

Metropolitan Transportation Commission Programming and Allocations Committee

November 13, 2019

Agenda Item 3a

MTC Resolution Nos. 3989, Revised and 4202, Revised

Subject: Revisions to the MTC Exchange Program and the One Bay Area Grant 2 Program (OBAG 2) to adopt the program of projects for the Priority Conservation Area (PCA) Grant Program, program \$6 million to projects located within Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties, and direct \$500,000 for program implementation.

Background: The Priority Conservation Area (PCA) Grant Program, initiated by MTC in 2013, provides funding for cities, counties, park districts and other agencies and non-profits to acquire, enhance, or improve access to designated PCAs. Although the program is related to MTC/ABAG's recent call to local jurisdictions for nominations of new or modified PCAs (and Priority Development Areas and Priority Production Areas), the PCA Grant Program is a distinct and separate effort to fund projects within or accessing existing PCAs.

In November 2016, the Commission set aside \$16.4 million in OBAG 2 funding for the second round of grant funding for PCAs. Similar to the previous grant round, the OBAG 2 PCA Grant Program is divided into two separately managed sub-programs:

- **North Bay Program** | Marin, Napa, Solano, Sonoma

The OBAG 2 framework directs the four North Bay County Transportation Agencies (CTAs) to manage the \$8.2 million North Bay program. The four CTAs each received an equal share of the program (\$2.1 million), and developed their own program criteria, project solicitations, and project recommendations. The grant recommendations from the North Bay CTAs were approved by the Commission in April 2018, and are provided for reference as **Attachment 1**.

- **Peninsula, Southern, and Eastern Bay Counties Program** | Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara

The remaining \$8.2 million provided in the OBAG 2 framework¹ is distributed through a competitive call for projects that is available to project sponsors in the five remaining counties. As a partner in this sub-program, the California Coastal Conservancy also committed approximately \$1.8 million in state bond funds, bringing the total amount available to \$10 million.

Staff recommends adoption of the 2019 PCA Grant program of projects (see **Attachment 2**) totaling \$7.4 million for 17 projects; programming roughly \$6.0 million in MTC exchange funds for 13 (the Conservancy will provide the remaining \$1.4 million funds); and programming an additional \$500,000 for program implementation. As the total amount recommended for programming is less than the \$10 million originally provided by MTC and the Conservancy, the \$2.1 million remaining balance is split proportionally between the two

¹ In July 2017, the Commission directed \$8.2 million in exchange funds to the PCA Grant Program as part of a larger fund exchange agreement. The intention of this fund source change was to provide greater flexibility for the types of projects that are consistent with the goals of the PCA program but are ineligible for federal transportation funding, particularly open space acquisition and habitat restoration projects.

agencies, leaving a balance \$1.6 million in MTC exchange funds and \$0.4 million in state bond funds for potential future PCA Grant Program projects within the Peninsula, South Bay, and East Bay Counties. MTC's fund balance will be programmed through a future Commission action.

At their meeting October 17, 2019, the Conservancy Board approved an action to forward this recommendation to MTC.

For information about the competitive program guidelines or the process for the call for projects and evaluation, see **Attachment 3**.

Issues: None.

Recommendation: Refer MTC Resolution Nos. 3989, Revised and 4202, Revised to the Commission for approval. Because Resolution No. 4202 is proposed for revision under another agenda item, it is included once under this item with all proposed revisions. Only items referred by the Committee will be forwarded to the Commission.

Attachments: Attachment 1 – Adopted North Bay PCA Grant Program
Attachment 2 – Recommended PCA Grant Program of Projects
Attachment 3 – Guidelines and Call for Projects for the Peninsula, South Bay,
and East Bay PCA Grant Program
Presentation
MTC Resolution No. 3989, Revised
MTC Resolution No. 4202, Revised



Therese W. McMillan

OBAG 2 Priority Conservation Area (PCA) Grant Program

Adopted PCA Grant Program of Projects – North Bay

Projects located in Marin, Napa, Solano and Sonoma Counties

County	Sponsor	Project	MTC PCA Grant
Marin	Marin County	Hicks Valley Rd, Wilson Hill Rd, Marshall-Petaluma Rd Rehab. (exchange for <i>Corte Madera Paradise Dr Multi-Use Pathway</i>)	\$312,000
Marin	Marin County	Hicks Valley Rd, Wilson Hill Rd, Marshall-Petaluma Rd Rehab.	\$869,000
Marin	Novato	Nave Dr, Bel Marin Keys Blvd Rehabilitation (exchange for <i>Carmel Open Space Acquisition</i>)	\$104,000
Marin	Novato	Vineyard Rd Improvements (exchange for <i>Hill Recreation Area Improvements</i>)	\$265,000
Marin	National Park Service	Fort Baker's Vista Point Trail	\$500,000
Napa	NVTA	Vine Trail - St. Helena to Calistoga	\$711,000
Napa	Napa	Vine Trail - Soscol Ave Corridor	\$650,000
Napa	Napa County	Silverado Trail Rehabilitation – Phase L	\$689,000
Solano	Solano County	Suisun Valley Farm to Market – Phase 3 Bike Improvements	\$2,050,000
Sonoma	Sonoma County	Crocker Bridge Bike and Pedestrian Passage	\$1,280,000
Sonoma	Sonoma County	Joe Rodota Trail Bridge Replacement	\$770,000
North Bay PCA Program Total			\$8,200,000

OBAG 2 Priority Conservation Area (PCA) Grant Program

Recommended PCA Grant Program of Projects

Projects located within Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties

MTC Funding				
	County	Applicant	Project Title	Amount
1	Alameda	Alameda County	Niles Canyon Trail, Phase 1	\$321,000
2	Alameda	Albany	Albany Hill Access Improvements	\$251,000
3	Alameda	Livermore	Arroyo Road Trail	\$400,000
4	Contra Costa	East Bay Regional Parks District	Bay Trail at Pt. Molate (Richmond San Rafael Bridge to Pt. Molate Beach Park)	\$1,000,000
5	Contra Costa	John Muir Land Trust	Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	\$950,000
6	San Francisco	San Francisco Rec. and Parks Dept.	McLaren Park and Neighborhood Connections Plan	\$194,000
7	San Mateo	Golden Gate National Park Cons./ NPS	Rancho Corral de Tierra Unit Management Plan Engagement	\$200,000
8	San Mateo	Half Moon Bay	Pillar Point Public Access Improvements	\$298,000
9	San Mateo	Menlo Park	Bedwell Bayfront Park Entrance Imps.	\$520,000
10	San Mateo	San Mateo County	Colma Creek Adaptation Study (Colma Creek Connector)	\$110,000
11	Santa Clara	Point Blue Conservation Science	Pajaro River Watershed: Habitat Restoration and Climate Resilient Imps.	\$379,000
12	Santa Clara	Santa Clara Valley Open Space Authority	Coyote Ridge Open Space Preserve Public Access, Phase 1	\$400,000
13	Santa Clara	Santa Clara Valley Open Space Authority	Tilton Ranch Acquisition	\$1,000,000
MTC Funding Total				\$6,023,000
Conservancy Funding				
	County	Applicant	Project Title	Amount
14	Contra Costa	Richmond	Bay Trail at Pt. Molate (Pt. Molate Beach Park to Stenmark Dr.)	\$1,000,000
15	San Mateo	Midpeninsula Reg. Open Space District	Purisima-to-the-Sea Trail and Parking Area	\$151,000
16	Santa Clara	San Jose	Coyote Creek Trail Singleton Rd Crossing	\$140,000
17	Santa Clara	San Jose	Five Wounds Trail Master Planning	\$83,000
Conservancy Funding Total				\$1,374,000
PCA Grant Program Total				\$7,397,000

Plan
Bay Area
2040

Bay Area Priority Conservation Area Grant Program
2019 Competitive Grants Guidelines and Call for Proposals



Photo: Noah Berger



In cooperation with

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

The State Coastal Conservancy (SCC), in cooperation with the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), is pleased to issue a call for proposals focused on the Bay Area's Priority Conservation Areas.



The SCC is a state agency with a vision of a beautiful, restored, and accessible coast for current and future generations of Californians. The San Francisco Bay Area Conservancy is a program of the SCC focused on protecting regionally-significant lands, restoring habitats for wildlife, providing regional trails, and connecting urban populations to natural areas.



MTC is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. In collaboration with ABAG, MTC develops the regional long-range transportation plan and Sustainable Communities Strategy, also known as Plan Bay Area 2040.



ABAG is a council of local governments that works to strengthen cooperation and collaboration among government agencies, and to implement innovative solutions for issues involving land use, housing, climate change, earthquake and disaster resilience, and economic equity.





Photo: Karin Betts

INTRODUCTION

The Priority Conservation Area (PCA) Grant Program funded through the One Bay Area Grant (OBAG) program, was initiated by MTC in 2013 to provide funding to cities, counties, park districts, utility districts and other agencies and non-profits to acquire, enhance or improve designated PCAs.

PCAs are open spaces that provide agricultural, natural resource, scenic, recreational, public health and/or ecological values and ecosystem functions. These areas are identified through consensus by local jurisdictions and park/open space districts as lands in need of protection due to pressure from urban development or other factors. PCAs are categorized by four designations: Natural Landscapes, Agricultural Lands, Urban Greening, and Regional Recreation.

In November 2016, MTC set aside \$16.4 million within the One Bay Area Grant (OBAG 2) framework for a second round of grant funding for the PCA Program. Similar to the first round, the OBAG 2 PCA Program is split into two components:

- 1. Peninsula, Southern, and East Bay Counties Program (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara Counties):** This program is administered by the SCC in partnership with the MTC and ABAG, and is the subject of this call for projects. MTC directed \$8.2 million in OBAG 2 PCA Program funds to this regional competitive program, combined with additional funding from SCC, for a total of up to \$10 million available.
- 2. North Bay Program (Marin, Napa, Solano, and Sonoma Counties):** This program is developed by the four North Bay county congestion management agencies to implement locally-identified PCA priority projects. MTC directed \$8.2 million to the OBAG 2 North Bay PCA program, which is managed separately from this call for projects.

Plan BayArea 2040

The PCA Program is an important component of Plan Bay Area 2040, the integrated long-range transportation and land-use plan for the San Francisco Bay Area. Plan Bay Area 2040 includes the Bay Area's Regional Transportation Plan, which MTC updates every four years, and ABAG's demographic and economic forecast, which is updated every two years.

