

Projects were evaluated by MTC/ABAG staff based upon the following criteria: 1) located within community of concern or at risk of displacement; 2) located within top sixteen cities taking on over 70% of housing growth in PlanBayArea 2040 (Attachment B); 3) project impact; 4) existing policies; 5) planning process; 6) local commitment; 7) transportation agency support, and 8) implementation. Technical Assistance projects were also evaluated for their innovation approach to implementation/solutions.

Similar to previous funding cycles, this set of projects features a strong focus on specific plans and completion of programmatic Environmental Impact Reports to streamline implementation. See Attachment C for a breakdown by project category. More than two-thirds of the recommended funding is for cities projected to deliver over 70% of regional housing growth in PlanBayArea 2040. At least one project is recommended for funding in eight of the nine Bay Area counties, including an update to the Santa Rosa Downtown Station Area Plan to create additional housing capacity in response to the North Bay fires and growing market demand following the introduction of SMART service. Of the 26 projects submitted, 18 (69%) are located in communities of concern or at risk of displacement.

All projects submitted for funding are recommended for approval. MTC/ABAG staff will work with project applicants to refine work scopes for recommended projects prior to finalizing funding agreements. In some cases, modifications to work scopes will be required to better align project outcomes with regional program goals. Staff have initiated discussion with these applicants.

Next Steps

In advance of a second call for applications anticipated in 2019 for the balance of funding, staff plans to return to the Planning Committee with an updated set of PDA Planning, Staffing and Technical Assistance program guidelines and criteria. Modifications may be informed by the outcome of an upcoming study to assess all technical assistance provided to local jurisdictions through the Integrated Regional Planning Program, as well as relevant planning recommendations emerging from CASA - the Committee to House the Bay Area.

While the majority of funding will be allocated directly to local jurisdictions for PDA planning, staff may initiate studies serving to benefit PDA implementation throughout the region. In the previous funding cycle, MTC funded an infrastructure financing white paper and launched the Planning Innovations regional forum series with funds reserved for regional PDA implementation. New topics may include evaluation of the PDA placetype framework or follow-up to CASA needs.

Recommendation

Refer Resolution No. 4202, Revised, to approve the \$7.3 million in projects and regional priorities listed in Attachment A, \$2 million for PDA Planning, Staffing and Technical assistance administration, and \$500,000 for supportive regional PDA implementation studies, to the Commission for approval. Further, MTC Resolution No. 4202, Revised is also on the April Programming and Allocations Committee agenda for consideration of One Bay Area Grant (OBAG 2) program Revisions and updates on OBAG 1 and OBAG 2 Priority Conservation Area Program of Projects. Only the applicable recommendations approved by the Planning Committee and by the Programming and Allocations Committee will be referred to the Commission.



Steve Heminger

Attachments:

- Attachment A: Proposed Program of Projects
- Attachment B: PlanBayArea 2040 Ranking by Housing Unit Growth
- Attachment C: PDA Planning, Technical and Staffing Assistance Project Categories
- MTC Resolution 4202, Revised

Recommended Program of Projects
PDA Planning, Staffing and Technical Assistance

| PDA Planning | | | | | |
|--------------|---------------|--|---|-------|---------------------|
| County | City | Application Name | Project Description | Score | Recommended Funding |
| SN | Santa Rosa | Downtown Station Area Specific Plan Update/Amendment | Update to the existing Specific Plan, and associated amendments to the General Plan and Zoning Code. | 95 | \$800,000 |
| SC | San Jose | Diridon Integrated Station Area Concept Plan | Concept plan to enhance multi-modal connections to station and interface with surrounding area | 85 | \$800,000 |
| SF | San Francisco | Market Street Hub Area EIR | Environmental Impact Report (EIR) for Hub Area amendment to Market/Octavia Plan | 83 | \$500,000 |
| AL | Union City | Decoto Industrial Parkway Study Area Specific Plan 2.0 | Update existing Specific Plan consistent with vision created for the area, create new zoning to guide future development | 81 | \$800,000 |
| SC | San Jose | SW Expressway/Race Street Light Rail Urban Village Plans | Urban Village Plan | 80 | \$500,000 |
| CC | El Cerrito | San Pablo Avenue Specific Plan and EIR Update/Amendments | Amendment to Specific Plan EIR and Zoning in response to development proposals well above the capacity provided in current EIR | 78 | \$308,000 |
| MA | San Rafael | Downtown Precise Plan | Preparation and adoption of Downtown Precise Plan establishing detailed development standards; supportive technical studies for environmental review. | 75 | \$500,000 |
| SF | San Francisco | Transit Corridors Study | Study to identify opportunities to increase transit service capacity and quality on critical corridors to meet residential and employment development needs | 73 | \$500,000 |
| CC | Moraga | Moraga Center Specific Plan Implementation Project | Zoning ordinance to complete/implement adopted Specific Plan | 71 | \$140,000 |
| SOL | Vacaville | Downtown Specific Plan | Specific Plan and EIR | 71 | \$350,000 |

