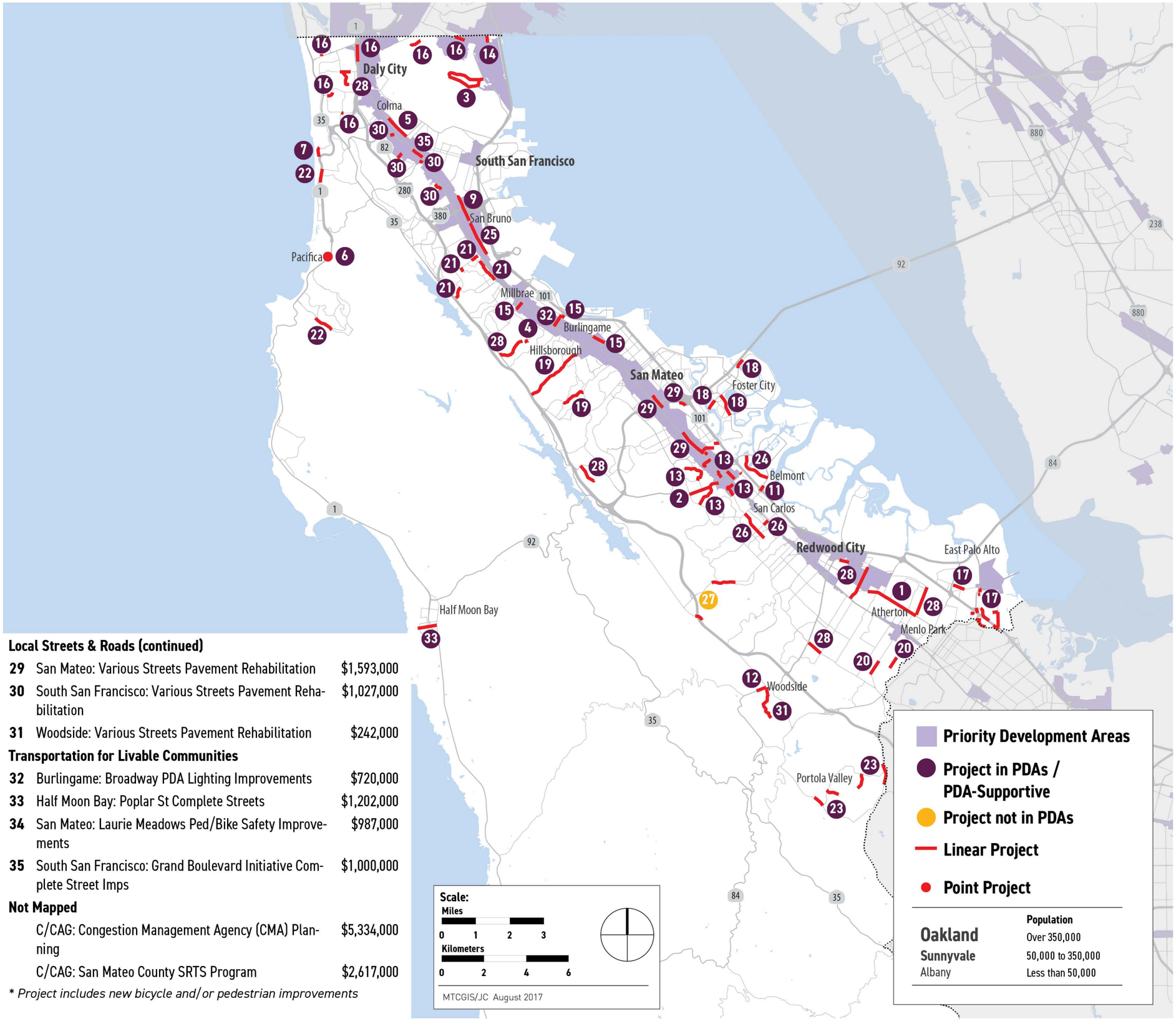
Transportation for Livable Communities

32	Burlingame: Broadway PDA Lighting Improvements	$720,000
33	Half Moon Bay: Poplar St Complete Streets	$1,202,000
34	San Mateo: Laurie Meadows Ped/Bike Safety Improvements	$987,000
35	South San Francisco: Grand Boulevard Initiative Complete Street Imps	$1,000,000

Not Mapped

	C/CAG: Congestion Management Agency (CMA) Planning	$5,334,000
	C/CAG: San Mateo County SRTS Program	$2,617,000

** Project includes new bicycle and/or pedestrian improvements*



MAP 7

One Bay Area Grant (OBAG 2)
Santa Clara County Projects

Bicycle / Pedestrian

1	Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead Connection	$343,000
2	Palo Alto: Adobe Creek/Highway 101 Bicycle Pedestrian Bridge	$4,350,000
3	Santa Clara: Hetch-Hetchy Trail Phase 1	$790,000
4	Santa Clara: San Tomas Aquino Creek Trail Underpass	$2,449,000
5	Santa Clara: Saratoga Creek Trail Phase 1	$3,735,500
6	Saratoga: Saratoga Village Crosswalks and Sidewalk Rehabilitation	$338,000
7	Sunnyvale: Bernardo Avenue Bicycle Underpass - EIR	$500,000
8	Sunnyvale: Fair Oaks Avenue Bikeway - Phase 2	$335,000
9	Sunnyvale: Java Dr Road Diet and Bike Lanes	$214,000
10	Sunnyvale: Lawerence Station Area Sidewalks & Bike Facilities	$214,000
11	Sunnyvale: Peery Park Sense of Place Improvements	$1,151,000
12	VTA/Milpitas: Montague Expressway Pedestrian Bridge at Milpitas BART	$3,560,000

Local Streets & Roads

13	Campbell: Winchester Blvd Overlay	$554,000
14	Cupertino: Cupertino Pavement Management Program	$769,000
15	Gilroy: Downtown Monterey St Rehabilitation	$1,028,000
16	Los Altos: Fremont Ave Asphalt Concrete Overlay	$336,000
17	Milpitas: Street Resurfacing	$1,609,000
18	Morgan Hill: East Dunne Ave Pavement Rehabilitation	$857,000
19	Mountain View: West Middlefield Road Improvements*	$1,136,000
20	Palo Alto: Street Resurfacing	$1,009,000
21	San Jose: Pavement Maintenance Program	
22	Santa Clara County: Capitol Expressway Pavement Rehabilitation	$5,000,000
23	Santa Clara County: McKean Rd Pavement Rehabilitation	$1,151,000
24	Santa Clara County: Uvas Rd Pavement Rehabilitation	$1,701,000
25	Santa Clara: Streets & Roads Preservation	$2,356,000

Safe Routes to Schools

26	Campbell: Eden Ave Sidewalk Improvements	$555,000
27	Palo Alto: Waverley, E. Meadow & Fabian Enhanced Bikeways	$919,000
28	San Jose: Mount Pleasant Pedestrian & Bicycle Traffic Safety Improvements	$1,000,000

Safe Routes to Schools (continued)

29	Santa Clara: School Access Improvements	$1,145,000
30	Sunnyvale: Homestead Rd at Homestead High School Pedestrian & Bicycle Improvements	$1,000,000