Plan Bay Area 2040's core strategy is to focus growth in existing communities along the existing transportation network. This strategy provides the best "bang for the buck" in achieving key regional economic, environmental and equity goals: it builds upon existing community characteristics, efficiently leverages existing infrastructure and mitigates impacts on areas with less development. Key to implementing the focused growth strategy are Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) which are identified, recommended, and approved by local governments.

Priority Development Areas (PDAs)

Plan Bay Area 2040 focuses growth and development in nearly 200 PDAs along the region's core transit network. These existing neighborhoods are served by public transit and have been identified as appropriate for additional compact development.

Priority Conservation Areas (PCAs)

The Plan also helps preserve over 160 regionally significant open spaces which have broad consensus for long-term protection but which face nearer-term development pressures.

PCAs and PDAs complement one another

By promoting compact development in established communities with high-quality transportation access, there is less development pressure on the region's vast and varied open spaces and agricultural lands.

ABAG manages the designation process for new PDAs and PCAs.



Photo: Karl Nielsen



Photo: Karl Nielsen



Photo: Courtesy of the Ridge Trail

Maps of PCA locations and designations are available at:

[Priority Conservation Area Maps](#)



Photo: Public Domain

CALL FOR PROPOSALS

Available Funds

MTC has provided \$8.2 million in local and federal funds for this program.¹ In addition, SCC will contribute up to \$1.8 million in state resource bond funds to augment the program, for a total of \$10 million available. Grants may range from \$100,000 to \$1 million. Grant requests greater than \$1 million will be considered on a case-by-case basis, for projects of extraordinary regional significance.

Geographic Scope

Projects must be located in the counties of Alameda, Contra Costa, San Francisco, San Mateo, or Santa Clara. Multi-county projects are allowed and encouraged.

Eligible Applicants

Local governments (cities, towns, and counties), congestion management agencies, tribes, water/utility districts, resource conservation districts, park and/or open space districts, land trusts and other land/resource protection nonprofit organizations are invited to apply.

Applicants are strongly encouraged to collaborate and partner with other entities on project applications.

Eligible Projects

Projects must consist of one or more of the following activities within, or connected to, an existing PCA:

- 1. Protection or Enhancement of Natural Resources, Open Space, or Agricultural Lands:** Acquisitions or easements of natural landscapes, habitats and ecosystems, agricultural lands, parks and open space and natural resources. Enhancements for parks and open space, staging areas, environmental facilities, or natural resources such as listed species, identified priority habitat, wildlife corridors, watersheds, or agricultural soils of importance. Land acquisition projects must involve willing sellers.

1. Up to \$8.2 million in local funds are available; however, federal transportation funds may be awarded to projects that are eligible and well-suited to receive federal transportation funding – for example, the construction of a bike/pedestrian trail.

2. Pedestrian and Bicycle Facilities: Pedestrian and bicycle trails, on-road bicycle facilities, sidewalks, bicycle infrastructure, pedestrian and bicycle signals, pedestrian and bicycle bridges, traffic calming, lighting and other safety-related infrastructure, improvements to trails to improve accessibility for people with disabilities, and conversion and use of abandoned rail corridors for pedestrians and bicyclists.

3. Urban Greening: Protection or enhancement of potential or existing green spaces in urban areas to increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater.

4. Planning activities: Planning associated with the program goals: natural resource protection or enhancement, public access to open space and parklands, support for the region's agricultural economy, and provision or enhancement of urban parks and green spaces.

5. Visual Enhancements: Construction of turnouts, overlooks and viewing areas.

Screening and Evaluation Criteria

Proposed projects must meet the following criteria and will be ranked on how well they meet these criteria:

- **PCA Designation:** The project must be within, or connect to, an existing PCA. Maps of existing PCAs are available at: [Priority Conservation Area Maps](#).
- **Regional Significance:** Projects should serve a greater-than-local need. Indicators of regional significance include a project's consistency with and contribution to existing regional habitat, agricultural or open space plans (such as the Conservation Lands Network at [bayarealands.org](#)), countywide plans, bicycle/pedestrian plans, or ABAG's PCA designations.
- **Open Space Protection:** If the project does not include acquisition or easements, the project should link to, or be located in, an area protected from development by policy (e.g. zoning or urban growth boundaries) or by public land ownership. Land acquisition or easement projects for purposes of open space protection are permitted in areas without open space protection in place.



Photo: Paolo Vescia



- **Match:** There is a 2:1 minimum match requirement for PCA funds, or a 66.6% match. Matching funds can be from any non-PCA source, including federal funds, but must be applicable to the current scope proposed, and not from previous work. Applicants are encouraged to have the full match secured or pending when submitting a letter of interest; the full match must be secured by the time the grant is awarded. Match can include staff time spent on the project. Prior grant awards on fully funded project elements cannot count toward the match.
- **Program Goals:** Projects need to meet one or more of the program goals:
 - Protect or enhance critical habitats, ecosystems, watersheds, and resource areas as defined in California Government Code Section 65080.01
 - Provide or enhance bicycle and pedestrian access to regional parks, trails, open spaces and recreation areas. Notable examples are the San Francisco Bay Trail and Bay Area Ridge Trail systems.
 - Protect farmland, grazing lands and timberlands or otherwise support the agricultural economy of the region.

- Provide or enhance parks and green spaces in urban areas to improve community health, increase habitat connectivity, capture carbon emissions, and address stormwater.

In addition to the criteria above, the application review committee will consider other factors in ranking projects, including quality of the proposal, cost effectiveness, partnerships, support for the project, capability of the project partners to implement the project, and geographic distribution of grant funds.

- **Fund Type Considerations:** After the evaluation, the application review committee will consider suitability of projects to receive federal, local, and/or state bond funding. Considerations for each fund source are detailed in Appendix A.

Environmental Clearance

Project sponsors are to comply with the requirements of the California Environmental Quality Act (CEQA). Additionally, projects with federal funds must also comply with applicable federal environmental requirements (National Environmental Protection Act, NEPA).

Application Timeline and Review Process

2019

January 7	Issue Call for Proposals
February	Workshops for Potential Applicants Workshop 1 February 5, 2019, 1-3 PM, 1515 Clay St., Room 10 Oakland, CA 94612 Workshop 2 February 7, 2019, 10 AM-12 PM 700 Alma St., Oak Room Menlo Park, CA 94025
February 25	Letters of Interest Due
March	Evaluation Committee Review (MTC/SCC staff)
April 8	Invitations to Apply Sent
July 1	Full Applications Due
July / August	Evaluation Committee Review (MTC/SCC Staff) Staff recommendation for Program of Projects
October	SCC Program Action Approval of PCA Program, SCC recommendation to MTC
November	MTC Program Action Approval of PCA Program, MTC adopts MTC-funded projects
2020	
January → onward	Funds provided to sponsors on a reimbursement basis, according to availability of funds

APPLICATION PROCESS

The PCA Program follows a two-step application and evaluation process that will be overseen by an evaluation committee consisting of staff from SCC and MTC.

STEP ONE: All interested applicants must submit a Letter of Interest not to exceed three pages that includes the following:

- Identify the project title, name of applicant, project manager, and contact information.
- Name the project partners and supporters.
- Describe the proposed project, its regional significance, and how it meets the program goals and evaluation criteria.
- Describe how the project falls within at least one of the five eligible activities.
- Indicate the PCA(s) the project is in or touches.
- Describe status of CEQA and/or NEPA review.
- Identify the total cost of the project, the amount of PCA funding requested, and the amount and source of any secured and pending matching funds.



Photo: M. Bruce Grosjean

- Applicants are also asked to provide a weblink their project generated through the Bay Area Greenprint (bayareagreenprint.org). The Bay Area Greenprint brings together a wide range of conservation data through an easy-to-use tool, through which applicants will be able to download a standardized and shareable set of data that identifies and measures the existing natural characteristics of the project location and potential multiple benefits from the project. Data reported by the tool include biodiversity and habitat, agriculture, water, carbon, recreation, urban greening, hazards, and climate change.
- The Bay Area Greenprint is being tested as a potential tool to show the multiple benefits of a given project and it will be used only in an advisory role for the application process. The PCA project evaluation team may follow up with applicants to help assess the viability of using the toll in future grant opportunities. See Appendix B for further information on Bay Area Greenprint.

Does not count toward three-page limit:

- Attach a map of the project area and a photo, if appropriate (no more than two additional pages).

STEP TWO: Letters of Interest will be evaluated by an evaluation committee of SCC and MTC staff. The committee may contact applicants, as needed, for additional information, clarification, or modification. Based upon its review, the evaluation committee will select a limited number of applicants with the most promising projects and invite them to continue the

application process by submitting a more detailed proposal for further evaluation. The more formal proposal will include: Applicant Information, Project Information, Project Description, Scope of Work and Budget, Schedule, Additional Questions, GIS Shapefiles, and Maps and Photos.

Letter of Interest and Proposal Submittal

Letters of Interest and formal proposals (if invited) must be submitted electronically to the PCA Evaluation Committee at PCAgredients@bayareametro.gov

Attachments to emails cannot be larger than 5 MB.

2019 Regional Workshops

SCC and MTC will host two workshops to provide prospective applicants with an overview of the PCA Program.

Workshop 1

February 5, 2019
1 PM - 3 PM

California State Building

1515 Clay Street, Room 10,
Oakland, CA 94612

Workshop 2

February 7, 2019
10 AM - 12 PM

Arrillaga Family Recreation Center

700 Alma St., Oak Room
Menlo Park, CA 94025



Photo: MTC Archive

Program Process and Project Delivery

The PCA Program Evaluation Committee will develop project recommendations, including the recommended fund source for each project. The SCC Board will then consider approval of the PCA Program of Projects. Projects recommended to receive MTC funding (federal or non-federal) will subsequently be approved by the MTC Commission.

Non-federal grant awards will be administered by SCC following the program approval by SCC Board and MTC. Grant awardees receiving non-federal funds will need to enter into a grant agreement with SCC, provide a board resolution authorizing execution of the grant agreement, and meet other grant conditions (provision of a workplan, budget, and schedule, proof of insurance, landowner agreements if needed, proof of permits, a sign plan, etc.).

Additional project screening for state bond-fund eligibility may be required. Following program approval, projects may need to return to the SCC Board for specific funding authorizations, particularly if CEQA has not been completed prior to program adoption. SCC will act as a responsible agency under CEQA and make CEQA findings. Funding will be provided on a reimbursement basis, generally with 10% withheld until successful completion of the project.