PDA Planning Total \$5,198,000

| Staffing Assistance | | | | | |
|---------------------|------------|--|--|-------|---------------------|
| County | City | Application Name | Project Description | Score | Recommended Funding |
| AL | Oakland | Oakland Innovative Construction Initiative (increasing transit-supportive housing) | Update citywide design guidelines for transit-oriented residential and commercial development | 93 | \$200,000 |
| SC | San Jose | PDA/Citywide Design Guidelines | Update citywide design guidelines for transit-oriented residential and commercial development | 91 | \$200,000 |
| AL | Emeryville | Mitigate Regulation-Induced Displacement and Streamlined Asset Management | Affordable housing policy development and implementation, related to City's expanding portfolio of affordable units, in transit-oriented locations | 90 | \$180,000 |
| CC | Concord | VMT-based Transportation Impact Standards* | Development of VMT-based Transportation Impact Standards for CEQA | 87 | \$150,000 |
| AL | Hayward | SB743 Implementation | Conversion of LOS to VMT transportation analysis for CEQA purposes | 86 | \$150,000 |
| AL | Oakland | Oakland ADU Initiative (increasing transit-supportive housing) | Accessory Dwelling Unit initiative to support transit-oriented neighborhoods, with regulatory reforms and public outreach campaign | 83 | \$200,000 |
| AL | Fremont | SB743 Implementation | Establish methodology, thresholds and procedures for analysis of land use and planning documents for compliance with SB 743 | 79 | \$150,000 |
| CC | Concord | Galindo Street Corridor Plan | Concept Plan to redesign and enhance public right-of-way for pedestrians, bicyclists, and transit users | 73 | \$200,000 |
| SON | Windsor | Parking Management and Pricing | Preparation of a parking management plan for the Downtown PDA | 70 | \$120,000 |
| CC | Lafayette | Updated Lafayette Parking Ordinance and strategies | Implement the updated Lafayette Parking Ordinance and strategies | 70 | \$150,000 |

Staffing Assistance Total \$1,700,000

| Technical Assistance | | | | | |
|----------------------|---------------|---|--|-------|---------------------|
| County | City | Project Name and/or TA Topic(s) | Project Description | Score | Recommended Funding |
| SF | San Francisco | PDA Density Bonus Program | Technical analysis to create a local density bonus program in areas with adopted form-based codes | 93 | \$65,000 |
| AL | Emeryville | Developing the Highest and Best Use of the Public Curb | Sample conditions of approval best practices, standard improvement dimensions and trade-offs to assign curb space within city policies | 91 | \$65,000 |
| SF | San Francisco | Mission-San Jose PDA Housing Feasibility Analysis | Analyze how zoning affects the feasibility of transit-oriented mixed-use housing on opportunity sites in PDA | 86 | \$65,000 |
| AL | Oakland | Framework for the Oakland General Plan - PDA Community Engagement Program | Framework for updating the General Plan to include a PDA community engagement program | 83 | \$65,000 |
| SM | Belmont | Belmont Transportation Demand Management Program | Create a transportation demand management program of policies, strategies, monitoring criteria and an administration plan | 73 | \$65,000 |
| SON | Rohnert Park | Central Rohnert Park PDA / Creekside Neighborhood Subarea Connector Path Rehabilitation | Design, engineering and construction documents for ped/bike connector path from PDA to surrounding neighborhoods | 73 | \$65,000 |