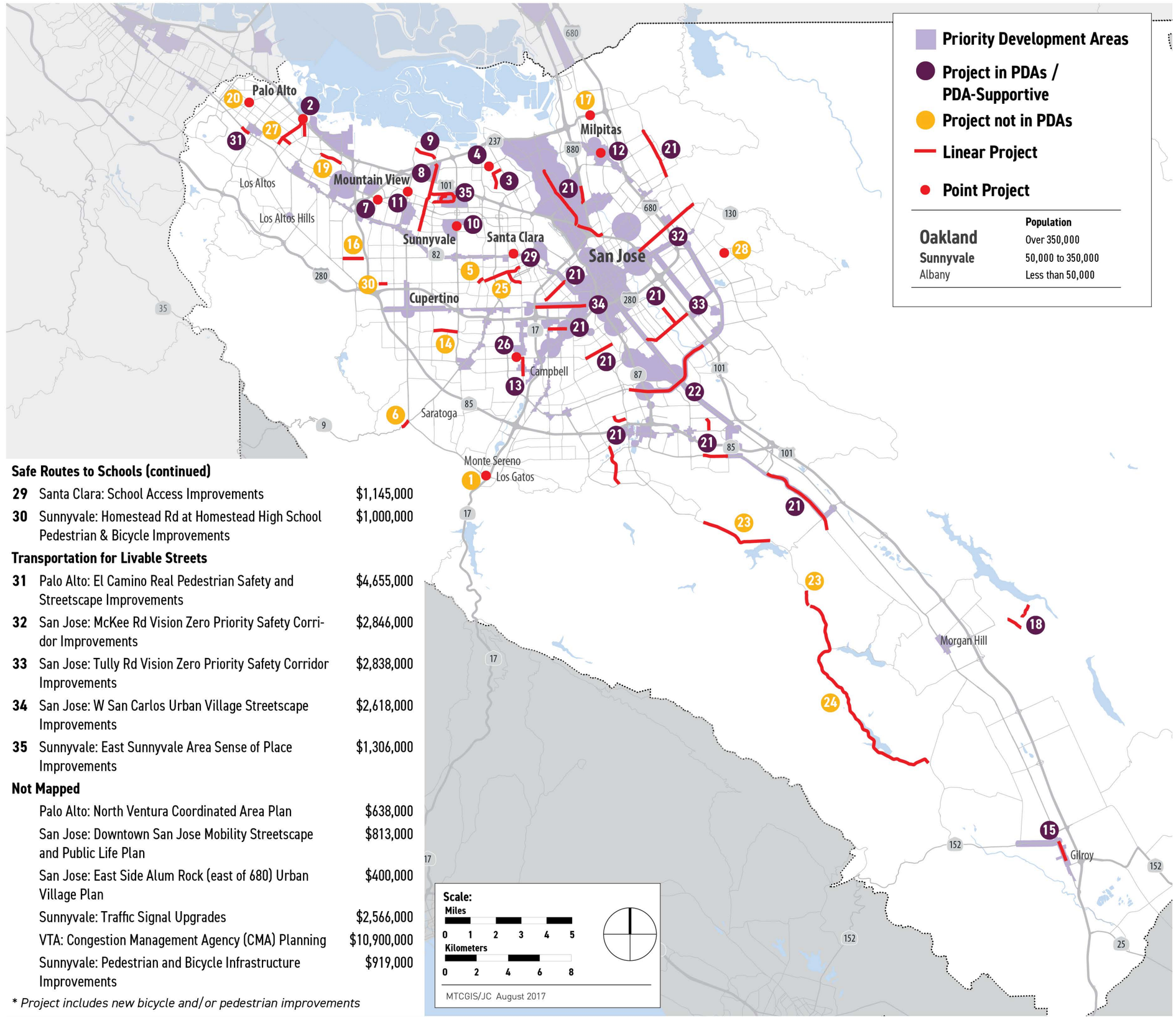
Transportation for Livable Streets

31	Palo Alto: El Camino Real Pedestrian Safety and Streetscape Improvements	$4,655,000
32	San Jose: McKee Rd Vision Zero Priority Safety Corridor Improvements	$2,846,000
33	San Jose: Tully Rd Vision Zero Priority Safety Corridor Improvements	$2,838,000
34	San Jose: W San Carlos Urban Village Streetscape Improvements	$2,618,000
35	Sunnyvale: East Sunnyvale Area Sense of Place Improvements	$1,306,000

Not Mapped

	Palo Alto: North Ventura Coordinated Area Plan	$638,000
	San Jose: Downtown San Jose Mobility Streetscape and Public Life Plan	$813,000
	San Jose: East Side Alum Rock (east of 680) Urban Village Plan	$400,000
	Sunnyvale: Traffic Signal Upgrades	$2,566,000
	VTA: Congestion Management Agency (CMA) Planning	$10,900,000
	Sunnyvale: Pedestrian and Bicycle Infrastructure Improvements	$919,000