Photo: J. Brosnan

Contact Information

Questions about the grant program or potential project ideas should be directed to the PCA Evaluation Committee at:

PCAGrants@bayareametro.gov



Photo: Noah Berger

APPENDIX A - ADDITIONAL FUNDING CONSIDERATIONS

FEDERAL TRANSPORTATION FUNDING

Projects that are eligible and well-suited to receive federal transportation funds (such as a bicycle or pedestrian facilities) may be selected to receive federal funding. Projects recommended for federal transportation funds must be approved by MTC and included in the region's Transportation Improvement Program (TIP).

Grantees receiving federal funds must go through the Caltrans federal-aid process.

For additional information and questions on the programming and delivery of federal-aid projects contact Mallory Atkinson at matkinson@bayareametro.gov or 415-778-6793.

LOCAL FUNDING

Projects recommended for local funds provided by MTC must be approved by MTC and included in the regional TIP for tracking purposes. Grant awardees receiving non-federal funds will need to enter into a grant agreement with either MTC or SCC, provide a board resolution authorizing execution of the grant agreement, and meet other grant conditions (provision of a workplan, budget, and schedule, proof of insurance, landowner agreements if needed, proof of permits, a sign plan, etc.).

STATE BOND FUNDING

Grant awardees receiving state bond funds will need to enter into a grant agreement with SCC, provide a board resolution authorizing execution of the grant agreement, and meet other grant conditions (provision of a workplan, budget, and schedule, proof of insurance, landowner agreements if needed, proof of permits, a sign plan, etc.).

The SCC will use additional evaluation criteria when determining whether to provide state bond funds for a project. In addition to meeting PCA program criteria, projects that receive state bond funds will need to advance the Goals and Objectives in the SCC's 2018-2022 Strategic Plan, which is available here: scc.ca.gov/about/plan/.

Projects will also be evaluated using these Project Selection Criteria and Guidelines to determine SCC funding awards:

Required Criteria

- Promotion of the Conservancy's statutory programs and purposes
- Consistency with purposes of the funding source
- Promotion and implementation of state plans and policies
- Support from the public
- Location (must benefit coastal, ocean resources, or the San Francisco Bay region)
- Need (desired project or result will not occur without Conservancy participation)
- Greater-than-local interest

- Sea level rise vulnerability (Consistent with Executive Order S-13-08, for new projects located in areas vulnerable to future sea level rise, planning shall consider a range of sea level rise scenarios for the years 2050 and 2100 in order to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise)

Additional Criteria

- Urgency (threat to a resource from development or natural or economic conditions; pressing need; or a fleeting opportunity)
- Resolution of more than one issue
- Leverage (contribution of funds or services by other entities)
- Conflict resolution
- Innovation (for example, environmental or economic demonstration)
- Readiness (ability of the grantee and others to start and finish the project timely)
- Realization of prior Conservancy goals (advances previous Conservancy projects)
- Return to Conservancy (funds will be repaid to the Conservancy, consistent with the Conservancy's long-term financial strategy)
- Cooperation (extent to which the public, nonprofit groups, landowners, and others will contribute to the project)
- Minimization of Greenhouse Gas Emissions (project design and construction methods include measures to avoid or minimize greenhouse gas emissions to the extent feasible and consistent with the project objectives)

APPENDIX B - BAY AREA GREENPRINT

Project applicants will be asked to generate a project report through the Bay Area Greenprint. The Bay Area Greenprint provides an easy-to-use tool to gather standardized and shareable location data for all PCA grant applications. The Greenprint also provides a range of data about existing characteristics of the project location and potential multiple benefits from the project. The application review committee is evaluating whether such data could be used in future grant solicitations, but it will not be used for scoring projects in this call for projects.



Photo: Karl Nielsen

Quick Report How-to

1. Go to bayareagreenprint.org/report/
2. Identify the location of your project by drawing it manually, uploading an existing file, or selecting a predefined area.
 - a. Under **Draw an Area**, you have three options to identify your project location:
 - If your project is best defined by a polygon, use **Draw an Area Freehand** to capture the project coverage area. Example projects include land acquisitions or a new green space in an existing urban area.
 - If your project is best represented by a point location, use **Select a Point or Address**, select an appropriate buffer size (1/8 mile buffer recommended), and either manually drop a pin at the location or enter in the address. Example projects include staging areas or bicycle and/or pedestrian bridge.
 - If your project is linear, use **Draw a Path and Buffer**, select an appropriate buffer size (1/8 mile buffer recommended), and draw the extent of the project. Example project types include a trail project or creek restoration.
 - b. Use **Upload a File** if you have a Shapefile (GIS) or KML (from Google Earth) of your project area.
 - c. Use **Choose an Area** if your project is city- or county-wide or is best defined by an entire watershed or the entire coast or baylands.
3. After identifying the project location, click the green **Get Report** at the top right of the screen. Give the report a project name and then submit.
4. After generating the report, scroll to the bottom of the screen and click on the **Share & Compare** button. This generates a project unique weblink that can be pasted into your grant proposal.
5. Include the project weblink directly into your Letter of Interest.

Contact Information

Technical questions related to Bay Area Greenprint should be directed to Adam Garcia at: agarcia@greenbelt.org

Date: February 23, 2011
W.I.: 1512
Referred by: PAC
Revised: 10/26/11-C 02/26/14-C 12/21/16-C
07/26/17-C 02/28/18-C 03/28/18-C
11/28/18-C 03/27/19-C 06/26/19-C
09/25/19-C 11/20/19-C

ABSTRACT

Resolution No. 3989, Revised

This resolution establishes the procedures governing the MTC Exchange Program. This resolution supersedes MTC Resolution No. 3018.

Attachment B was revised on October 26, 2011 to provide \$376,000 Exchange Program funding to the intertribal Electric Vehicle project.

Attachments B and C were respectively revised on February 26, 2014 to include \$10 million in Exchange Program funding for Transit Oriented Affordable Housing (TOAH), and update final balances of the initial STP Exchange Program (Resolution 3018) to reflect final project close out.

Attachments A and B were revised on December 21, 2016 to program \$1.1 million to the Bay Bridge Forward Commuter Parking Initiative and update the name of the Transit Oriented Affordable Housing Program.

Attachments A and B were revised on July 26, 2017 to program \$8.2 million to the Regional Priority Conservation Area (PCA) program and \$2.8 million to the Regional Active Operational Management Program. An additional \$1 million in exchange funds will be committed to a specific project or program through a future Commission action. This action and associated agreement and programming actions are contingent upon California Transportation Commission (CTC) approval of the amendment to the baseline agreement for the Marin Sonoma Narrows project to accept STP/CMAQ funds rather than local funds.

Attachment B was revised on February 28, 2018 to program \$10 million to the Bay Area Preservation Pilot; \$1,024,000 to Richmond's Bike Share Capital and Outreach project; \$826,000 for the joint Transportation Authority of Marin/Sonoma County Transportation Authority (TAM/SCTA) Bike Share Capital and Outreach project along the SMART Corridor; and redirect \$2,800,000 from Regional Active Operational Management to the Bay Bridge Forward Commuter Parking Initiative project.

Attachment B was revised on March 28, 2018 to program \$30,000 to the Bay Area Greenprint Priority Conservation Area (PCA) Improvements.

Attachments A and B were revised on November 28, 2018 to add the SCVTA SR 85 Transit Guideway Study and the CCTA I-680 NB HOV/Express Lane exchange agreements, and to program \$4,000,000 in Exchange funds to the following projects: \$619,000 to CCTA for Innovative Deployment for Enhanced Arterials; \$621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; \$500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; \$1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and \$1,100,000 to MTC for Napa Valley Transportation Demand Management Strategies.

Attachment B was revised on March 27, 2019 to change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the funding from \$619,000 to \$589,000; and reduce the funding amount for the MTC Richmond-San Rafael Bridge Forward project from \$1,160,000 to \$1,046,000; and redirect these funds to a new project with MTC as the recipient for the Concord IDEA project for \$144,000. The matching funds for the Concord IDEA project as identified in MTC Resolution 4357, are included within the \$144,000 amount. These changes result in no net change to total funds committed to-date.

Attachment A was revised on June 26, 2019 to cancel the \$1,200,000 exchange agreement with the SCVTA for the SR 85 Transit Guideway Study as the funds provided through the exchange are no longer needed.

Attachment B was revised on September 25, 2019 to reflect MTC as the direct recipient of exchange funds for the Concord and Walnut Creek IDEA projects; funds will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment B was revised on November 20, 2019 to program \$6,023,000 to 13 projects as part of the Priority Conservation Area (PCA) Grant program; funds will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Further discussions are contained in the Programming and Allocations Committee summary sheet dated February 9, 2011, October 12, 2011, February 12, 2014, December 14, 2016, July 12, 2017, February 14, 2018, March 7, 2018, November 14, 2018, March 6, 2019, June 12, 2019, September 4, 2019, and November 8, 2019.

Date: February 23, 2011
W.I.: 1512
Referred by: PAC

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3989

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California 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 (the region) and is the recipient for various federal fund sources for the San Francisco Bay Area; and

WHEREAS, MTC develops policies and procedures to be used in the selection of projects to be funded with various federal fund sources within the region consistent with the regional Transportation Plan (RTP); and

WHEREAS, selected projects are sometimes incompatible with or ineligible for federal funding and projects are often ready for implementation in advance of funding availability; and

WHEREAS, MTC assisted the Santa Clara County Traffic Authority (SCCTA) in 1994 by providing Surface Transportation Program (STP) funds, which initiated the original Exchange program implemented through MTC Resolution 3018; and

WHEREAS, the original exchange funding under MTC Resolution 3018 is nearly exhausted and MTC has entered into new funding exchange agreements where the implementation of specific projects with federal funds in exchange for local funds can achieve regional goals and objectives; now, therefore, be it

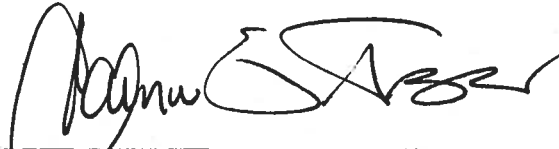
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

RESOLVED, that attachment C lists the projects and amounts from the original STP Exchange program (MTC Resolution 3018) incorporated into the new MTC Exchange program; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments A, B and, C as necessary to reflect Commission actions and the on-going balances within the MTC Exchange program; and be it further

RESOLVED that MTC Resolution No. 3018 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on February 23, 2011.