Technical Assistance Total \$390,000

All Categories Total \$7,288,000

PDA Planning, Technical Assistance and Staffing Assistance Programs

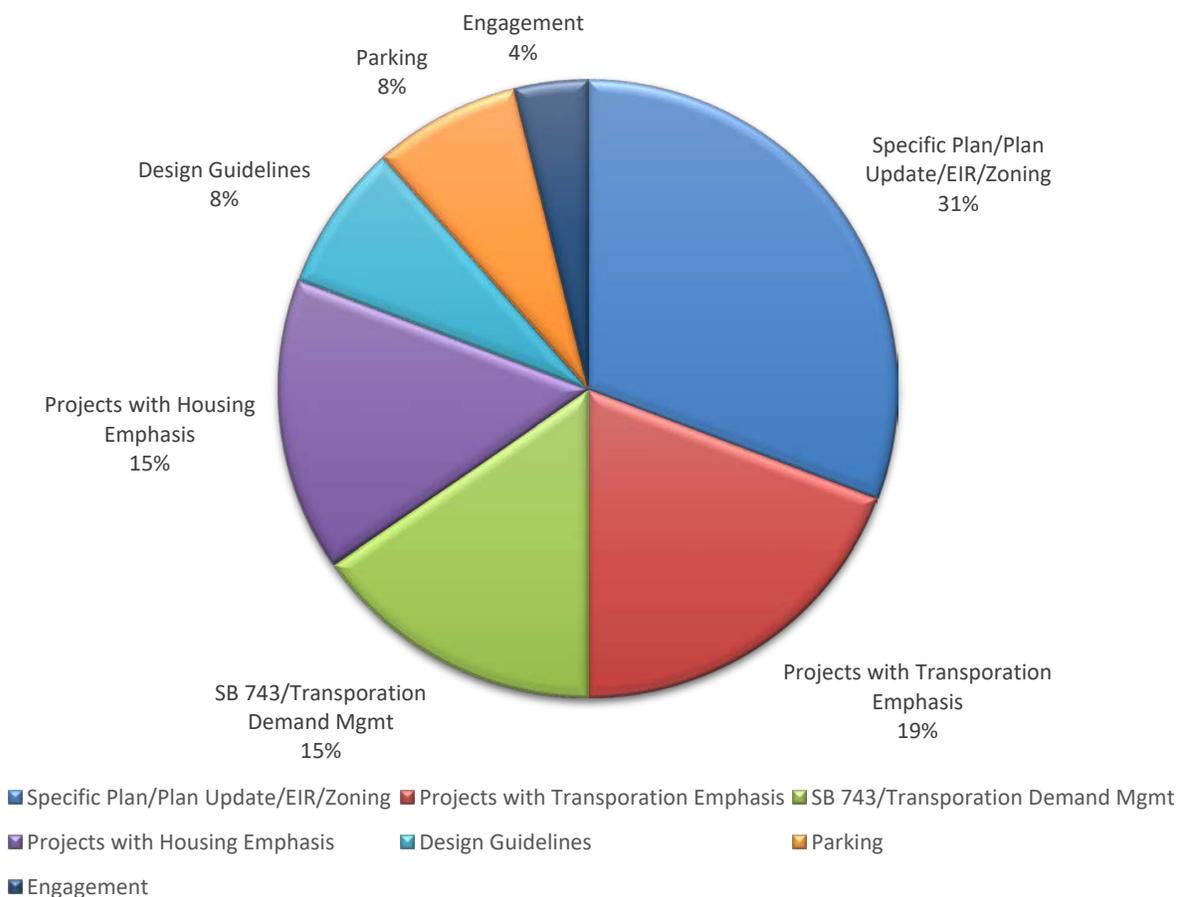
PlanBayArea 2040 Housing Unit Growth (2010-2040)

Ranking by Housing Unit Growth*

| Rank | County | City | Housing Unit Growth |
|--|---------------|---------------|----------------------------|
| 1 | Santa Clara | San Jose | 149,900 |
| 2 | San Francisco | San Francisco | 137,800 |
| 3 | Alameda | Oakland | 87,700 |
| 4 | Santa Clara | Sunnyvale | 30,800 |
| 5 | Santa Clara | Mountain View | 26,300 |
| 6 | Contra Costa | Concord | 20,100 |
| 7 | Alameda | Fremont | 19,200 |
| 8 | Contra Costa | Richmond | 18,800 |
| 9 | Sonoma | Santa Rosa | 16,400 |
| 10 | Santa Clara | Santa Clara | 14,000 |
| 11 | Alameda | Emeryville | 13,200 |
| 12 | San Mateo | San Mateo | 12,600 |
| 13 | Alameda | Dublin | 11,600 |
| 14 | Santa Clara | Milpitas | 11,200 |
| 15 | Alameda | Livermore | 10,600 |
| 16 | San Mateo | Redwood City | 10,100 |
| <i>Total</i> | | | <i>590,300</i> |
| <i>Cumulative Share of Regional Growth: 72%</i> <i>(590,300/818,700) (top 16)</i> | | | |

* Source: Plan Bay Area Supplementary Report, Land Use Modeling Report, PlanBayArea 2040 Final Supplemental Report

PDA Planning, Technical and Staffing Assistance Project Categories



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

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

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MTC Resolution No. 4202, Revised

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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.