** Project includes new bicycle and/or pedestrian improvements*

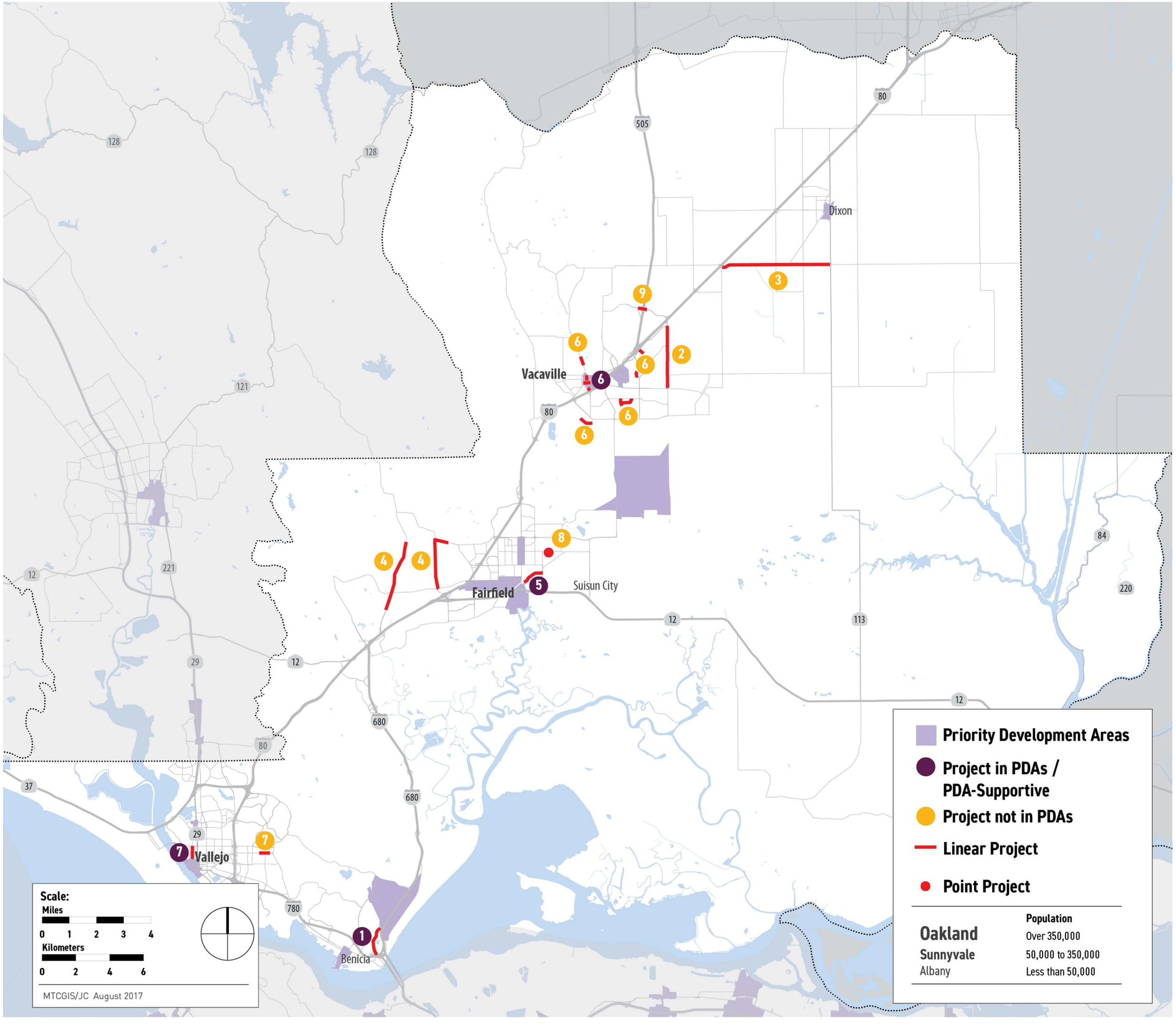


MAP 8

One Bay Area Grant (OBAG 2)
Solano County Projects

Bicycle / Pedestrian		
1	Benicia: Park Rd Improvements	$2,731,000
2	STA: Vacaville - Jepson Parkway Phase 3 Bike Path	$1,407,000
Local Streets & Roads		
3	Solano County: County Roads Paving	$506,000
4	Solano County: Farm to Market Phase 2 Improvements*	$1,000,000
5	Suisun City: Railroad Ave Repaving	$491,000
6	Vacaville: Various Streets Overlay	$1,193,000
7	Vallejo: Various Streets Overlay	$2,075,000
Safe Routes to Schools		
8	Fairfield: Grange Middle School SRTS Improvements	$260,000
Transportation for Livable Communities		
9	Vacaville: VacaValley/I-505 Ramps Roundabouts	$1,907,000
Not Mapped		
	STA: Congestion Management Agency (CMA) Planning	$6,861,000
	STA: Solano Mobility Call Center	$1,537,000
	STA: Solano County SRTS Program	$1,209,000

** Project includes new bicycle and/or pedestrian improvements.*



MAP 9

One Bay Area Grant (OBAG 2)
Sonoma County Projects

Bicycle / Pedestrian

1	Petaluma: SMART Pathway	$400,000
2	Santa Rosa: US 101 Bicycle and Pedestrian Bridge Overcrossing	$1,418,000
3	Sonoma County: Crocker Bridge Bike and Pedestrian Passage	$1,809,000
4	Sonoma: Fryer Creek Bicycle and Pedestrian Bridge	$501,000

Local Streets & Roads

5	Cotati: E. Cotati Ave Rehabilitation	$675,000
6	Rohnert Park: Various Streets Rehabilitation*	$1,035,000
7	Santa Rosa: Various Streets Rehabilitation	$1,655,000
8	Sebastopol: Bodega Ave Bike Lanes and Pavement Rehabilitation*	$1,195,000
9	Sonoma County: River Rd Pavement Rehabilitation	$3,264,000
10	Sonoma County: Various County Roads Rehabilitation*	$2,600,000
11	Windsor: Windsor River Rd at Windsor Rd Intersection Improvements*	$3,000,000

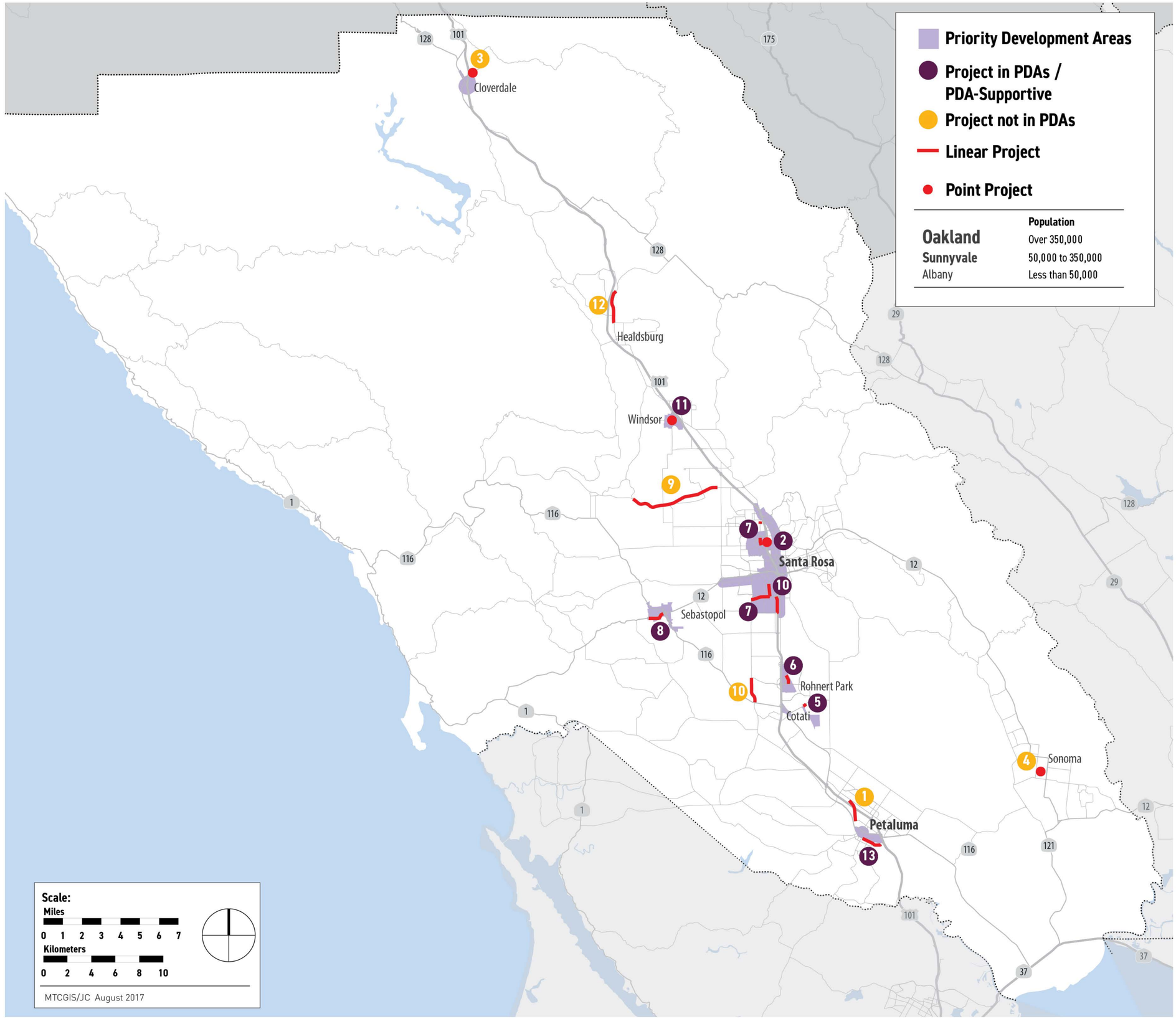
Transportation for Livable Communities

12	Healdsburg: Healdsburg Ave Road Diet	$600,000
13	Petaluma: Petaluma Blvd South Road Diet	$2,916,000

Not Mapped

	SCTA: Countywide Safe Routes to School (SRTS) Program	$1,655,000
	SCTA: Congestion Management Agency (CMA) Planning	$5,000,000

** Project includes new bicycle and/or pedestrian improvements.*



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

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 $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 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 – 2nd 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 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*).