MTC Exchange Program Funding Commitments Attachment B

November 20, 2019

Recipient	Project/Program	Res No.	Date	Committed by MTC	ID
MTC	Transit Oriented Affordable Housing Development (TOD)	3940	2/24/2010	\$10,000,000	1
SP Rancheria	Intertribal Electric Vehicle Implementation	3925	10/26/2011	\$376,000	2
MTC	Affordable Housing Jumpstart	4260	12/21/2016		3
MTC	Alameda Jumpstart	4260	11/28/2018	\$2,000,000	3
MTC	San Francisco Jumpstart	4260	11/28/2018	\$5,000,000	3
MTC	Santa Clara Jumpstart	4260	11/28/2018	\$3,000,000	3
MTC	Bay Bridge Forward Commuter Parking Initiative	4035	12/21/2016	\$3,900,000	4
MTC	Regional Priority Conservation Area (PCA) Program	4202	7/26/2017		5
MTC	<u>Alameda County: Niles Canyon Trail, Phase 1</u>	<u>4202</u>	<u>11/20/2019</u>	<u>\$321,000</u>	<u>5</u>
MTC	<u>Albany: Albany Hill Access Improvements</u>	<u>4202</u>	<u>11/20/2019</u>	<u>\$251,000</u>	<u>5</u>
MTC	<u>Livermore: Arroyo Road Trail</u>	<u>4202</u>	<u>11/20/2019</u>	<u>\$400,000</u>	<u>5</u>
MTC	<u>EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)</u>	<u>4202</u>	<u>11/20/2019</u>	<u>\$1,000,000</u>	<u>5</u>
MTC	<u>JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access</u>	<u>4202</u>	<u>11/20/2019</u>	<u>\$950,000</u>	<u>5</u>
MTC	<u>San Francisco: McLaren Park and Neighborhood Connections Plan</u>	<u>4202</u>	<u>11/20/2019</u>	<u>\$194,000</u>	<u>5</u>
MTC	<u>GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement</u>	<u>4202</u>	<u>11/20/2019</u>	<u>\$200,000</u>	<u>5</u>
MTC	<u>Half Moon Bay: Pillar Point Public Access Improvements</u>	<u>4202</u>	<u>11/20/2019</u>	<u>\$298,000</u>	<u>5</u>
MTC	<u>Menlo Park: Bedwell Bayfront Park Entrance Improvements</u>	<u>4202</u>	<u>11/20/2019</u>	<u>\$520,000</u>	<u>5</u>
MTC	<u>San Mateo County: Colma Creek Adaptation Study</u>	<u>4202</u>	<u>11/20/2019</u>	<u>\$110,000</u>	<u>5</u>
MTC	<u>Point Blue: Pajaro River Watershed Habitat Rest. & Climate Resilient Imps.</u>	<u>4202</u>	<u>11/20/2019</u>	<u>\$379,000</u>	<u>5</u>
MTC	<u>SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1</u>	<u>4202</u>	<u>11/20/2019</u>	<u>\$400,000</u>	<u>5</u>
MTC	<u>SCVOSA: Tilton Ranch Acquisition</u>	<u>4202</u>	<u>11/20/2019</u>	<u>\$1,000,000</u>	<u>5</u>
MTC	<u>PCA Grant Implementation</u>	<u>4202</u>	<u>11/20/2019</u>	<u>\$500,000</u>	<u>5</u>
MTC	<u>PCA Grant Unprogrammed Balance</u>	<u>4202</u>	<u>11/20/2019</u>	<u>\$1,647,000</u>	<u>5</u>
MTC	Bay Area Greenprint PCA Improvements	4202	3/28/2018	\$30,000	6
TAM/SCTA	Bike Share Capital and Outreach - SMART Corridor	3925	2/28/2018	\$826,000	7
Richmond	Bike Share Capital and Outreach - Richmond	3925	2/28/2018	\$1,024,000	8
MTC	Bay Area Preservation Pilot (BAPP)	4311	2/28/2018	\$10,000,000	9
MTC	IDEA - Concord: Concord Blvd, Clayton Rd & Willow Pass Rd	4202	11/28/2018	\$589,000	10
MTC	IDEA - Walnut Creek: Various Locations	4202	11/28/2018	\$621,000	11
Richmond	Richmond-San Rafael Bridge Bicycle Access	4202	11/28/2018	\$500,000	12
MTC	Richmond-San Rafael Bridge Forward	4202	11/28/2018	\$1,046,000	13
MTC	Napa Valley Transportation Demand Strategies	4202	11/28/2018	\$1,100,000	14
MTC	IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd	4202	3/27/2019	\$144,000	15
Total Committed:				\$48,326,000	

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 05/23/18-C 06/27/18-C
07/25/18-C 09/26/18-C 11/28/18-C
12/19/18-C 01/23/19-C 02/27/19-C
03/27/19-C 06/26/19-C 07/24/19-C
09/25/19-C 10/23/19-C 11/20/19-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

ABSTRACT

MTC Resolution No. 4202, Revised

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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

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MTC Resolution No. 4202, Revised

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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

ABSTRACT

MTC Resolution No. 4202, Revised

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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*).

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.

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MTC Resolution No. 4202, Revised

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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 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.

On May 23, 2018, Attachments B-1 and B-2 were revised to change the project sponsor from MTC to VTA for the IDEA Program project at the Veteran's Administration Palo Alto Medical Center; redirect funds within the Santa Clara County OBAG 2 County Program to reduce San Jose's West San Carlos Urban Village Streetscape Improvements by \$2,050,000, redirecting \$1,000,000 from the project to Santa Clara's Saratoga Creek Trail Phase 1 and \$1,050,000 to Saratoga's Prospect Rd Complete Streets project; and direct an additional \$25,000 in unprogrammed balances within Santa Clara County OBAG 2 County Program to Saratoga's Prospect Rd Complete Streets project.

On June 27, 2018, Attachments B-1 and B-2 were revised to program \$800,000 to MTC's Carsharing Implementation and \$325,000 to Targeted Transportation Alternatives within the Climate Initiatives Program; redirect from MTC's 511 NextGen program \$8,271,000 to 511 Implementation, \$2,000,000 to Contra Costa Transportation Authority's (CCTA's) I-80 Central Ave Interchange Improvements project, and \$380,000 to an unprogrammed balance within the Regional Active Operational Management program; clarify the scope of MTC's Freeway Performance Program I-880 to reflect the project limits of I-80 to I-280; and redirect \$1,394,000 from Vallejo's Local Streets Rehabilitation project to Fairfield's Heart of Fairfield project within the Solano County Program.

On July 25, 2018, Attachment B-1 was revised to program \$1,600,000 to Santa Clara Valley Transportation Authority (VTA) for the SR 85 Transit Guideway Study as part of a fund exchange agreement; remove Rohnert Park's \$65,000 Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant from the Regional PDA Planning Grant program as it will be funded through a prior cycle; reduce the funding for Windsor's PDA Planning and Implementation Staffing Assistance grant by \$85,000 as this project will receive an equivalent amount of funds through a prior cycle; a total of \$150,000 balance created by these two revisions was returned to the Regional PDA Planning Grant Program un-programmed balance.

ABSTRACT

MTC Resolution No. 4202, Revised

Page 6

On September 12, 2018, Attachments B-1 and B-2 were revised to program \$3,000,000 within the Freeway Performance Program to the US 101 corridor in San Mateo and Santa Clara counties; direct an additional \$6,000,000 within the Freeway Performance Program to the I-680 corridor within Contra Costa County, \$4,000,000 of which is part of an exchange agreement with Contra Costa Transportation Authority (CCTA); redirect \$15,000 within the Innovative Deployment for Enhanced Arterials (IDEA) program from IDEA Technical Assistance to VTA's IDEA grant at the Veterans Affairs Palo Alto Medical Center; redirect \$48,000 from MTC's Clipper to the BART Car Replacement/Expansion project within the Transit Priorities program to reflect program amounts previously adopted through the Transit Capital Priorities (TCP) program; revise the amount programmed to VTA's SR 85 Transit Guideway Study within Regional Strategic Initiatives to \$1,200,000 to reflect amount previously approved; redirect \$1,214,000 from Berkeley's North Shattuck Avenue Rehabilitation project to its Southside Complete Streets and Transit Improvements project within the Alameda County Program; from Sunnyvale's East Sunnyvale Area Sense of Place Improvements, redirect \$1,000,000 to Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements and \$1,140,000 to the Safe Routes to School program balance within the Santa Clara County Program; and program \$4,500,000 available from a previous funding cycle to the following projects within Regional Strategic Initiatives: \$617,000 to Novato's Pavement Rehabilitation (for Downtown Novato SMART Station) as part of a local funding exchange, \$1,120,000 to the Transportation Authority of Marin (TAM) for the Old Redwood Highway Multi-Use Pathway project, \$763,000 for San Rafael's Grand Ave Bridge project, and \$2,000,000 to TAM for the US 101 Marin Sonoma Narrows project.

On November 28, 2018, Attachment B-1 was revised to make adjustments related to the MTC/SCVTA Funding Exchange Agreement MTC Resolution No. 4356 and to the MTC/CCTA Funding Exchange Agreement MTC Resolution No. 4357, and to program \$4,000,000 in MTC exchange funds in accordance with MTC Resolution 3989, to the following projects: \$619,000 to CCTA for Innovative Deployment for Enhanced Arterials; \$621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; \$500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; \$1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and \$1,100,000 to MTC for Napa Valley Transportation Demand.

On December 19, 2018, Attachments B-1 and B-2 were revised to redirect \$5,200,000 from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the I-880 ICM Northern Segment project within the Regional Active Operational Management Program; clarify

ABSTRACT

MTC Resolution No. 4202, Revised

Page 7

the Diridon Integrated Station Area Concept Plan project within the Regional Priority Development Planning and Implementation Program to reference Santa Clara Valley Transportation Authority (VTA) as a project partner; within the Santa Clara County Program, redirect \$794,000 in unprogrammed balances to Sunnyvale's East Sunnyvale Sense of Place Improvements, clarify the remaining unprogrammed balance is discretionary, and clarify the division of funding for Santa Clara's Saratoga Creek Trail Phase 1 project between the county's Safe Routes to School program and its discretionary program.

On January 23, 2019, Attachment B-2 was revised to redirect \$15,980,000 within the San Francisco County Program from the Better Market Street project to the Central Subway project.

On February 27, 2019, Attachment B-1 was revised to change the fund source of \$3,779,849 programmed to the Golden Gate Bridge Suicide Deterrent in Surface Transportation Block Grant Program (STP) funds to Highway Infrastructure Program (STP Bump) funds provided in the Consolidated Appropriations Act, 2018. Of the \$3,779,849 freed up by this swap, \$1,000,000 is returned to the region's STP/CMAQ balance to help address the CMAQ shortfall as a result of the region becoming attainment for carbon monoxide (CO) and therefore receiving less CMAQ funds which are distributed based on air quality status. The remaining \$2,779,849 is held for future Commission action.

