

Metropolitan Transportation Commission Programming and Allocations Committee

May 12, 2021

Agenda Item 4a - 21-0580

MTC Resolution No. 4202, Revised

Subject: A proposed framework for the distribution of highway infrastructure funding provided through the federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), including a \$34.4 million augmentation to the Safe and Seamless Mobility Quick-Strike program.

Background: The federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) includes \$10 billion in supplemental COVID-relief funding for highway infrastructure programs. Of the \$912 million available statewide, the California Transportation Commission (CTC) recently approved distributing 40% of the funds to local and regional programs. The CTC will program the remaining 60% of the available funds to various state programs.

The Bay Area will receive roughly \$65 million of the CRRSAA highway infrastructure programs, with \$31 million to be administered by the CTC through the regional portion of the STIP and the remaining \$34 million available for MTC discretionary programming.

This item details the policies and procedures for \$31 million available through the mid-cycle amendment to the STIP and proposes to use the remaining \$34 million to augment the Safe and Seamless Mobility Quick-Strike program.

1) Mid-Cycle STIP Amendment

The \$31 million available through the STIP will be programmed to projects through a mid-cycle amendment to the STIP. All new programming and proposed amendments must align with the CTC's adopted 2020 STIP guidelines and MTC's adopted 2020 RTIP Policies and Procedures, Resolution No. 4398. The STIP and RTIP Guidelines will apply to the management of the projects that are amended through the 2021 Mid-Cycle programming. **Attachment 1** outlines the full policies, procedures, and schedule and will serve as the primary guidance in the development of the 2021 Mid-Cycle RTIP Programming. Highlights of the policies within the guidance include:

- County shares are dictated by the CTC's adopted STIP guidelines.
- A county may choose to program shares to add new project programming, augment existing STIP funding plans, or advance currently programmed STIP projects. Counties may also elect to delay the programming of their shares until the 2022 STIP.
- The CTC's draft 2021 Mid-Cycle STIP guidelines allow all counties to program up to 5% of their county share to Planning, Programming, and Monitoring (PPM) purposes. For the Mid-Cycle Amendment, MTC will not withhold PPM to be used for regional programming and monitoring.
- 2021 Mid-Cycle STIP funds may be used to backfill unavailable RM3 funds. MTC's 2020 RTIP guidelines required Senate Bill 1 (SB1) competitive program applicants to use RTIP funds as match before MTC committed any other regional discretionary funding. Five projects selected

for funding in the SB1 competitive programs also identified MTC Regional Measure 3 (RM3) funds as local match. RM3 is still under litigation and funds are not available to match SB1 funds in the near term; therefore, for Marin and Solano Counties, MTC's mid-cycle guidelines require those counties to program their county shares to the US-101 Marin-Sonoma Narrows Segment B7 and I-80 Express Lanes, respectively.

MTC staff will present all STIP changes, including any requests to program a new project, at the June MTC PAC meeting for concurrence. The CTC is scheduled to approve mid-cycle programming changes at the June CTC meeting.

2) Augment Safe & Seamless Mobility Quick-Strike Program

To quickly invest the \$34 million in discretionary funds available to MTC, staff recommends augmenting the Safe and Seamless Mobility Quick-Strike grant program. Approved by the Commission in January 2021, the Quick-Strike framework intends to complement federal transit recovery funds with meaningful low-cost, near-term deliverable enhancements to the transportation system to get transit out of traffic, provide safe routes for pedestrians and bicyclists, enhance equitable mobility options, and make progress on complementary regional efforts related to transit coordination and connected mobility.

The project selection process for the program is currently underway, with County Transportation Agencies (CTAs) submitting nominations to MTC for 71 projects and more than \$108 million in requested grant funding. The projects nominated through the program are compelling, competitive, and directly advance the program's interconnected goals and focus areas. Additional funds leveraged through this program could be quickly deployed to fund additional projects in communities throughout the region.