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, and December 13, 2017.

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 attachements as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

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

Date: November 18, 2015
W.I.: 1512
Referred by: P&A
Revised: 07/27/16-C 10/26/16-C
12/20/17-C

Attachment A
Resolution No. 4202

OBAG 2
One Bay Area Grant Program
Project Selection Criteria and Programming Policy

Appendix A-9 outlines the framework for this program including goals, project screening, eligibility, eligible sponsors, and project selection.

8. Housing Production Incentive

As part of the OBAG 2 framework, MTC will develop a challenge grant program for the production of affordable housing. The purpose of the program is to reward local jurisdictions that produce the most housing units at the very low, low, and moderate income levels.

The proposed concept for this program is to set a six year target for production of low and moderate income housing units (2015 through 2020), based on the housing unit needs identified through the Regional Housing Needs Allocation (RHNA) for 2014-22. The target for the proposed challenge grant period is approximately 80,000 low and moderate income units (35,000 very low, 22,000 low and 25,000 moderate units, for a total of 82,000 units, derived from the years of the current RHNA cycle). The units would need to be located in PDA's or in Transit Priority Areas (TPA's). Additionally, to be credited towards reaching the production targets, very low and low income units need to be deed restricted; moderate income units do not require deed restriction to be credited in the program. **Existing units that are preserved for long-term affordability will also be credited towards the program's production targets.**

At the end of the production challenge cycle, MTC will distribute grant funds to the jurisdictions that contribute the most toward reaching the regional production target. To keep the grant size large enough to serve as an incentive for housing production, the grant program would be limited to no more than the top ~~**ten**~~ **15** producers of affordable housing units, or fewer, if the 80,000 unit target is reached by less than ~~**ten cities**~~ **15 jurisdictions**. **In addition, at least one jurisdiction from each county will be awarded a challenge grant.** Staff will provide annual progress reports on production of affordable housing units.

The funds provided **through OBAG 2** would be STP/CMAQ, and would need to be used only for federally eligible transportation purposes. **Additional funds may be added outside of OBAG 2 to increase the size of the challenge grant program.**

COUNTY PROGRAMMING POLICIES

The policies below apply to the programs managed by the county Congestion Management Agencies (CMAs) or substitute agency:

- Program Eligibility: The CMA, or substitute agency, may program funds from its OBAG 2 county fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
    - Planning and Outreach Activities
    - Local Streets and Roads Preservation
    - Bicycle and Pedestrian Improvements
    - Transportation for Livable Communities

Appendix A-3

OBAG 2
Planning & Outreach
FY 2017-18 through FY 2021-22
December 20, 2017

OBAG 2 - County CMA Planning

County	Agency	2.0% 2016-17	OBAG 2 County CMA Planning - Base * 2017-18	2018-19	2019-20	2020-21	2021-22	SubTotal	Supplemental	Total
Alameda	ACTC	$1,034,000	$1,055,000	$1,076,000	$1,097,000	$1,119,000	$1,142,000	$5,489,000	$2,800,000	$8,289,000
Contra Costa	CCTA	$818,000	$834,000	$851,000	$868,000	$885,000	$904,000	$4,342,000	$0	$4,342,000
Marin	TAM	$720,000	$734,000	$749,000	$764,000	$779,000	$796,000	$3,822,000	$0	$3,822,000
Napa	~~NCTPA~~ NVTA	$720,000	$734,000	$749,000	$764,000	$779,000	$796,000	$3,822,000	$0	$3,822,000
San Francisco	SFCTA	$753,000	$768,000	$783,000	$799,000	$815,000	$832,000	$3,997,000	$1,900,000	$5,897,000
San Mateo	SMCCAG	$720,000	$734,000	$749,000	$764,000	$779,000	$796,000	$3,822,000	$1,512,000	$5,334,000
Santa Clara	VTA	$1,145,000	$1,168,000	$1,191,000	$1,215,000	$1,239,000	$1,265,000	$6,078,000	$4,822,000	$10,900,000
Solano	STA	$720,000	$734,000	$749,000	$764,000	$779,000	$796,000	$3,822,000	$3,039,000	$6,861,000
Sonoma	SCTA	$720,000	$734,000	$749,000	$764,000	$779,000	$796,000	$3,822,000	$1,178,000	$5,000,000
County CMAs Total:		**$7,350,000**	**$7,495,000**	**$7,646,000**	**$7,799,000**	**$7,953,000**	**$8,123,000**	**$39,016,000**	**$15,251,000**	**$54,267,000**

OBAG 2 - Regional Planning

	2.0% 2016-17	OBAG 2 Regional Agency Planning - Base * 2017-18	2018-19	2019-20	2020-21	2021-22	SubTotal	Augmentation	Total
Regional Planning Total:	**$1,800,000**	**$1,835,000**	**$1,873,000**	**$1,910,000**	**$1,948,000**	**$1,989,000**	**$9,555,000**	**$0**	**$9,555,000**

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* 2% escalation from FY 2016-17 Planning Base