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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.

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

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

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

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

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

On April 25, 2018, Attachment B-1 was revised to program \$8,200,000 in Priority Conservation Area (PCA) grants within the North Bay PCA Program; \$3,400,000 to Sonoma County

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Transportation Authority (SCTA) for the Marin Sonoma Narrows B2 Phase 2 project, as part of an exchange agreement in which an equal amount of SCTA's future Regional Transportation Improvement Program (RTIP) funds will be programmed at MTC's discretion; \$7,288,000 in PDA Planning and Implementation grants; and \$500,000 to MTC for PDA Implementation.

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
April 2018

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C
 07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C
 03/28/18-C 04/25/18-C

OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | COUNTY | SPONSOR | Total | Other |
|---|----------------------|--------------|----------------------|---------------------|
| OBAG 2 REGIONAL PROGRAMS | | | \$467,705,000 | \$18,200,000 |
| 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 | | | | |
| PDA Implementation | Regionwide | MTC | \$500,000 | |
| PDA Planning | | | | |
| <u>Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0</u> | <u>Alameda</u> | <u>MTC</u> | <u>\$800,000</u> | |
| <u>El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments</u> | <u>Contra Costa</u> | <u>MTC</u> | <u>\$308,000</u> | |
| <u>Moraga: Moraga Center Specific Plan Implementation Project</u> | <u>Contra Costa</u> | <u>MTC</u> | <u>\$140,000</u> | |
| <u>San Rafael: Downtown Precise Plan</u> | <u>Marin</u> | <u>MTC</u> | <u>\$500,000</u> | |
| <u>San Francisco: HUB Area EIR</u> | <u>San Francisco</u> | <u>MTC</u> | <u>\$500,000</u> | |
| <u>San Francisco: Transit Corridors Study</u> | <u>San Francisco</u> | <u>MTC</u> | <u>\$500,000</u> | |
| <u>San Jose: Diridon Integrated Station Area Concept Plan</u> | <u>Santa Clara</u> | <u>MTC</u> | <u>\$800,000</u> | |
| <u>San Jose: SW Expressway/Race Street Light Rail Urban Village Plans</u> | <u>Santa Clara</u> | <u>MTC</u> | <u>\$500,000</u> | |
| <u>Vacaville: Downtown Specific Plan</u> | <u>Solano</u> | <u>MTC</u> | <u>\$350,000</u> | |
| <u>Santa Rosa: Downtown Station Area Specific Plan Update/Amendment</u> | <u>Sonoma</u> | <u>MTC</u> | <u>\$800,000</u> | |
| Staffing Assistance | | | | |
| <u>Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Management</u> | <u>Alameda</u> | <u>MTC</u> | <u>\$180,000</u> | |
| <u>Fremont: SB743 Implementation</u> | <u>Alameda</u> | <u>MTC</u> | <u>\$150,000</u> | |
| <u>Hayward: SB743 Implementation</u> | <u>Alameda</u> | <u>MTC</u> | <u>\$150,000</u> | |
| <u>Oakland: ADU Initiative</u> | <u>Alameda</u> | <u>MTC</u> | <u>\$200,000</u> | |
| <u>Oakland: Innovative Construction Initiative</u> | <u>Alameda</u> | <u>MTC</u> | <u>\$200,000</u> | |
| <u>Concord: VMT-based Transportation Impact Standards</u> | <u>Contra Costa</u> | <u>MTC</u> | <u>\$150,000</u> | |
| <u>Concord: Galindo Street Corridor Plan</u> | <u>Contra Costa</u> | <u>MTC</u> | <u>\$200,000</u> | |
| <u>Lafayette: Updated Parking Ordinance and Strategies</u> | <u>Contra Costa</u> | <u>MTC</u> | <u>\$150,000</u> | |
| <u>San Jose: PDA/Citywide Design Guidelines</u> | <u>Santa Clara</u> | <u>MTC</u> | <u>\$200,000</u> | |
| <u>Windsor: Parking Management and Pricing</u> | <u>Sonoma</u> | <u>MTC</u> | <u>\$120,000</u> | |
| Technical Assistance | | | | |
| <u>Emeryville: Developing the Highest and Best Use of the Public Curb</u> | <u>Alameda</u> | <u>MTC</u> | <u>\$65,000</u> | |
| <u>Oakland: General Plan Framework - PDA Community Engagement Program</u> | <u>Alameda</u> | <u>MTC</u> | <u>\$65,000</u> | |
| <u>San Francisco: Mission-San Jose PDA Housing Feasibility Analysis</u> | <u>San Francisco</u> | <u>MTC</u> | <u>\$65,000</u> | |
| <u>San Francisco: PDA Density Bonus Program</u> | <u>San Francisco</u> | <u>MTC</u> | <u>\$65,000</u> | |
| <u>Belmont: Transportation Demand Management Program</u> | <u>San Mateo</u> | <u>MTC</u> | <u>\$65,000</u> | |
| <u>Rohnert Park: Central Rohnert Park PDA/Creekside Neighb. Subarea Connector Path</u> | <u>Sonoma</u> | <u>MTC</u> | <u>\$65,000</u> | |
| Unprogrammed balance | Regionwide | MTC | \$10,712,000 | |
| Community-Based Transportation Plan (CBTP) Updates | | | | |
| ACTC: Community-Based Transportation Plans | Alameda | MTC | \$300,000 | |
| CCTA: Community-Based Transportation Plans | Contra Costa | MTC | \$215,000 | |
| TAM: Community-Based Transportation Plans | Marin | MTC | \$75,000 | |
| NVTA: Community-Based Transportation Plans | Napa | MTC | \$75,000 | |
| SFCTA: Community-Based Transportation Plans | San Francisco | MTC | \$175,000 | |
| C/CAG: Community-Based Transportation Plans | San Mateo | MTC | \$120,000 | |
| VTA: Community-Based Transportation Plans | Santa Clara | MTC | \$300,000 | |
| STA: Community-Based Transportation Plans | Solano | MTC | \$95,000 | |
| SCTA: Community-Based Transportation Plans | Sonoma | MTC | \$110,000 | |
| CBTP Program Evaluation | Regionwide | MTC | \$35,000 | |
| 3. PDA PLANNING & IMPLEMENTATION | | | TOTAL: | \$20,000,000 |
| 4. CLIMATE INITIATIVES | | | | |
| Climate Initiatives Program of Projects | TBD | TBD | \$12,000,000 | |
| Spare the Air & EV Program Outreach (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 | | | | |
| Active Operational Management | | | | |
| AOM Implementation | Regionwide | MTC | \$23,737,000 | |