Staff recommends directing half of the \$34 million to fund additional projects nominated by the CTAs; with the remaining funds directed to safe and seamless mobility projects of regional significance, including projects co-nominated by CTAs and MTC in the call for nominations process, as well as additional projects for transit recovery and transformation. An overview of the proposed changes to the Quick-Strike framework is provided in the table below. Detailed revisions to the program guidelines are provided in the attached program resolution.

Table 1. Quick-Strike Program Revisions


	As Adopted (January 2021)	As Revised (Recommendation)
Local and County Project Nominations		
Funds Available	\$49.4 million	\$66.6 million
County Targets	County targets established to guide CTA nominations; target amounts not guaranteed	\$15.3 million additional funds available for CTA nominated projects
Regional and Corridor Projects	MTC partners with CTAs to co-nominate projects through the call for projects	Co-nominated regional and corridor projects redirected to new regional and corridor component (see below)
Planning and Programming	CTAs may reserve up to \$200,000 for planning and programming	\$1.9 million additional funds for CTA planning and programming (5% of augmented funds)
Regional and Corridor Projects		
Funds Available	\$5 million	\$22.2 million
Regional and Corridor Projects	\$5 million set-aside for Blue Ribbon Transit Recovery Task Force (BTRTF) early implementation	\$5 million for BTRTF early implementation, as approved in original program framework
		\$15.3 million additional funds for co-nominated regional and corridor projects (redirected from county component) and projects of interest to the BTRTF. Staff has identified several near-term projects for mapping, branding and wayfinding – including supporting subregional efforts. Staff will continue to take input from the Task Force on the priority actions and will return in June with more information and recommendations.
Planning and Programming	(New component)	\$1.9 million to augment regional planning activities, such as PDA Planning and Implementation and the FasTrak START Pilot program evaluation
\$54.4 million		\$88.4 million

Staff anticipates bringing the recommended program of projects for the revised Safe and Seamless Mobility Quick-Strike program to the Commission for consideration and approval in June 2021.

Issues: None.

Recommendation: Refer MTC Resolution No. 4202, Revised to the Commission for approval. MTC Resolution No. 4202 is also on the May Joint Planning Committee agenda for consideration of Priority Development Area (PDA) planning grants. Only the applicable recommendations approved by the Planning Committee and by the Programming and Allocations Committee will be referred to the Commission.

Attachments: MTC Resolution No. 4202, Revised, Appendix A-11 and Attachment B-1 Attachment 1 – 2021 Mid-Cycle RTIP Augmentation: Policies, Procedures, and Schedule


Therese W. McMillan

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
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03/27/19-C 06/26/19-C 07/24/19-C
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02/26/20-C 05/27/20-C 07/22/20-C
09/23/20-C 11/20/20-C 01/27/21-C
02/24/21-C 04/28/21-C 05/26/21-C

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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.

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On December 21, 2016, Attachments B-1 and B-2 were revised to redirect \$417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three subcomponents totaling \$10,000,000: \$720,000 for Rideshare Implementation, \$7,280,000 for the Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen to the Commuter Benefits program; direct \$1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and \$500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift \$40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and \$13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program \$5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

On March 22, 2017, Attachment B-1 was revised to program \$17,000,000 in un-programmed balances within the Regional Transit Priorities Program to MTC's Clipper Program, as part of the FY17 Transit Capital Priorities program.

On April 26, 2017, Attachment B-2 was revised to program \$1,655,000 to the Sonoma Safe Routes to School program; and redirect \$1,000 from Contra Costa Transportation Authority's Planning Activities Base to its discretionary balance and \$1,000 from San Francisco County Transportation Authority's Planning Activities Base to its discretionary balance to address an inconsistency between amounts programmed to planning activities in Appendix A-3 and reflect actual amounts obligated for planning.