$63,822,000

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

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL STP/CMAQ	Exchange
OBAG 2 REGIONAL PROGRAMS*			**$475,905,000**	**$11,000,000***
1. REGIONAL PLANNING ACTIVITIES				
Regional Planning	Regionwide	MTC	$9,555,000	
1. REGIONAL PLANNING ACTIVITIES		**TOTAL:**	**$9,555,000**	
2. PAVEMENT MANAGEMENT PROGRAM				
Pavement Management Program	Regionwide	MTC	$1,500,000	
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	$250,000	
2. PAVEMENT MANAGEMENT PROGRAM		**TOTAL:**	**$9,250,000**	
3. PDA PLANNING & IMPLEMENTATION				
PDA Planning and Implementation	Regionwide	MTC	$18,500,000	
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC	$1,500,000	
3. PDA PLANNING & IMPLEMENTATION		**TOTAL:**	**$20,000,000**	
4. CLIMATE INITIATIVES				
Climate Initiatives Program of Projects	TBD	TBD	$12,000,000	
Spare the Air (for Electric Vehicle Programs)	Regionwide	BAAQMD	$10,000,000	
Spare the Air Youth Program - 2	Regionwide	MTC	$1,417,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	Marin	San Rafael	$1,000,000	
4. CLIMATE INITIATIVES		**TOTAL:**	**$24,417,000**	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT				
AOM Projects TBD	Regionwide	MTC		$2,800,000
AOM Implementation	Regionwide	MTC	$23,737,000	
511 Next Gen	Regionwide	MTC	$27,249,000	
511 Implementation	Regionwide	MTC	$8,729,000	
Rideshare				
Rideshare Implementation	Regionwide	MTC	$720,000	
Carpool Program	Regionwide	MTC	$7,280,000	
Vanpool Program	Regionwide	MTC	$2,000,000	
Commuter Benefits Implementation	Regionwide	MTC	$674,000	
Commuter Benefits Program	Regionwide	MTC	$1,111,000	
Bay Bridge Forward				
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Alameda	AC Transit	$1,200,000	
Pilot Transbay Express Bus Routes	Alameda	AC Transit	$800,000	
Eastbay Commuter Parking	Alameda	MTC	$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Contra Costa	WestCat	$2,000,000	
Columbus Day Initiative (CDI)				
Freeway Performance Program	Regionwide	MTC	$27,000,000	
FPP: I-880	Various	MTC	$3,000,000	
FPP: I-680	Various	MTC	$8,000,000	
FPP: SR 84	Various	MTC	$5,000,000	
US 101/Marin Sonoma Narrows B2 Phase 2	Sonoma	SCTA	$1,000,000	
US 101/Marin Sonoma Narrows B2 Phase 2 (fund exchange)	Sonoma	SCTA	$3,800,000	
Program for Arterial System Synchronization (PASS)	Regionwide	MTC	$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)	Regionwide	MTC	$13,000,000	
Connected Vehicles/Automated Vehicles (CV/AV)	Regionwide	MTC	$2,500,000	
Shared Use Mobility	Regionwide	MTC	$2,500,000	
Transportation Management System				
TMS Implementation	Regionwide	MTC	$2,910,000	
Performance-Based ITS Device Maintenance & Rehabilitation	Regionwide	MTC	$5,940,000	
TMC Asset Upgrade and Replacement	Regionwide	MTC	$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	Various	MTC	$4,000,000	
Detection Technology Pilot	Regionwide	MTC	$5,000,000	
Incident Management				
Incident Management Implementation	Regionwide	MTC	$4,160,000	
I-880 ICM Central	Alameda	MTC	$8,840,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		**TOTAL:**	**$177,000,000**	**$2,800,000**
6. TRANSIT PRIORITIES				
BART Car Replacement/Expansion	Various	BART	**$99,752,000**	
GGB Suicide Deterrent (BART Car Exchange)	SF/Marin	GGBH&TD	$40,000,000	
Clipper	Regionwide	MTC	**$34,248,000**	
Unprogrammed Balance			$15,283,000	
6. TRANSIT PRIORITIES		**TOTAL:**	**$189,283,000**	
7. PRIORITY CONSERVATION AREA (PCA)				

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

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL STP/CMAQ	Exchange
OBAG 2 REGIONAL PROGRAMS*			**$475,905,000**	**$11,000,000***
Regional Peninsula, Southern and Eastern Counties PCA Program				
US 101/Marin Sonoma Narrows B2 Phase 2 (fund exchange)	Sonoma	SCTA	$8,200,000	
Peninsula, Southern and Eastern Counties PCA Program	TBD	MTC/CCC		$8,200,000
Local Northbay PCA Program				
Marin PCA Program	Marin	TAM	$2,050,000	
Napa PCA Program	Napa	NCTPA	$2,050,000	
Solano PCA Program	Solano	STA	$2,050,000	
Sonoma PCA Program	Sonoma	SCTA	$2,050,000	
7. PRIORITY CONSERVATION AREA (PCA)		**TOTAL:**	**$16,400,000**	**$8,200,000**
8. LOCAL HOUSING PRODUCTION INCENTIVE				
Local Housing Production Incentive	TBD	TBD	$30,000,000	
8. LOCAL HOUSING PRODUCTION INCENTIVE		**TOTAL:**	**$30,000,000**	
OBAG 2 REGIONAL PROGRAMS		**TOTAL:**	**$475,905,000**	**$11,000,000***

*Additional $1 million in exchange funds will be committed to specific projects or programs through a future Commission action.