On March 27, 2019, Attachment A, Appendix A-8, Appendix A-10, and Attachment B-1 were revised to clarify provisions pertaining to the interim status report requirements for Priority Development Area (PDA) Investment & Growth Strategies; change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the MTC Exchange funding from \$619,000 to \$589,000; and redirect the \$30,000 in MTC Exchange funds to a new MTC-led Concord IDEA project.

On June 26, 2019, Attachment B-2 was revised to program \$822,000 in unprogrammed Safe Routes to School Program (SRTS) balances within the Contra Costa County Program to six existing projects; and to redirect \$251,000 within the San Mateo County Program from Atherton's Middlefield Road Class II Bike Lanes to its James Avenue Rehabilitation.

On July 24, 2019, Attachment A was revised to delegate authority to the Executive Director or designee to sign Letters of Understanding for the exchange of STP/CMAQ funds with other

ABSTRACT

MTC Resolution No. 4202, Revised

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regions, within certain conditions and limitations, and to delegate to a Committee of the Commission the authority to approve exchanges beyond these conditions and limitations.

On September 25, 2019, Attachments B-1 and B-2 were revised to clarify that the \$300,000 programmed to Alameda County Transportation Commission (ACTC) within the Community Based Transportation Plan (CBTP) Updates program will be directed to its Congestion Management Agency (CMA) Planning program as part of an internal fund exchange within ACTC; redirect \$9.6 million from 511 Implementation to 511 Next Gen within the Bay Area 511 Traveler Information Program; within the Freeway Performance Program redirect \$625,000 in from MTC's SR 84 (US 101 to I-880) to the environmental phase of MTC's I-580 WB HOV Lane Extension project and change the project sponsor of the I-80/Central Ave. Interchange Improvements project from the Contra Costa Transportation Authority (CCTA) to City of Richmond; within the Innovative Deployment to Enhance Arterials (IDEA) program, clarify that LAVTA is a partner agency for the Dublin Category 2 IDEA project; within the Transportation Management Systems (TMS) program, change the name of the overall program to Connected Bay Area, redirect \$2 million from the Detection Technology Pilot project and \$1.8 million from the Performance-Based ITS Device Maintenance and Rehabilitation project to provide an additional \$3.8 million to the I-880 Communications Upgrade and Infrastructure Gap Closures project; within the Incident Management program, redirect \$1 million from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the Northern Segment; within the San Francisco County program, redirect \$3,366,000 from John Yehall Chin Elementary Safe Routes to School (SRTS) Improvement; and within the Santa Clara County program, redirect \$1 million from Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements project to Cupertino's McClellan Rd Separated Bike Lane project, and program \$1,346,000 in unprogrammed discretionary balances to Campbell's Harriet Ave Sidewalk project and Los Gatos Shannon Rd Complete Streets project.

On October 23, 2019, Attachment B-1 was revised to redirect \$3 million from MTC's Detection Technology Pilot project to establish the InterConnect Bay Area grant program within the Connected Bay Area program; direct \$5 million (\$4 million Solano County and \$1 million other North Bay counties) within the Housing Incentive Pool program to establish the Sub-HIP program, with specific projects to be recommended through future programming actions; and program \$1 million to BART for AB2923 Implementation from unprogrammed balances within the PDA Planning & Implementation program.

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MTC Resolution No. 4202, Revised

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On November 20, 2019, Attachments B-1 and B-2 were revised to program \$6,023,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to 13 projects within the Priority Conservation Area (PCA) Grants program; and within the Contra Costa County program, redirect \$1,025,000 from Brentwood's Various Streets and Roads Preservation project to Pittsburg's Pavement Improvements project, redirect \$618,000 from San Pablo's Market Street Pavement Rehabilitation project to Giant Road Pavement Rehabilitation project; and revise the name of Walnut Creek's Ygnacio Valley Road Rehabilitation project to reflect the latest proposed scope of work.

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; the Planning Committee dated April 6, 2018; and the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, and November 13, 2019.

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
November 2019

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
05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C 02/27/19-C
03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			\$483,825,151	\$25,979,849
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	\$2,000,000	
PDA Supportive Studies	Regionwide	MTC	\$500,000	
PDA Planning				
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	Alameda	MTC	\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	Contra Costa	MTC	\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	Contra Costa	MTC	\$140,000	
San Rafael: Downtown Precise Plan	Marin	MTC	\$500,000	
San Francisco: HUB Area EIR	San Francisco	MTC	\$500,000	
San Francisco: Transit Corridors Study	San Francisco	MTC	\$500,000	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	Santa Clara	MTC	\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	Santa Clara	MTC	\$500,000	
Vacaville: Downtown Specific Plan	Solano	MTC	\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	Sonoma	MTC	\$800,000	
Staffing Assistance				
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Management	Alameda	MTC	\$180,000	
Fremont: SB743 Implementation	Alameda	MTC	\$150,000	
Hayward: SB743 Implementation	Alameda	MTC	\$150,000	
Oakland: ADU Initiative	Alameda	MTC	\$200,000	
Oakland: Innovative Construction Initiative	Alameda	MTC	\$200,000	
Concord: VMT-based Transportation Impact Standards	Contra Costa	MTC	\$150,000	
Concord: Galindo Street Corridor Plan	Contra Costa	MTC	\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	Contra Costa	MTC	\$150,000	
San Jose: PDA/Citywide Design Guidelines	Santa Clara	MTC	\$200,000	
Windsor: Parking Management and Pricing	Sonoma	MTC	\$35,000	
Technical Assistance				
Emeryville: Developing the Highest and Best Use of the Public Curb	Alameda	MTC	\$65,000	
Oakland: General Plan Framework - PDA Community Engagement Program	Alameda	MTC	\$65,000	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	San Francisco	MTC	\$65,000	
San Francisco: PDA Density Bonus Program	San Francisco	MTC	\$65,000	
Belmont: Transportation Demand Management Program	San Mateo	MTC	\$65,000	
BART AB2329 Implementation	Various	BART	\$1,000,000	
Unprogrammed balance	Regionwide	MTC	\$7,862,000	
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC		
ACTC: CMA Planning (for 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			\$10,875,000	
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	Regionwide	BAAQMD	\$10,000,000	
Carsharing Implementation	Regionwide	MTC	\$800,000	
Targeted Transportation Alternatives	Regionwide	MTC	\$325,000	
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	
Bay Area 511 Traveler Information				
511 Next Gen	Regionwide	MTC	\$26,148,000	
511 Implementation	Regionwide	MTC	\$7,450,000	

Attachment B-1

MTC Resolution No. 4202

OBAG 2 Regional Programs

FY 2017-18 through FY 2021-22

November 2019

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

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03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			\$483,825,151	\$25,979,849
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	
Napa Valley Transportation Demand Strategies (Fund Exchange)	Napa	MTC/NVTA		\$1,100,000
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	
Dumbarton Forward				
SR 84 (US 101 to I-880) Dumbarton Forward	Alameda/San Mateo	MTC	\$4,375,000	
Richmond-San Rafael Bridge Forward				
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Contra Costa	Richmond		\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	Contra Costa	MTC		\$1,160,000
Columbus Day Initiative (CDI)				
Freeway Performance Program	Regionwide	MTC	\$19,240,000	
FPP: I-880 (I-80 to I-280)	Alameda/Santa Clara	MTC	\$3,000,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only	Alameda	MTC	\$625,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	Contra Costa	MTC	\$10,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	SM / SCL	MTC	\$3,000,000	
FPP: I-80 Central Ave Interchange Improvements	Contra Costa	Richmond	\$2,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	Sonoma	SCTA	\$1,000,000	
Program for Arterial System Synchronization (PASS)	Regionwide	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)				
IDEA Technical Assistance	Various	MTC	\$1,532,000	
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				
LAVTA/Dublin: Citywide	Alameda	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	Alameda	MTC	\$785,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	Contra Costa	MTC		\$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	Contra Costa	MTC		\$30,000
Walnut Creek: Various locations (Fund Exchange)	Contra Costa	MTC		\$621,000
Los Gatos: Los Gatos Blvd	Santa Clara	MTC	\$700,000	
VTA: Veterans Admin. Palo Alto Medical Center	Santa Clara	VTA	\$845,000	
Connected Vehicles/Automated Vehicles (CV/AV)	Regionwide	MTC	\$2,500,000	
Shared Use Mobility	Regionwide	MTC	\$2,500,000	
Connected Bay Area				
TMS Implementation	Regionwide	MTC	\$2,910,000	
TMC Asset Upgrade and Replacement	Regionwide	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	Various	MTC	\$11,940,000	
InterConnect Bay Area Program	Regionwide	MTC	\$3,000,000	
Incident Management				
Incident Management Implementation	Regionwide	MTC	\$4,160,000	
I-880 ICM Northern	Alameda	MTC	\$6,200,000	
I-880 ICM Central	Alameda	MTC	\$2,640,000	
Unprogrammed Balance	TBD	TBD	\$380,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			TOTAL: \$173,000,000	\$4,000,000
6. TRANSIT PRIORITIES				
BART Car Replacement/Expansion	Various	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	SF/Marin	GGBH&TD	\$36,220,151	\$3,779,849
Clipper	Regionwide	MTC	\$34,200,000	
Unprogrammed Balance			\$15,283,000	
6. TRANSIT PRIORITIES			TOTAL: \$185,503,151	\$3,779,849
7. PRIORITY CONSERVATION AREA (PCA)				
Regional Peninsula, Southern and Eastern Counties PCA Grant Program				
Peninsula, Southern and Eastern Counties PCA (Fund Exchange)	TBD	MTC/CCC		\$8,170,000