On May 24, 2017, Attachment B-1 was revised to redirect \$1,237,000 from 511 Next Gen to AOM Implementation within the Regional Active Operational Management program to reflect re-organization of staff between program elements; direct \$18,000,000 in Arterial/Transit Performance to the Program for Arterial System Synchronization (\$5,000,000) and the Next Gen Arterial Operations Program (\$13,000,000) within the Regional Active Operational Management program; direct \$19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation (\$2,910,000), Performance-Based Intelligent

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Transportation Systems Device Maintenance and Rehabilitation (\$5,940,000), Transportation Management Center Asset Upgrade and Replacement (\$4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures (\$4,000,000) and a Detection Technology Pilot (\$5,000,000) within the Regional Active Operational Management program; and remove \$290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

On June 28, 2017, Attachments B-1 and B-2 were revised to reprogram \$1,000,000 from the SMART Pathway – 2nd to Andersen to San Rafael's Grand Ave Bike/Pedestrian Improvements within the Regional Climate Initiatives program as part of a funding exchange within the City of San Rafael, conditioned on San Rafael committing \$1 million in non-federal funds to the construction of the pathway, and a resolution of local support for the use of federal funds on the Grand Ave project, and TAM approval of the redirection of local measure funds between the projects; split out \$8,729,000 from the 511 Next Gen program to 511 Implementation within the Regional Active Operational Management program; program \$1,250,000 to Golden Gate Bridge Highway and Transportation District for the Bettini Transit Center as part of the Marin County Program; and program \$2,617,000 within the San Mateo County Program to the San Mateo County Office of Education for the SRTS program, including \$223,000 in supplemental funds from San Mateo's discretionary balance.

On July 26, 2017, Attachment B-1 was revised to program \$12,000,000 to the US 101 Marin Sonoma Narrows project as part of a fund exchange agreement with Sonoma County Transportation Authority; \$11,000,000 in exchange funds are added to the program for tracking purposes, with the final \$1 million in exchange funds to be identified through a future Commission action.

On September 27, 2017, Attachment B-1 was revised to change the name of the Next Gen Arterial Operations Program (NGAOP) to Innovative Deployment for Enhanced Arterials (IDEA) to reflect program rebranding and additional focus on advanced technologies; program \$4,160,000 to Incident Management Implementation and \$8,840,000 to I-880 Integrated Corridor Mobility project within the Regional Active Operational Management program; split out the Connected Vehicles/Shared Mobility program into the Connected Vehicles/Automated Vehicles program for \$2,500,000 and the Shared Use Mobility program for \$2,500,000; and program \$16,000,000 for three corridors within the Freeway Performance Program, with \$8,000,000 for I-680, \$3,000,000 for I-880, and \$5,000,000 for SR-84.

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On October 25, 2017, Attachment B-1 was revised to program \$10,000,000 to the Bay Area Air Quality Management District for the Spare the Air program, in lieu of the Electric Vehicle Programs within the Regional Climate Initiatives Program, conditioned on the Air District contribution of an additional \$10 million to advance implementation of electric vehicles within the region.

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

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

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

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(CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of \$30,000 in MTC exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

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

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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.

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

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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 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 federal 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

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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 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

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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.

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.

On February 26, 2020, Attachments A, B-1, and B-2 were revised to program \$1 million to MTC for SR 37 corridor planning in Marin, Napa, Solano, and Sonoma Counties and \$3 million to MTC for I-80 corridor planning from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge (SFOBB) Toll Plaza within the Freeway Performance Program; revise the name of the Concord Willow Pass Road Rehabilitation and Safe Routes to School project within the Contra Costa County Program to reflect the project's current scope; and clarify language within the OBAG 2 Project Selection Criteria and Programming Policy to reflect the Commission adoption of Housing Incentive Pool (HIP) program guidelines, MTC Resolution No. 4348.

On May 27, 2020, Attachment B-1 was revised to clarify the scope of MTC's Freeway Performance Program planning-only project on I-80 extends from Carquinez Bridge in Contra Costa to Fremont Street in San Francisco; change the sponsor for three projects within the Regional Priority Conservation Area (PCA) Grant program; and to redirect \$104,000 in the North Bay Priority PCA Grant program from Novato's Carmel Open Space Acquisition project to Novato's Hill Area National Recreation Area, as the former project has been cancelled.