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MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
April 2018

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 Adopted: 11/18/15-C
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C
 07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C
 03/28/18-C 04/25/18-C

OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | COUNTY | SPONSOR | Total | Other |
|--|---------------------|------------|-----------------------------|---------------------|
| OBAG 2 REGIONAL PROGRAMS | | | \$467,705,000 | \$18,200,000 |
| Bay Area 511 Traveler Information | | | | |
| 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 (SR 237 to Hegenberger) | Alameda/Santa Clara | MTC | \$3,000,000 | |
| FPP: I-680 (Alameda Co. Line to Solano Co. Line) | Contra Costa | MTC | \$8,000,000 | |
| FPP: SR 84 (US 101 to I-880) | Alameda/San Mateo | MTC | \$5,000,000 | |
| US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 | Sonoma | SCTA | \$1,000,000 | |
| US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange) | Sonoma | SCTA | \$15,400,000 | |
| Program for Arterial System Synchronization (PASS) | Regionwide | MTC | \$5,000,000 | |
| Innovative Deployments for Enhanced Arterials (IDEA) | | | | |
| IDEA Technical Assistance | Various | MTC | \$1,547,000 | |
| IDEA Category 1 | | | | |
| AC Transit: Dumbarton Express Route (SR84) | Various | MTC | \$2,300,000 | |
| Alameda: Webster & Posey Tubes (SR 260), Park St | Alameda | MTC | \$276,000 | |
| Hayward: Various Locations | Alameda | MTC | \$302,000 | |
| Oakland: Bancroft Ave | Alameda | MTC | \$310,000 | |
| Pleasanton: Various Locations | Alameda | MTC | \$290,000 | |
| Union City: Union City Blvd & Decoto Rd | Alameda | MTC | \$710,000 | |
| San Ramon: Bollinger Canyon Rd & Crow Canyon Rd | Contra Costa | MTC | \$563,000 | |
| San Rafael: Downtown San Rafael | Marin | MTC | \$830,000 | |
| South San Francisco: Various Locations | San Mateo | MTC | \$532,000 | |
| San Jose: Citywide | Santa Clara | MTC | \$1,400,000 | |
| IDEA Category 2 | | | | |
| Dublin: Citywide | Alameda | MTC | \$385,000 | |
| Emeryville: Powell, Shellmound, Christie & 40th St | Alameda | MTC | \$785,000 | |
| CCTA: Concord Blvd, Clayton Rd & Willow Pass Rd | Contra Costa | MTC | \$560,000 | |
| Walnut Creek: Various locations | Contra Costa | MTC | \$680,000 | |
| Los Gatos: Los Gatos Blvd | Santa Clara | MTC | \$700,000 | |
| VTA: Veterans Admin. Palo Alto Medical Center | Santa Clara | MTC | \$830,000 | |
| 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 & Rehab. | Regionwide | MTC | \$1,840,000 | |
| TMC Asset Upgrade and Replacement | Regionwide | MTC | \$1,150,000 | |
| I-880 Communication Upgrade and Infrastructure Gap Closures | Various | MTC | \$8,100,000 | |
| 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 | |
| 6. TRANSIT PRIORITIES | | | | |
| BART Car Replacement/Expansion | Various | BART | \$99,752,000 | |
| GGB Suicide Deterrent (for BART Car Replacement/Expansion) | 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) | | | | |
| Regional Peninsula, Southern and Eastern Counties PCA Program | | | | |