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
November 2019

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
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05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C 02/27/19-C
03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS				
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	Regionwide	MTC/GreenInfo Network	\$483,825,151	\$25,979,849
<u>PCA Grant Implementation</u>	<u>Regionwide</u>	<u>MTC/Coastal Conservancy</u>		<u>\$500,000</u>
<u>Alameda County: Niles Canyon Trail, Phase 1</u>	<u>Alameda</u>	<u>Alameda County</u>		<u>\$321,000</u>
<u>Albany: Albany Hill Access Improvements</u>	<u>Alameda</u>	<u>Albany</u>		<u>\$251,000</u>
<u>Livermore: Arroyo Road Trail</u>	<u>Alameda</u>	<u>Livermore</u>		<u>\$400,000</u>
<u>EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)</u>	<u>Contra Costa</u>	<u>East Bay Regional Parks District</u>		<u>\$1,000,000</u>
<u>JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access</u>	<u>Contra Costa</u>	<u>John Muir Land Trust</u>		<u>\$950,000</u>
<u>San Francisco: McLaren Park and Neighborhood Connections Plan</u>	<u>San Francisco</u>	<u>San Francisco Recreation and Parks</u>		<u>\$194,000</u>
<u>GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement</u>	<u>San Mateo</u>	<u>National Parks Service</u>		<u>\$200,000</u>
<u>Half Moon Bay: Pillar Point Public Access Improvements</u>	<u>San Mateo</u>	<u>Half Moon Bay</u>		<u>\$298,000</u>
<u>Menlo Park: Bedwell Bayfront Park Entrance Improvements</u>	<u>San Mateo</u>	<u>Menlo Park</u>		<u>\$520,000</u>
<u>San Mateo County: Colma Creek Adaptation Study (Colma Creek Connector)</u>	<u>San Mateo</u>	<u>San Mateo County</u>		<u>\$110,000</u>
<u>Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient Ir</u>	<u>Santa Clara</u>	<u>Point Blue Conservation Science</u>		<u>\$379,000</u>
<u>SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1</u>	<u>Santa Clara</u>	<u>Santa Clara Valley Open Space Dist.</u>		<u>\$400,000</u>
<u>SCVOSA: Tilton Ranch Acquisition</u>	<u>Santa Clara</u>	<u>Santa Clara Valley Open Space Dist.</u>		<u>\$1,000,000</u>
<u>Unprogrammed Balance</u>	<u>TBD</u>	<u>TBD</u>		<u>\$1,647,000</u>
North Bay PCA Grant Program				
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Parac	Marin	Marin County	\$312,000	
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehab	Marin	Marin County	\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehab. (for Carmel Open Space Acquisition)	Marin	Novato	\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps)	Marin	Novato	\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	Marin	NPS	\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	Napa	NVTA	\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	Napa	\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma	Sonoma County	\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma	Sonoma County	\$770,000	
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
Housing Incentive Pool	TBD	TBD	\$25,000,000	
Sub-HIP Pilot Program				
Solano County projects - TBD	TBD	TBD	\$4,000,000	
Other North Bay County projects - TBD	TBD	TBD	\$1,000,000	
8. BAY AREA HOUSING INITIATIVES		TOTAL:	\$30,000,000	\$10,000,000
9. REGIONAL STRATEGIC INVESTMENTS (RSI)				
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	Contra Costa	CCTA/MTC	\$4,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	Sonoma	SCTA	\$15,400,000	
Novato: Pavement Rehab (for Downtown Novato SMART Station)	Marin	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	Marin	TAM	\$1,120,000	
San Rafael: Grand Ave Bridge	Marin	San Rafael	\$763,000	
US 101 Marin-Sonoma Narrows	Marin	TAM	\$2,000,000	
9. REGIONAL STRATEGIC INVESTMENTS (RSI)		TOTAL:	\$23,900,000	
OBAG 2 REGIONAL PROGRAMS		TOTAL:	\$483,825,151	\$25,979,849

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Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
November 2019

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 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C
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OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
ALAMEDA COUNTY		
CMA Planning Activities		
Planning Activities Base	ACTC	\$5,489,000
Planning Activities - Supplemental	ACTC	\$2,800,000
Federal Aid Secondary (FAS)		
Alameda County: Various Streets & Roads Preservation	Alameda County	\$1,779,000
Safe Routes To School (SRTS)		
ACTC: Alameda County SRTS Non-Infrastructure Program	ACTC	\$5,340,000
County Program		
ACTC: Alameda County SRTS Non-Infrastructure Program - Supplemental	ACTC	\$1,959,000
Alameda: Central Ave Complete Street	Alameda	\$3,487,000
Alameda: Citywide Various Streets and Roads Preservation	Alameda	\$827,000
Alameda: Clement Ave Complete Street	Alameda	\$5,018,000
Alameda County: Meekland Ave Corridor Improvement, Phase II	Alameda County	\$9,300,000
Alameda County: Various Streets and Roads Preservation	Alameda County	\$2,171,000
Albany: San Pablo Ave and Buchanan St Pedestrian Improvements	Albany	\$340,000
Berkeley: Southside Complete Streets & Transit Improvements	Berkeley	\$8,335,000
Dublin: Dublin Blvd Rehabilitation	Dublin	\$661,000
Emeryville: Slurry Seal of Frontage Rd, 65th St, and Powell St	Emeryville	\$225,000
Fremont: Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	Fremont	\$7,695,000
Fremont: Various Streets and Roads Rehabilitation	Fremont	\$2,760,000
Hayward: Main St Complete Street	Hayward	\$1,675,000
Hayward: Winton Ave Complete Street	Hayward	\$1,750,000
Livermore: Annual Pavement Preservation	Livermore	\$1,382,000
MTC: I-580 Corridor Study	MTC	\$200,000
Newark: Thornton Ave Pavement Rehabilitation	Newark	\$592,000
Oakland: Lakeside Family Streets	Oakland	\$4,792,000
Oakland: Citywide Various Streets and Roads Rehabilitation	Oakland	\$4,895,000
Piedmont: Oakland Ave Improvements	Piedmont	\$168,000
Pleasanton: Hacienda Business Park Pavement Rehabilitation	Pleasanton	\$1,095,000
San Leandro: Washington Ave Rehabilitation	San Leandro	\$1,048,000
Union City: Dyer Rd Pavement Rehabilitation	Union City	\$872,000
ALAMEDA COUNTY	TOTAL:	\$76,655,000
CONTRA COSTA COUNTY		
CMA Planning Activities		
Planning Activities Base	CCTA	\$4,342,000
Federal Aid Secondary (FAS)		
Contra Costa County: Kirker Pass Rd Overlay	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)		
Antioch: L Street Pathway to Transit	Antioch	\$1,469,000
Concord: Willow Pass Road Rehab and 6th St SRTS	Concord	\$1,012,000
Contra Costa County: West County Walk & Bike Non-Infrastructure Prog.	Contra Costa County	\$561,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements	Moraga	\$91,000
Pleasant Hill: Pleasant Hill Rd Improvements	Pleasant Hill	\$67,000
Richmond: Lincoln Elementary Pedestrian Enhancements	Richmond	\$497,000
San Ramon: San Ramon Valley Street Smarts Non-Infrastructure Program	San Ramon	\$391,000
County Program		
Antioch: Pavement Rehabilitation	Antioch	\$2,474,000
Brentwood: Various Streets and Roads Preservation	Brentwood	\$628,000
Clayton: Neighborhood Streets Rehabilitation	Clayton	\$308,000
Concord: Monument Blvd Class I Path	Concord	\$4,368,000
Concord: Willow Pass Road Rehab and 6th St SRTS	Concord	\$4,183,000
Contra Costa County: Local Streets and Roads Preservation	Contra Costa County	\$4,327,000
Danville: Camino Ramon Improvements	Danville	\$1,357,000
El Cerrito: Carlson Blvd and Central Ave Pavement Rehabilitation	El Cerrito	\$544,000

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OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE

SPONSOR

OBAG 2

STP/CMAQ

OBAG 2 COUNTY PROGRAMS

\$385,512,000

El Cerrito: El Cerrito del Norte TOD Complete Streets Imps

El Cerrito

\$4,840,000

Hercules: Sycamore/Willow Pavement Rehabilitation

Hercules

\$492,000

Lafayette: Pleasant Hill Rd Pavement Rehabilitation

Lafayette

\$579,000

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OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
Martinez: Downtown Streets Rehabilitation	Martinez	\$846,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements	Moraga	\$596,000
Oakley: Street Repair and Resurfacing	Oakley	\$969,000
Orinda: Orinda Way Pavement Rehabilitation	Orinda	\$620,000
Pinole: San Pablo Ave Rehabilitation	Pinole	\$586,000
Pittsburg: BART Pedestrian and Bicycle Connectivity Improvements	Pittsburg	\$3,870,000
Pittsburg: Pavement Improvements	Pittsburg	\$2,410,000
Pleasant Hill: Pleasant Hill Rd Improvements	Pleasant Hill	\$920,000
Richmond: ADA Improvements on 7th, Central, Cutting, Giant Hwy	Richmond	\$2,205,000
San Pablo: Market St Giant Rd Pavement Rehabilitation	San Pablo	\$618,000
San Ramon: Alcosta Blvd Pavement Rehabilitation	San Ramon	\$1,175,000
San Ramon: Iron Horse Bike and Pedestrian Overcrossings	San Ramon	\$4,840,000
Walnut Creek: Ygnacio Valley & Oak Grove Rd Rehabilitation	Walnut Creek	\$2,608,000
CONTRA COSTA COUNTY		TOTAL: \$56,136,000
MARIN COUNTY		
CMA Planning Activities		
Planning Activities Base	TAM	\$3,822,000
Federal Aid Secondary (FAS)		
County of Marin receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
Corte Madera: Paradise Dr Multi-Use Path (San Clement Dr to Seawolf Passage)	Corte Madera	\$595,000
San Anselmo: San Anselmo Bike Spine	San Anselmo	\$269,000
County Program		
GGBHTD: San Rafael Bettini Transit Center	GGBHTD	\$1,250,000
Novato: Nave Dr and Bel Marin Keys Blvd Preservation (for Novato Downtown SN	Novato	\$1,450,000
San Anselmo: Sir Francis Drake Blvd Pavement Rehab and Crossing Imps	San Anselmo	\$1,134,000
San Rafael: Francisco Blvd East Sidewalk Improvements	San Rafael	\$2,100,000
Sausalito: US 101/Bridgeway/Gate 6 Bicycle Improvements	Sausalito	\$250,000
MARIN COUNTY		TOTAL: \$10,870,000
NAPA COUNTY		
CMA Planning Activities		
Planning Activities Base	NVTA	\$3,822,000
Federal Aid Secondary (FAS)		
County of Napa receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
NVTA: Napa County SRTS Non-Infrastructure Program	NVTA	\$122,000
St. Helena: Main St Pedestrian Improvements	St. Helena	\$393,000
County Program		
American Canyon: Green Island Rd Improvements	American Canyon	\$1,000,000
Napa: Silverado Trail Five-way Intersection Improvement	Napa (city)	\$2,000,000
St. Helena: Main St Pedestrian Improvements	St. Helena	\$813,000
NAPA COUNTY		TOTAL: \$8,150,000
SAN FRANCISCO COUNTY		
CMA Planning Activities		
Planning Activities Base	SFCTA	\$3,997,000
Planning Activities - Supplemental	SFCTA	\$1,900,000
Federal Aid Secondary (FAS)		
County of San Francisco is entirely urban and therefore does not receive FAS funding		
Safe Routes To School (SRTS)		
SFMTA: San Francisco SRTS Non-Infrastructure Program	SFMTA	\$1,797,000
County Program		
BART: Embarcadero Station New Northside Platform Elevator and Faregates	BART	\$2,000,000
Caltrain: Peninsula Corridor Electrification	Caltrain	\$11,188,000
SFMTA: Geary Bus Rapid Transit Phase 1	SFMTA	\$6,939,000
SFMTA: San Francisco SRTS Non-Infrastructure Program - Supplemental	SFMTA	\$1,016,000