On July 22, 2020, Attachment B-1 was revised to program \$5 million to five projects in Solano, Marin, Napa, and Sonoma Counties within the Housing Incentive Pool Pilot Program (Sub-HIP) and program \$1 million to the Napa Valley Forward Traffic Calming and Multimodal Improvements project within the Freeway Performance Program (FPP); and incorporate \$7,681,887 in federal Highway Infrastructure Program apportionment provided through the

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Department of Transportation Appropriations Act, 2020 to the Golden Gate Bridge Suicide Deterrent.

On September 23, 2020, Attachment B-2 was revised to redirect \$2,000,000 from Napa's Silverado Trail Five-way Intersection Improvement project to Napa Valley Transportation Authority's Vine Transit Bus Maintenance Facility within the Napa County Program, and \$1,394,000 from Fairfield's Heart of Fairfield Improvements to its Cadenasso Dr. repaving project within the Solano County Program.

On November 20, 2020, Attachment B-1 was revised to program \$1,000,000 to SFCTA for the environmental phase of the Yerba Buena Island/Treasure Island Multi-Use Pathway project within the Priority Conservation Area (PCA) Grants program, with payback from BATA at a future date; \$647,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to four projects within the Priority Conservation Area (PCA) Grants program; and to clarify the project sponsor of the Old Redwood Highway Multi-Use Pathway project as Larkspur, rather than the Transportation Authority of Marin (TAM).

On January 27, 2021, Attachments A and Attachment B-1 were revised, and Appendix A-11 was added, to incorporate additional funding into the OBAG 2 framework, including \$52.9 million in STP/CMAQ program balances made available through FY2018-FY2020 appropriations of Federal Highway Infrastructure Program (FHIP) funds, and a \$1.5 million balance redirected from the Cycle 1 STP/CMAQ Climate Initiatives program, as part of the Safe & Seamless Mobility Quick-Strike program.

On February 24, 2021, Attachment B-1 was revised to program a total of \$7.91 million in Federal Highway Infrastructure Program (FHIP) funds provided in the Consolidated Appropriations Act, 2021, and project savings from previous STP/CMAQ cycles to the Golden Gate Bridge Highway and Transportation District (GGBHTD) for shareable costs of an increase to the Golden Gate Bridge Suicide Deterrent System. Because the final FFY 2021 FHIP amount is not yet available at the time of the Commission meeting, the final split between the two fund sources will be adjusted by staff as a technical change, with the total amount not to exceed \$7.91 million.

On April 28, 2021, Attachment B-1 was revised to change the fund source of \$13,942,852 from Federal Highway Infrastructure Program (FHIP) funds to Surface Transportation Block Grant

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(STP) funds for the Gate Bridge Highway and Transportation District (GGBHTD) for the Golden Gate Bridge Suicide Deterrent System project; program \$61,708,245 in STP/CMAQ funds, and \$13,942,852 in FHIP funds redirected from the GGB suicide deterrent system, to the Transportation Authority of Marin (TAM) for the US-101 Marin-Sonoma Narrows Segment B7 project as part of the SB1/RMS alternative funding plan; and program \$99,840,510 in STP/CMAQ funds to the Solano Transportation Authority (STA) for the Solano I-80 Express Lanes project as part of the SB1/RMS alternative funding plan. The programmed funding to TAM and STA serves as a loan to the project sponsors to permit the projects to move to construction while Regional Measure 3 funds are unavailable. The loaned funds shall be repaid to MTC as non-federal funds and will be subject to future OBAG programming.

On May 26, 2021, Attachment B-1 and Appendix A-11 were revised to program \$34,593,076 in Federal Highway Infrastructure Program funds made available through federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) to augment the Regional Safe and Seamless Mobility Quick-Strike program framework; and to program \$7,775,000 in Priority Development Area (PDA) Planning and Implementation grants and \$87,000 in Regional PDA Supportive Studies within the Regional PDA Planning and Implementation program.

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, November 13, 2019, February 12, 2020, May 13, 2020, July 8, 2020, September 9 2020, November 4, 2020, January 13, 2021, February 10, 2021, April 14, 2021, and May 12, 2021; and the Planning Committee dated May 14, 2021.