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

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

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			**$385,512,000**
ALAMEDA COUNTY			
CMA Planning Activities			
Planning Activities Base	Alameda	ACTC	$5,489,000
Planning Activities - Supplemental	**Alameda**	**ACTC**	**$2,800,000**
Federal Aid Secondary (FAS)			
Alameda County: Various Streets & Roads Preservation	**Alameda**	**Alameda County**	**$1,779,000**
Safe Routes To School (SRTS)			
ACTC: Alameda County SRTS Non-Infrastructure Program	Alameda	ACTC	$5,340,000
ACTC: Alameda County SRTS Non-Infrastructure Program - Supplemental	Alameda	ACTC	**$1,959,000**
County Program			
Alameda: Central Ave Complete Street	**Alameda**	**Alameda**	**$3,487,000**
Alameda: Citywide Various Streets and Roads Preservation	**Alameda**	**Alameda**	**$827,000**
Alameda: Clement Ave Complete Street	**Alameda**	**Alameda**	**$5,018,000**
Alameda County: Meekland Ave Corridor Improvement, Phase II	**Alameda**	**Alameda County**	**$9,300,000**
Alameda County: Various Streets and Roads Preservation	**Alameda**	**Alameda County**	**$2,171,000**
Albany: San Pablo Ave and Buchanan St Pedestrian Improvements	**Alameda**	**Albany**	**$340,000**
Berkeley: North Shattuck Ave Rehabilitation	**Alameda**	**Berkeley**	**$1,214,000**
Berkeley: Southside Complete Streets & Transit Improvements	**Alameda**	**Berkeley**	**$7,121,000**
Dublin: Dublin Blvd Rehabilitation	**Alameda**	**Dublin**	**$661,000**
Emeryville: Slurry Seal of Frontage Rd, 65th St, and Powell St	**Alameda**	**Emeryville**	**$225,000**
Fremont: Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	**Alameda**	**Fremont**	**$7,695,000**
Fremont: Various Streets and Roads Rehabilitation	**Alameda**	**Fremont**	**$2,760,000**
Hayward: Main St Complete Street	**Alameda**	**Hayward**	**$1,675,000**
Hayward: Winton Ave Complete Street	**Alameda**	**Hayward**	**$1,750,000**
Livermore: Annual Pavement Preservation	**Alameda**	**Livermore**	**$1,382,000**
MTC: I-580 Corridor Study	Alameda	MTC	$200,000
Newark: Thornton Ave Pavement Rehabilitation	**Alameda**	**Newark**	**$592,000**
Oakland: Lakeside Family Streets	**Alameda**	**Oakland**	**$4,792,000**
Oakland: Citywide Various Streets and Roads Rehabilitation	**Alameda**	**Oakland**	**$4,895,000**
Piedmont: Oakland Ave Improvements	**Alameda**	**Piedmont**	**$168,000**
Pleasanton: Hacienda Business Park Pavement Rehabilitation	**Alameda**	**Pleasanton**	**$1,095,000**
San Leandro: Washington Ave Rehabilitation	**Alameda**	**San Leandro**	**$1,048,000**
Union City: Dyer Rd Pavement Rehabilitation	**Alameda**	**Union City**	**$872,000**
ALAMEDA COUNTY		**TOTAL:**	**$76,655,000**
CONTRA COSTA COUNTY			
CMA Planning Activities			
Planning Activities Base	Contra Costa	CCTA	$4,342,000
Federal Aid Secondary (FAS)			
Contra Costa County: Kirker Pass Rd Overlay	**Contra Costa**	**Contra Costa County**	**$1,343,000**
Safe Routes To School (SRTS)			
Antioch: L St Pathway to Transit	**Contra Costa**	**Antioch**	**$1,223,000**
Concord: Willow Pass Repaving	**Contra Costa**	**Concord**	**$1,077,000**
Contra Costa County: West County Walk & Bike Leaders Non-Infrastructure Prog	**Contra Costa**	**Contra Costa County**	**$561,000**
Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements	**Contra Costa**	**Moraga**	**$607,000**
Richmond: Lincoln Elementary Pedestrian Enhancements	**Contra Costa**	**Richmond**	**$320,000**
San Ramon: San Ramon Valley Street Smarts Non-Infrastructure Program	Contra Costa	San Ramon	$300,000
County Program			
Antioch: Pavement Rehabilitation	**Contra Costa**	**Antioch**	**$2,474,000**
Brentwood: Various Streets and Roads Preservation	**Contra Costa**	**Brentwood**	**$1,653,000**
Clayton: Neighborhood Streets Rehabilitation	**Contra Costa**	**Clayton**	**$308,000**
Concord: Monument Blvd Class I Path	**Contra Costa**	**Concord**	**$4,368,000**
Concord: Willow Pass Repaving	**Contra Costa**	**Concord**	**$4,183,000**
Contra Costa County: Local Streets and Roads Preservation	**Contra Costa**	**Contra Costa County**	**$4,327,000**
Danville: Camino Ramon Improvements	**Contra Costa**	**Danville**	**$1,357,000**
El Cerrito: Carlson Blvd and Central Ave Pavement Rehabilitation	**Contra Costa**	**El Cerrito**	**$544,000**
El Cerrito: El Cerrito del Norte TOD Complete Streets Imps	**Contra Costa**	**El Cerrito**	**$4,840,000**
Hercules: Sycamore/Willow Pavement Rehabilitation	**Contra Costa**	**Hercules**	**$492,000**
Lafayette: Pleasant Hill Rd Pavement Rehabilitation	**Contra Costa**	**Lafayette**	**$579,000**
Martinez: Downtown Streets Rehabilitation	**Contra Costa**	**Martinez**	**$846,000**
Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements	**Contra Costa**	**Moraga**	**$596,000**
Oakley: Street Repair and Resurfacing	**Contra Costa**	**Oakley**	**$969,000**
Orinda: Orinda Way Pavement Rehabilitation	**Contra Costa**	**Orinda**	**$620,000**
Pinole: San Pablo Ave Rehabilitation	**Contra Costa**	**Pinole**	**$586,000**
Pittsburg: BART Pedestrian and Bicycle Connectivity Improvements	**Contra Costa**	**Pittsburg**	**$3,870,000**
Pittsburg: Pavement Improvements	**Contra Costa**	**Pittsburg**	**$1,385,000**
Pleasant Hill: Pleasant Hill Rd Improvements	**Contra Costa**	**Pleasant Hill**	**$920,000**

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			**$385,512,000**
Richmond: ADA Improvements on 7th, Central, Cutting, Giant Hwy	**Contra Costa**	**Richmond**	**$2,205,000**
San Pablo: Market St Pavement Rehabilitation	**Contra Costa**	**San Pablo**	**$618,000**
San Ramon: Alcosta Blvd Pavement Rehabilitation	**Contra Costa**	**San Ramon**	**$1,175,000**
San Ramon: Iron Horse Bike and Pedestrian Overcrossings	**Contra Costa**	**San Ramon**	**$4,840,000**
Walnut Creek: Ygnacio Valley & Oak Grove Rd Rehabilitation	**Contra Costa**	**Walnut Creek**	**$2,608,000**
CONTRA COSTA COUNTY		**TOTAL:**	**$56,136,000**
MARIN COUNTY			
CMA Planning Activities			
Planning Activities Base	Marin	TAM	$3,822,000
Federal Aid Secondary (FAS)			
County of Marin receives FAS funding directly from Caltrans	~~**Marin**~~	~~**Marin County**~~	~~**$838,000**~~
Safe Routes To School (SRTS)			
Corte Madera: Paradise Dr Multi-Use Path (San Clement Dr to Seawolf Passage)	**Marin**	**Corte Madera**	**$595,000**
San Anselmo: San Anselmo Bike Spine	**Marin**	**San Anselmo**	**$269,000**
County Program			
GGBHTD: San Rafael Bettini Transit Center	Marin	GGBHTD	$1,250,000
Novato: Nave Dr and Bel Marin Keys Blvd Preservation (for Novato Downtown S	**Marin**	**Novato**	**$1,450,000**
San Anselmo: Sir Francis Drake Blvd Pavement Rehab and Crossing Imps	**Marin**	**San Anselmo**	**$1,134,000**
San Rafael: Francisco Blvd East Sidewalk Improvements	**Marin**	**San Rafael**	**$2,100,000**
Sausalito: US 101/Bridgeway/Gate 6 Bicycle Improvements	**Marin**	**Sausalito**	**$250,000**
MARIN COUNTY		**TOTAL:**	**$10,870,000**
NAPA COUNTY			
CMA Planning Activities			
Planning Activities Base	Napa	NVTA	$3,822,000
Federal Aid Secondary (FAS)			
County of Napa receives FAS funding directly from Caltrans	~~**Napa**~~	~~**Napa County**~~	~~**$1,189,000**~~
Safe Routes To School (SRTS)			
NVTA: Napa County SRTS Non-Infrastructure Program	Napa	NVTA	$122,000
St. Helena: Main St Pedestrian Improvements	**Napa**	**St. Helena**	**$393,000**
County Program			
American Canyon: Green Island Rd Improvements	**Napa**	**American Canyon**	**$1,000,000**
Napa: Silverado Trail Five-way Intersection Improvement	**Napa**	**Napa**	**$2,000,000**
St. Helena: Main St Pedestrian Improvements	**Napa**	**St. Helena**	**$813,000**
NAPA COUNTY		**TOTAL:**	**$8,150,000**
SAN FRANCISCO COUNTY			
CMA Planning Activities			
Planning Activities Base	San Francisco	SFCTA	$3,997,000
Planning Activities - Supplemental	**San Francisco**	**SFCTA**	**$1,900,000**
Federal Aid Secondary (FAS)			
County of San Francisco is 100% urban and therefore does not receive FAS funding			**$0**
Safe Routes To School (SRTS)			
SRTS Unprogrammed balance	**San Francisco**	**TBD**	**$1,797,000**
SRTS Unprogrammed balance - Supplemental	**San Francisco**	**TBD**	**$1,016,000**
County Program			
BART: Embarcadero Station New Northside Platform Elevator and Faregates	**San Francisco**	**BART**	**$2,000,000**
Caltrain: Peninsula Corridor Electrification	**San Francisco**	**Caltrain**	**$11,188,000**
SFMTA: Geary Bus Rapid Transit Phase 1	**San Francisco**	**SFMTA**	**$6,939,000**
SFDPW: Better Market Street	**San Francisco**	**SFDPW**	**$15,980,000**
SFDPW: John Yehall Chin Elementary SRTS Improvements	**San Francisco**	**SFDPW**	**$3,366,000**
SAN FRANCISCO COUNTY		**TOTAL:**	**$48,183,000**
SAN MATEO COUNTY			
CMA Planning Activities			
Planning Activities Base	San Mateo	C/CAG	$3,822,000
Planning Activities - Supplemental	**San Mateo**	**C/CAG**	**$1,512,000**
Federal Aid Secondary (FAS)			
San Mateo County: Canada Rd and Edgewood Rd Resurfacing	**San Mateo**	**San Mateo County**	**$892,000**
Safe Routes To School (SRTS)			
C/CAG: San Mateo SRTS Non-Infrastructure Program	**San Mateo**	**CCAG/COE**	**$2,394,000**
C/CAG: San Mateo SRTS Non-Infrastructure Program - Supplemental	**San Mateo**	**CCAG/COE**	**$223,000**
County Program			
Atherton: Middlefield Road Class II Bike Lanes	**San Mateo**	**Atherton**	**$251,000**
Belmont: Various Streets Pavement Rehabilitation	**San Mateo**	**Belmont**	**$467,000**
Belmont: Ralston Ave Corridor Bike/Ped Improvements	**San Mateo**	**Belmont**	**$1,000,000**
Brisbane: Crocker Trail Commuter Connectivity Upgrades	**San Mateo**	**Brisbane**	**$885,000**
Brisbane: Tunnel Ave Rehabilitation	**San Mateo**	**Brisbane**	**$137,000**