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OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
SFMTA: Central Subway	SFMTA	\$15,980,000
SFDPW: Better Market Street	SFDPW	\$3,366,000
SAN FRANCISCO COUNTY	TOTAL:	\$48,183,000

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OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
SAN MATEO COUNTY		
CMA Planning Activities		
Planning Activities Base	C/CAG	\$3,822,000
Planning Activities - Supplemental	C/CAG	\$1,512,000
Federal Aid Secondary (FAS)		
County of San Mateo receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
C/CAG: San Mateo SRTS Non-Infrastructure Program	CCAG/COE	\$2,394,000
County Program		
Atherton: James Ave Rehabilitation	Atherton	\$251,000
Belmont: Various Streets Pavement Rehabilitation	Belmont	\$467,000
Belmont: Ralston Ave Corridor Bike/Ped Improvements	Belmont	\$1,000,000
Brisbane: Crocker Trail Commuter Connectivity Upgrades	Brisbane	\$885,000
Brisbane: Tunnel Ave Rehabilitation	Brisbane	\$137,000
Burlingame: Various Streets Resurfacing	Burlingame	\$571,000
Burlingame: Broadway PDA Lighting Improvements	Burlingame	\$720,000
Burlingame: Hoover School Area Sidewalk Improvements	Burlingame	\$700,000
C/CAG: San Mateo SRTS Non-Infrastructure Program - Supplemental	CCAG/COE	\$223,000
Colma: Mission Rd Bike/Ped Improvements	Colma	\$625,000
Daly City: Various Streets Pavement Resurfacing and Slurry Seal	Daly City	\$1,310,000
East Palo Alto: Various Streets Resurfacing	East Palo Alto	\$416,000
Foster City: Various Streets Pavement Rehabilitation	Foster City	\$441,000
Half Moon Bay: Poplar Street Complete Streets	Half Moon Bay	\$1,202,000
Hillsborough: Various Streets Resurfacing	Hillsborough	\$408,000
Menlo Park: Santa Cruz and Middle Avenues Rehabilitation	Menlo Park	\$647,000
Millbrae: Various Streets Pavement Rehabilitation	Millbrae	\$387,000
Pacifica: Citywide Curb Ramp Replacements	Pacifica	\$400,000
Pacifica: Various Streets Pavement Rehabilitation	Pacifica	\$671,000
Pacifica: Palmetto Sidewalk Improvements	Pacifica	\$330,000
Portola Valley: Various Streets Resurfacing	Portola Valley	\$201,000
Redwood City: Twin Dolphin Parkway Overlay	Redwood City	\$1,266,000
Redwood City: US 101/Woodside Rd Class I Bikeway	Redwood City	\$948,000
San Bruno: Huntington Transit Corridor Bicycle/Pedestrian and Related Imps	San Bruno	\$914,000
San Bruno: Various Streets Pavement Rehabilitation	San Bruno	\$673,000
San Carlos: Cedar and Brittan Ave Pavement Rehabilitation	San Carlos	\$575,000
San Carlos: Ped Enhancements Arroyo/Cedar and Hemlock/Orange	San Carlos	\$500,000
San Carlos: US 101/Holly Street Bike/Ped Overcrossing	San Carlos	\$1,000,000
San Mateo: Various Streets Pavement Rehabilitation	San Mateo	\$1,593,000
San Mateo: Laurie Meadows Ped/Bike Safety Improvements	San Mateo	\$987,000
San Mateo County: Canada Rd and Edgewood Rd Resurfacing	San Mateo County	\$892,000
San Mateo County: Countywide Pavement Maintenance	San Mateo County	\$1,072,000
South San Francisco: Various Streets Pavement Rehabilitation	South San Francisco	\$1,027,000
South San Francisco: Grand Boulevard Initiative Complete Street Imps	South San Francisco	\$1,000,000
Woodside: Various Streets Pavement Rehabilitation	Woodside	\$242,000
Woodside: Woodside Pathway Phase 3	Woodside	\$136,000
SAN MATEO COUNTY	TOTAL:	\$32,545,000
SANTA CLARA COUNTY		
CMA Planning Activities		
Planning Activities Base	VTA	\$6,078,000
Planning Activities - Supplemental	VTA	\$4,822,000
Federal Aid Secondary (FAS)		
Santa Clara County: Uvas Rd Rehabilitation	Santa Clara County	\$1,701,000
Safe Routes To School (SRTS)		
Campbell: Eden Ave Sidewalk Improvements	Campbell	\$555,000
Cupertino: McClellan Rd Separated Bike Lane	Cupertino	\$1,000,000

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OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
Palo Alto: Waverley Multi-Use Path, E. Meadow Dr. & Fabian Wy. Enhanced Bike	Palo Alto	\$919,000
San Jose: Mount Pleasant Schools Area Pedestrian & Bicycle Safety Imps.	San Jose	\$1,000,000
Santa Clara: Santa Clara Schools Access Improvements	Santa Clara	\$1,146,000
Santa Clara: Saratoga Creek Trail Phase 1	Santa Clara	\$339,000
Sunnyvale: Homestead Rd at Homestead High School Ped & Bike Imps.	Sunnyvale	\$1,000,000
Sunnyvale: Pedestrian and Bicyclist Infrastructure Improvements	Sunnyvale	\$919,000
County Program		
Campbell: Winchester Boulevard Overlay	Campbell	\$554,000
Campbell: Harriet Ave Sidewalk Project	Campbell	\$405,900
Cupertino: Pavement Management Program	Cupertino	\$769,000
Gilroy: Downtown Monterey St Rehabilitation	Gilroy	\$1,028,000
Los Altos: Fremont Ave Asphalt Concrete Overlay	Los Altos	\$336,000
Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead Connection	Los Gatos	\$343,000
Los Gatos: Shannon Rd Complete Streets	Los Gatos	\$940,100
Milpitas: Various Streets Resurfacing	Milpitas	\$1,609,000
Morgan Hill: East Dunne Ave Pavement Rehabilitation	Morgan Hill	\$857,000
Mountain View: West Middlefield Road Improvements	Mountain View	\$1,136,000
Palo Alto: Adobe Creek/Highway 101 Bicycle Pedestrian Bridge	Palo Alto	\$4,350,000
Palo Alto: El Camino Real Pedestrian Safety & Streetscape Improvements	Palo Alto	\$4,655,000
Palo Alto: North Ventura Coordinated Area Plan	Palo Alto	\$638,000
Palo Alto: Various Streets Resurfacing	Palo Alto	\$1,009,000
San Jose: Downtown San Jose Mobility, Streetscape, and Public Life Plan	San Jose	\$813,000
San Jose: East Side Alum Rock (east of 680) Urban Village Plan	San Jose	\$400,000
San Jose: McKee Road Vision Zero Priority Safety Corridor Improvements	San Jose	\$8,623,000
San Jose: Various Streets Pavement Rehabilitation	San Jose	\$14,597,000
San Jose: Tully Road Vision Zero Priority Safety Corridor Improvements	San Jose	\$8,599,000
San Jose: West San Carlos Urban Village Streetscape Improvements	San Jose	\$3,582,000
Santa Clara: Hetch-Hetchy Trail Phase 1	Santa Clara	\$790,000
Santa Clara: San Tomas Aquino Creek Trail Underpass	Santa Clara	\$2,449,000
Santa Clara: Saratoga Creek Trail Phase 1	Santa Clara	\$3,396,000
Santa Clara: Streets & Roads Preservation	Santa Clara	\$2,356,000
Santa Clara County: Capitol Expressway Rehabilitation	Santa Clara County	\$5,000,000
Santa Clara County: McKean Rd Pavement Rehabilitation	Santa Clara County	\$1,151,000
Saratoga: Prospect Rd Complete Streets	Saratoga	\$1,075,000
Saratoga: Saratoga Village Crosswalks & Sidewalks Rehabilitation	Saratoga	\$338,000
Sunnyvale: Bernardo Avenue Bicycle Underpass - EIR	Sunnyvale	\$500,000
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Sunnyvale	\$1,701,000
Sunnyvale: Fair Oaks Avenue Bikeway - Phase 2	Sunnyvale	\$782,000
Sunnyvale: Java Drive Road Diet & Bike Lanes	Sunnyvale	\$500,000
Sunnyvale: Lawrence Station Area Sidewalks & Bike Facilities	Sunnyvale	\$500,000
Sunnyvale: Peery Park Sense of Place Improvements	Sunnyvale	\$2,686,000
Sunnyvale: Traffic Signal Upgrades	Sunnyvale	\$2,566,000
VTA/Milpitas: Montague Exwy Pedestrian Overcrossing at Milpitas BART	VTA/Milpitas	\$3,560,000
SANTA CLARA COUNTY		TOTAL: \$104,073,000
SOLANO COUNTY		
CMA Planning Activities		
Planning Activities Base	STA	\$3,822,000
Planning Activities - Supplemental	STA	\$3,039,000
Federal Aid Secondary (FAS)		
Solano County: County Roads Paving	Solano County	\$506,000
Solano County: Farm to Market Phase 2 Imps	Solano County	\$1,000,000
Safe Routes To School (SRTS)		
Fairfield: Grange Middle School SRTS Imps	Fairfield	\$260,000
STA: Countywide SRTS Non-Infrastructure Program	STA	\$1,209,000
County Program		