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OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | COUNTY | SPONSOR | Total | Other |
|---|---------------|-----------------------|----------------------|---------------------|
| OBAG 2 REGIONAL PROGRAMS | | | \$467,705,000 | \$18,200,000 |
| Peninsula, Southern and Eastern Counties PCA (Funding Exchange) | TBD | MTC/CCC | | \$8,170,000 |
| Bay Area GreenPrint: PCA Functionality Improvements | Regionwide | MTC/GreenInfo Network | | \$30,000 |
| Local Northbay PCA Program | | | | |
| <u>Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera)</u> | <u>Marin</u> | <u>Marin County</u> | <u>\$312,000</u> | |
| <u>Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehabilitation</u> | <u>Marin</u> | <u>Marin County</u> | <u>\$869,000</u> | |
| <u>Novato: Nave Dr/Bell Marin Keys Rehab. (for Carmel Open Space Acquisition)</u> | <u>Marin</u> | <u>Novato</u> | <u>\$104,000</u> | |
| <u>Novato: Vineyard Rd Improvements (for Hill Recreation Area Improvements)</u> | <u>Marin</u> | <u>Novato</u> | <u>\$265,000</u> | |
| <u>National Parks Service: Fort Baker's Vista Point Trail</u> | <u>Marin</u> | <u>NPS</u> | <u>\$500,000</u> | |
| <u>NVTA: Vine Trail - St. Helena to Calistoga</u> | <u>Napa</u> | <u>NVTA</u> | <u>\$711,000</u> | |
| <u>Napa: Vine Trail - Soscol Ave Corridor</u> | <u>Napa</u> | <u>Napa</u> | <u>\$650,000</u> | |
| <u>Napa County: Silverado Trail Rehabilitation - Phase L</u> | <u>Napa</u> | <u>Napa County</u> | <u>\$689,000</u> | |
| <u>Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Improvements</u> | <u>Solano</u> | <u>Solano County</u> | <u>\$2,050,000</u> | |
| <u>Sonoma County: Crocker Bridge Bike/Pedestrian Bridge</u> | <u>Sonoma</u> | <u>Sonoma Coun</u> | <u>\$1,280,000</u> | |
| <u>Sonoma County: Joe Rodota Trail Bridge Replacement</u> | <u>Sonoma</u> | <u>Sonoma Coun</u> | <u>\$770,000</u> | |
| 7. PRIORITY CONSERVATION AREA (PCA) | | TOTAL: | \$8,200,000 | \$8,200,000 |
| 8. BAY AREA HOUSING INITIATIVES | | | | |
| Bay Area Preservation Pilot (BAPP) (Funding Exchange) | Regionwide | MTC | | \$10,000,000 |
| Local Housing Production Incentive | TBD | TBD | \$30,000,000 | |
| 8. BAY AREA HOUSING INITIATIVES | | TOTAL: | \$30,000,000 | \$10,000,000 |
| OBAG 2 REGIONAL PROGRAMS | | | TOTAL: | \$18,200,000 |