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			**$385,512,000**
Burlingame: Various Streets Resurfacing	San Mateo	Burlingame	$571,000
Burlingame: Broadway PDA Lighting Improvements	San Mateo	Burlingame	$720,000
Burlingame: Hoover School Area Sidewalk Improvements	San Mateo	Burlingame	$700,000
Colma: Mission Rd Bike/Ped Improvements	San Mateo	Colma	$625,000
Daly City: Various Streets Pavement Resurfacing and Slurry Seal	San Mateo	Daly City	$1,310,000
East Palo Alto: Various Streets Resurfacing	San Mateo	East Palo Alto	$416,000
Foster City: Various Streets Pavement Rehabilitation	San Mateo	Foster City	$441,000
Half Moon Bay: Poplar Street Complete Streets	San Mateo	Half Moon Bay	$1,202,000
Hillborough: Various Streets Resurfacing	San Mateo	Hillsborough	$408,000
Menlo Park: Santa Cruz and Middle Avenues Rehabilitation	San Mateo	Menlo Park	$647,000
Millbrae: Various Streets Pavement Rehabilitation	San Mateo	Millbrae	$387,000
Pacifica: Citywide Curb Ramp Replacements	San Mateo	Pacifica	$400,000
Pacifica: Various Streets Pavement Rehabilitation	San Mateo	Pacifica	$671,000
Pacifica: Palmetto Sidewalk Improvements	San Mateo	Pacifica	$330,000
Portola Valley: Various Streets Resurfacing	San Mateo	Portola Valley	$201,000
Redwood City: Twin Dolphin Parkway Overlay	San Mateo	Redwood City	$1,266,000
Redwood City: US 101/Woodside Rd Class I Bikeway	San Mateo	Redwood City	$948,000
San Bruno: Huntington Transit Corridor Bicycle/Pedestrian and Related Imps	San Mateo	San Bruno	$914,000
San Bruno: Various Streets Pavement Rehabilitation	San Mateo	San Bruno	$673,000
San Carlos: Cedar and Brittan Ave Pavement Rehabilitation	San Mateo	San Carlos	$575,000
San Carlos: Ped Enhancements Arroyo/Cedar and Hemlock/Orange	San Mateo	San Carlos	$500,000
San Carlos: US 101/Holly Street Bike/Ped Overcrossing	San Mateo	San Carlos	$1,000,000
San Mateo: Various Streets Pavement Rehabilitation	San Mateo	San Mateo	$1,593,000
San Mateo: Laurie Meadows Ped/Bike Safety Improvements	San Mateo	San Mateo	$987,000
San Mateo County: Countywide Pavement Maintenance	San Mateo	San Mateo County	$1,072,000
South San Francisco: Various Streets Pavement Rehabilitation	San Mateo	South San Francisco	$1,027,000
South San Francisco: Grand Boulevard Initiative Complete Street Imps	San Mateo	South San Francisco	$1,000,000
Woodside: Various Streets Pavement Rehabilitation	San Mateo	Woodside	$242,000
Woodside: Woodside Pathway Phase 3	San Mateo	Woodside	$136,000
SAN MATEO COUNTY		**TOTAL:**	**$32,545,000**
SANTA CLARA COUNTY			
CMA Planning Activities			
Planning Activities Base	Santa Clara	VTA	$6,078,000
Planning Activities - Supplemental	Santa Clara	VTA	$4,822,000
Federal Aid Secondary (FAS)			
Santa Clara County: Uvas Rd Rehabilitation	Santa Clara	Santa Clara County	$1,701,000
Safe Routes To School (SRTS)			
Campbell: Eden Ave Sidewalk Improvements	Santa Clara	Campbell	$555,000
Palo Alto: Waverley Multi-Use Path, E. Meadow Dr. & Fabian Wy. Enhanced Bike	Santa Clara	Palo Alto	$919,000
San Jose: Mount Pleasant Schools Area Pedestrian & Bicycle Safety Imps.	Santa Clara	San Jose	$1,000,000
Santa Clara: Santa Clara Schools Access Improvements	Santa Clara	Santa Clara	$1,146,000
Santa Clara: Saratoga Creek Trail Phase 1	Santa Clara	Santa Clara	$359,000
Sunnyvale: Homestead Rd at Homestead High School Ped & Bike Imps.	Santa Clara	Sunnyvale	$1,000,000
Sunnyvale: Pedestrian and Bicyclist Infrastructure Improvements	Santa Clara	Sunnyvale	$919,000
SRTS Unprogrammed balance	Santa Clara	TBD	$1,000,000
County Program			
Campbell: Winchester Boulevard Overlay	Santa Clara	Campbell	$554,000
Cupertino: Pavement Management Program	Santa Clara	Cupertino	$769,000
Gilroy: Downtown Monterey St Rehabilitation	Santa Clara	Gilroy	$1,028,000
Los Altos: Fremont Ave Asphalt Concrete Overlay	Santa Clara	Los Altos	$336,000
Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead Connection	Santa Clara	Los Gatos	$343,000
Milpitas: Various Streets Resurfacing	Santa Clara	Milpitas	$1,609,000
Morgan Hill: East Dunne Ave Pavement Rehabilitation	Santa Clara	Morgan Hill	$857,000
Mountain View: West Middlefield Road Improvements	Santa Clara	Mountain View	$1,136,000
Palo Alto: Adobe Creek/Highway 101 Bicycle Pedestrian Bridge	Santa Clara	Palo Alto	$4,350,000
Palo Alto: El Camino Real Pedestrian Safety & Streetscape Improvements	Santa Clara	Palo Alto	$4,655,000
Palo Alto: North Ventura Coordinated Area Plan	Santa Clara	Palo Alto	$638,000
Palo Alto: Various Streets Resurfacing	Santa Clara	Palo Alto	$1,009,000
San Jose: Downtown San Jose Mobility, Streetscape, and Public Life Plan	Santa Clara	San Jose	$813,000
San Jose: East Side Alum Rock (east of 680) Urban Village Plan	Santa Clara	San Jose	$400,000
San Jose: McKee Road Vision Zero Priority Safety Corridor Improvements	Santa Clara	San Jose	$8,623,000
San Jose: Various Streets Pavement Rehabilitation	Santa Clara	San Jose	$14,597,000
San Jose: Tully Road Vision Zero Priority Safety Corridor Improvements	Santa Clara	San Jose	$8,599,000
San Jose: West San Carlos Urban Village Streetscape Improvements	Santa Clara	San Jose	$5,632,000
Santa Clara: Hetch-Hetchy Trail Phase 1	Santa Clara	Santa Clara	$790,000
Santa Clara: San Tomas Aquino Creek Trail Underpass	Santa Clara	Santa Clara	$2,449,000