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OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
Benicia: Park Rd Improvements	Benicia	\$2,731,000
Fairfield: Heart of Fairfield Improvements	Fairfield	\$1,394,000
Suisun City: Railroad Ave Repaving	Suisun City	\$491,000
STA: Vacaville Jepson Parkway Phase 3 Bike Path	STA	\$1,407,000
STA: Solano Mobility Call Center	STA	\$1,537,000
Vacaville: VacaValley/I-505 Roundabouts	Vacaville	\$1,907,000
Vacaville: Local Streets Overlay	Vacaville	\$1,193,000
Vallejo: Sacramento St Rehabilitation	Vallejo	\$681,000
SOLANO COUNTY TOTAL:		\$21,177,000
SONOMA COUNTY		
CMA Planning Activities		
Planning Activities Base	SCTA	\$3,822,000
Planning Activities - Supplemental	SCTA	\$1,178,000
Federal Aid Secondary (FAS)		
Sonoma County: River Road Pavement Rehabilitation	Sonoma County	\$3,264,000
Safe Routes To School (SRTS)		
SCTA: Sonoma County Safe Routes To School (SRTS)	SCTA	\$1,655,000
County Program		
Cotati: E. Cotati Avenue Street Rehabilitation	Cotati	\$675,000
Healdsburg: Healdsburg Avenue Road Diet	Healdsburg	\$600,000
Petaluma: Petaluma Boulevard South Road Diet	Petaluma	\$2,916,000
SMART: Petaluma SMART Pathway	SMART	\$400,000
Rohnert Park: Various Streets Rehabilitation	Rohnert Park	\$1,035,000
Santa Rosa: US 101 Bicycle and Pedestrian Bridge Overcrossing	Santa Rosa	\$1,418,000
Santa Rosa: Various Streets Rehabilitation	Santa Rosa	\$1,655,000
Sebastopol: Bodega Avenue Bike Lanes and Pavement Rehabilitation	Sebastopol	\$1,195,000
Sonoma (City) : New Fryer Creek Bicycle and Pedestrian Bridge	Sonoma (City)	\$501,000
Sonoma County: Various County Roads Rehabilitation	Sonoma County	\$2,600,000
Sonoma County: New Crocker Bridge Bike and Pedestrian Passage	Sonoma County	\$1,809,000
Windsor: Windsor River Road at Windsor Road Intersection Imps	Windsor	\$3,000,000
SONOMA COUNTY TOTAL:		\$27,723,000
OBAG 2 COUNTY PROGRAMS TOTAL:		\$385,512,000



One Bay Area Grant Priority Conservation Area (PCA) PCA Grant Program

Programming and Allocations Committee

November 13, 2019

Coyote Ridge, Santa Clara County
Photo: Santa Clara Valley Open Space Authority



Current Growth Framework

PDA

Focus Housing and Jobs in Priority Development Areas

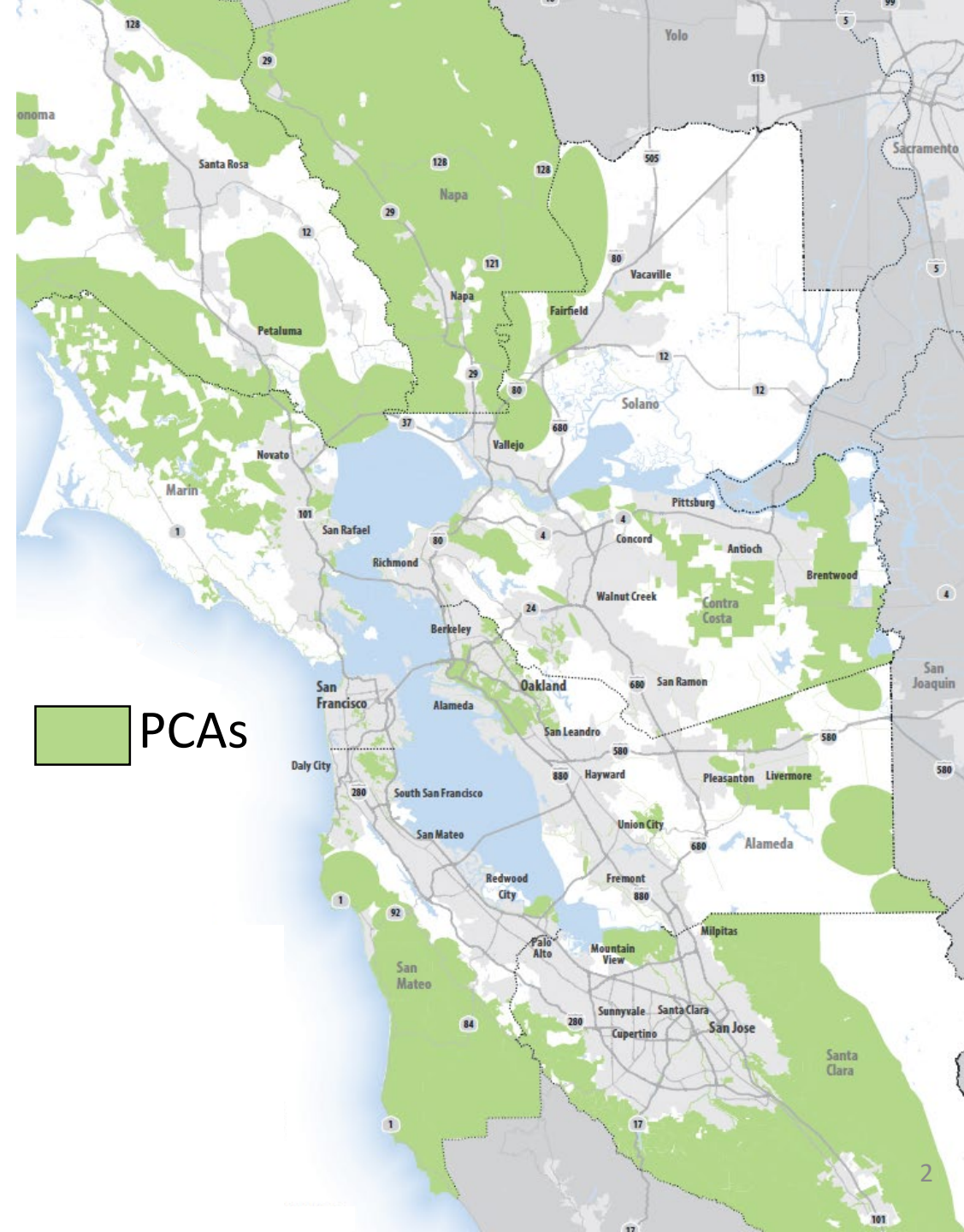
- Voluntarily adopted by cities; planned, or being planned, for housing
- Within walking distance of frequent transit & inside an existing community

PCA

Protect Open Space in Priority Conservation Areas

- Voluntarily nominated by cities and special districts (e.g. park districts)
- Regionally significant open spaces

Note: A new growth framework for Plan Bay Area 2050 was approved by MTC/ABAG in April 2019; will reflect new and updated PDAs & PCAs, and new Priority Production Areas (PPAs).



PCA Grant Program

Objectives

- Protect or restore **natural habitats**, ecosystems, open spaces, and agricultural lands
- Improve **bicycle and pedestrian access** to open space and parks
- Support the **agricultural economy** of the region
- Provide or improve **parks and green spaces** in urban areas

Project Types



Protection of natural resource, open space, or agricultural lands



Habitat restoration or enhancements



Bicycle and pedestrian access improvements



Urban greening



Planning activities

Program Structure

	North Bay	Peninsula, South, and East Bay
Counties	Marin, Napa, Solano, Sonoma	Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara
Funding	\$8.2 million total <ul style="list-style-type: none"> • Federal STP/CMAQ • \$2.1 million per county 	\$10 million total <ul style="list-style-type: none"> • \$8.2 million MTC exchange funds • \$1.8 million Conservancy bond funds
Process	CTAs for each county manage call for projects	MTC and Conservancy manage call for projects
Approval	MTC approves North Bay PCA Grant program (April 2018)	MTC and Conservancy approve Peninsula, South, and East Bay PCA Grant program

Timeline

Peninsula, South, and East Bay Program

January 2019 | Call for projects

February | Letters of Interest Due

July | Full Applications Due

October | **Conservancy Board Action**

- Recommended PCA Grant Program of Projects for MTC approval
- Fund approvals for specific projects through future Board actions

November | **MTC Action (Current Item)**

- Approval of PCA Grant Program of Projects
- Fund programming

Evaluation Committee

- MTC/ABAG, Conservancy Staff
- Develops recommendations for MTC and Conservancy Boards

Program Overview

Peninsula, South, and East Bay Program



Rancho Corral de Tierra, San Mateo County

Photo: National Parks Service

\$7.4 million in PCA Grants

\$6 million in MTC Exchange funds

\$1.4 million in Conservancy funds

\$500,000 for implementation

17 projects

13 funded by MTC, 4 funded by Conservancy

\$435,000 average grant size

\$2.5 million average project size

Key Outcomes

Peninsula, South, and East Bay Program



Niles Canyon, Alameda County

Photo: Flickr User John_K

Public Access

Bike/Pedestrian Trails, new or improved	16.7 miles
Water Trail Access, new or improved	1 location

Habitat Restoration

Stream habitat	1.8 miles
Land or marsh habitat	309 acres

Land Protection

Acquisition	1,861 acres
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Recommendation

Refer MTC Resolution Nos. 3989, Revised and 4202, Revised, to the Commission for approval

- Approves the **PCA Grant Program of Projects** for the South Bay, East Bay and Peninsula
Funded by MTC in collaboration with the Coastal Conservancy
- Programs **\$6.0 million in MTC exchange funds to 13 projects**
- Programs **\$500,000 for implementation**

1. Alameda County: Niles Canyon Trail, Phase 1
2. Albany: Albany Hill Access Improvements
3. Livermore: Arroyo Rd Trail
4. EBRPD: Bay Trail at Pt. Molate (RSR Bridge to Beach Park)
5. John Muir Land Trust: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access
6. Richmond: Bay Trail at Pt. Molate (Beach Park to Stenmark)
7. San Francisco: McLaren Park and Neighborhood Connections Plan
8. GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement
9. Half Moon Bay: Pillar Point Public Access Improvements
10. Menlo Park: Bedwell Bayfront Park Entrance Improvement
11. MROSD: Purisima-to-the-Sea Trail and Parking Area
12. San Mateo County: Colma Creek Adaptation Study
13. Point Blue Conservation Science: Pajaro River Watershed Habitat Restoration and Climate Resilience
14. San Jose: Coyote Creek Trail Singleton Rd Crossing
15. San Jose: Five Wounds Trail Master Planning
16. SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1
17. SCVOSA: Tilton Ranch Acquisition