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

Appendix A-11: Safe and Seamless Mobility Quick-Strike Program

The Safe and Seamless Mobility Quick-Strike program is a one-time, competitive grant program within the One Bay Area Grant program (OBAG 2) framework. Federal funding is available to support local and regional projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment.

Available funding includes a mix of Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Federal Highway Infrastructure Program (FHIP) funds, with FHIP funds exchanged with STP/CMAQ funds to the extent possible to meet federal other funding deadlines and requirements. CMAQ funds will be used for eligible projects that demonstrate air quality benefits and implement Plan Bay Area's climate initiative goals and priorities.

Project Eligibility & Focus Areas

The program emphasizes bicycle/pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility. Eligible project types include:

- Quick-build bike, pedestrian, and transit improvements; including bike share enhancements.
- Local safe and seamless mobility projects, including projects that advance equitable mobility; invest in bicycle/pedestrian safety; improve connections to transit; or implement seamless strategies within a corridor.
- In addition to capital projects, programs that support safe and seamless mobility or advance equitable mobility are also eligible (ex. safe routes to school/transit programs); a limited amount of funding, (up to \$200,000 per county) may also be directed towards countywide implementation of safe and seamless mobility planning and programming efforts).
- Other near-term implementation of strategies emerging from the Blue-Ribbon Transit Recovery Task Force and Partnership Board's Connected Mobility Subcommittee.

Fund commitments for specific focus areas include:

- One-quarter of the total program is targeted for bicycle/pedestrian safety (including local road safety).
- \$5 million is set aside to support early implementation efforts anticipated from the Blue-Ribbon Transit Recovery Task Force.
- **\$15.3 million directed to regional and corridor co-nominated projects and projects of interest to the Blue-Ribbon Transit Recovery Task Force.**
- **\$1.9 million is set aside for ongoing CTA planning and programming activities**
- **\$1.9 million is set aside for regional planning and programming activities, including Priority Development Area (PDA) planning and implementation and the FasTrak START Pilot program evaluation**

Evaluation Criteria

MTC staff will evaluate nominated projects against the following program criteria.

Nominated projects should:

- Align with Connected Mobility Framework Values and Goals (see inset below)
- Be the direct result or outcome of a community engagement process
- Be within or directly connected to a Priority Development Area (PDA) or Transportation Priority Area (TPA) and/or serve a Community of Concern (CoC), Community Air Risk Evaluation (CARE) program area, or similar local designation. PDAs and TPAs may be existing or recently designated as part of the Plan Bay Area 2050 growth framework.
- Addresses transit connectivity gaps, especially in areas significantly impacted from the pandemic
- Demonstrate partnership among jurisdictions, transit agencies, and counties.
- Demonstrate ability to quickly deliver, and meet federal funding requirements, as funds must be obligated by September 30, 2022.

To ensure consistency with the implementation of county and regional plans and priorities, as well as encourage discussion and coordination in developing investment proposals, projects co-nominated by MTC and a CTA will be given extra consideration if meeting regional goals and priorities. **Previously submitted co-nominated projects are to be funded out of the regional and corridor program component. New co-nominated projects may be funded out of either program.**

Below are the regional connected mobility values and goals guiding these investments:

CONNECTED MOBILITY VALUES AND GOALS	
Values	Goals
Think Regionally Act Locally	Be coordinated, interconnected, and contiguous
Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips
Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs
Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips
Be Sustainable	Strive for a healthy planet, people, and full-cost accounting

Project Nominations

To address local needs throughout the region, and encourage community-based project investments, each County Transportation Agency (CTA) will act on MTC's behalf and submit project nominations for their county area. County targets have been provided as a guide, for each county (see table on following page). However, final project selection by MTC will not necessarily adhere to these targets. Target amounts are based on the OBAG 2 county program distribution.

In addition to county submissions, MTC may consider projects that would be implemented regionwide or in more than one county. Where applicable, MTC staff will work with CTAs to

coordinate on co-nominations for regional projects.