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

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

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			**$385,512,000**
Santa Clara: Saratoga Creek Trail Phase 1	**Santa Clara**	**Santa Clara**	**$2,376,000**
Santa Clara: Streets & Roads Preservation	**Santa Clara**	**Santa Clara**	**$2,356,000**
Santa Clara County: Capitol Expressway Rehabilitation	**Santa Clara**	**Santa Clara County**	**$5,000,000**
Santa Clara County: McKean Rd Pavement Rehabilitiation	**Santa Clara**	**Santa Clara County**	**$1,151,000**
Saratoga: Saratoga Village Crosswalks & Sidewalks Rehabilitation	**Santa Clara**	**Saratoga**	**$338,000**
Sunnyvale: Bernardo Avenue Bicycle Underpass - EIR	**Santa Clara**	**Sunnyvale**	**$500,000**
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	**Santa Clara**	**Sunnyvale**	**$3,047,000**
Sunnyvale: Fair Oaks Avenue Bikeway - Phase 2	**Santa Clara**	**Sunnyvale**	**$782,000**
Sunnyvale: Java Drive Road Diet & Bike Lanes	**Santa Clara**	**Sunnyvale**	**$500,000**
Sunnyvale: Lawrence Station Area Sidewalks & Bike Facilities	**Santa Clara**	**Sunnyvale**	**$500,000**
Sunnyvale: Peery Park Sense of Place Improvements	**Santa Clara**	**Sunnyvale**	**$2,686,000**
Sunnyvale: Traffic Signal Upgrades	**Santa Clara**	**Sunnyvale**	**$2,566,000**
VTA/Milpitas: Montague Exwy Pedestrian Overcrossing at Milpitas BART	**Santa Clara**	**VTA/Milpitas**	**$3,560,000**
Unprogrammed balance	**Santa Clara**	**TBD**	**$25,000**
SANTA CLARA COUNTY		**TOTAL:**	**$104,073,000**
SOLANO COUNTY			
CMA Planning Activities			
Planning Activities Base	Solano	STA	$3,822,000
Planning Activities - Supplemental	**Solano**	**STA**	**$3,039,000**
Federal Aid Secondary (FAS)			
Solano County: County Roads Paving	**Solano**	**Solano County**	**$506,000**
Solano County: Farm to Market Phase 2 Improvements	**Solano**	**Solano County**	**$1,000,000**
Safe Routes To School (SRTS)			
Fairfield: Grange Middle School SRTS Improvements	**Solano**	**Fairfield**	**$260,000**
STA: Countywide SRTS Non-Infrastructure Program	**Solano**	**STA**	**$1,209,000**
County Program			
Benicia: Park Rd Improvements	**Solano**	**Benicia**	**$2,731,000**
Suisun City: Railroad Ave Repaving	**Solano**	**Suisun City**	**$491,000**
STA: Vacaville Jepson Parkway Phase 3 Bike Path	**Solano**	**STA**	**$1,407,000**
STA: Solano Mobility Call Center	**Solano**	**STA**	**$1,537,000**
Vacaville: VacaValley/I-505 Roundabouts	**Solano**	**Vacaville**	**$1,907,000**
Vacaville: Local Streets Overlay	**Solano**	**Vacaville**	**$1,193,000**
Vallejo: Local Streets Overlay	**Solano**	**Vallejo**	**$2,075,000**
SOLANO COUNTY		**TOTAL:**	**$21,177,000**
SONOMA COUNTY			
CMA Planning Activities			
Planning Activities Base	Sonoma	SCTA	$3,822,000
Planning Activities - Supplemental	**Sonoma**	**SCTA**	**$1,178,000**
Federal Aid Secondary (FAS)			
Sonoma County: River Road Pavement Rehabilitation	**Sonoma**	**Sonoma County**	**$3,264,000**
Safe Routes To School (SRTS)	Sonoma	SCTA	
SCTA: Sonoma County Safe Routes To School (SRTS)	Sonoma	SCTA	$1,655,000
County Program	Sonoma	TBD	
Cotati: E. Cotati Avenue Street Rehabilitation	**Sonoma**	**Cotati**	**$675,000**
Healdsburg: Healdsburg Avenue Road Diet	**Sonoma**	**Healdsburg**	**$600,000**
Petaluma: Petaluma Boulevard South Road Diet	**Sonoma**	**Petaluma**	**$2,916,000**
SMART: Petaluma SMART Pathway	**Sonoma**	**SMART**	**$400,000**
Rohnert Park: Various Streets Rehabilitation	**Sonoma**	**Rohnert Park**	**$1,035,000**
Santa Rosa: US 101 Bicycle and Pedestrian Bridge Overcrossing	**Sonoma**	**Santa Rosa**	**$1,418,000**
Santa Rosa: Various Streets Rehabilitation	**Sonoma**	**Santa Rosa**	**$1,655,000**
Sebastopol: Bodega Avenue Bike Lanes and Pavement Rehabilitation	**Sonoma**	**Sebastopol**	**$1,195,000**
Sonoma: New Fryer Creek Bicycle and Pedestrian Bridge	**Sonoma**	**Sonoma (City)**	**$501,000**
Sonoma County: Various County Roads Rehabilitation	**Sonoma**	**Sonoma County**	**$2,600,000**
Sonoma County: New Crocker Bridge Bike and Pedestrian Passage	**Sonoma**	**Sonoma County**	**$1,809,000**
Windsor: Windsor River Road at Windsor Road Intersection Imps	**Sonoma**	**Windsor**	**$3,000,000**
SONOMA COUNTY		**TOTAL:**	**$27,723,000**
OBAG 2 COUNTY PROGRAMS		**TOTAL:**	**$385,512,000**