Previously co-nominated projects are to be funded out of the regional and corridor program component. New co-nominated projects may be funded out of either program.

As the final program of projects must reflect regional or multi-county priorities, in addition to local priorities within each county, the final programming per county will not correspond exactly to nomination targets.

To ensure each county is provided sufficient funding to have a meaningful community impact, each county's nomination target will be a minimum of \$1 million.

Project Selection Process

The prioritization process is designed to quickly distribute funds to competitive and impactful investments throughout the region.

- **Letters of Interest:** County Transportation Agencies (CTAs) submit Letters of Interest to nominate projects within their counties. In addition to basic project information (project description, sponsor, total cost, funding request), submittals should also describe how the project meets the program eligibility requirements and evaluation criteria, and how well the proposed project sponsor meets state and federal funding requirements.
- **Evaluation:** MTC staff evaluate CTA nominations as well as regional program considerations to develop a recommended program of projects. Program recommendations presented to Bay Area Partnership Board for review and discussion.
- **Project Applications:** MTC and CTA staff work with project sponsors to submit project applications with a detailed scope, delivery schedule, and funding plan.
- **Program Approval:** MTC Commission consideration and approval of projects and fund programming.

Programming Policies and Requirements

Unless otherwise noted within these guidelines, OBAG 2 General Programming Policies (see MTC Resolution No. 4202, Attachment A, pages 6-11), and Regional Project Funding Delivery Policy (MTC Resolution No. 3606) apply.

- **Project sponsors:** Eligible sponsors are those approved by Caltrans to receive FHWA federal-aid funds (including cities, counties, transit agencies, CTAs, and MTC). Sponsors must also have a demonstrated ability to meet timely use of funds deadlines and requirements (see Project Delivery and Monitoring, below).

County Nomination Targets

(\$ millions, rounded)

	%
Alameda	19.9%
Contra Costa	14.6%
Marin	2.8%
Napa	2.1%
San Francisco	12.5%
San Mateo	8.4%
Santa Clara	27.0%
Solano	5.5%
Sonoma	7.2%
	100.0%

Note: Final project selection and fund programming will not correspond exactly to nomination targets.

- **Minimum Grant Size:** Project nominations should be consistent with OBAG 2 minimum grant size requirements per county (\$500,000 grant minimum for counties with population over 1 million, and \$250,000 minimum for all other counties). Final funding awards may deviate from grant minimums per county, should one or more grant awards span multiple counties or regionwide.

Additionally, deviations from the OBAG 2 minimum grant size requirements for project nominations may be considered on a project-by-project basis. However, grant awards must be at least \$100,000.

- **Local Match:** Toll credits may be requested in lieu of non-federal cash match.
- **Supplanting of Funds Prohibited:** Supplanting of existing funds on fully-funded projects is prohibited, as the program is intended to infuse transportation investment into communities responding and adapting to the COVID-19 environment. If funds are requested to address a funding shortfall on a project due to reduced local revenues, CTAs must demonstrate why the project should be a priority for regional funding, if it was not the highest priority for available local funding. In their nomination, CTAs should describe how the county and local jurisdictions determined which projects are prioritized for reduced local revenues.
- **Project Phases:** The Environmental (ENV), Plans, Specifications and Estimates (PS&E), Preliminary Engineering (PE) and Right Of Way (ROW) phases are eligible for capital projects as long as the construction (CON) phase of the project is delivered and funds obligated by September 30, 2022.
- **Project Delivery and Monitoring:** Project sponsors must have a record of consistently meeting state and federal timely use of funds deadlines and requirements, or demonstrate/identify revised/new internal processes to ensure they will meet funding deadlines and requirements moving forward at the time of project nomination. In addition to the provisions of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606), the following specific funding deadlines/requirements apply:
 - Funds must be obligated (authorized in a federal E-76, or transferred to FTA) no later than September 30, 2022.
 - Funds must be encumbered or awarded in a contract within 6 months of federal obligation.
 - Funds must be invoiced against within 3 months of encumbrance/award and invoiced against and receive a federal reimbursement quarterly thereafter.
 - If there could be complications with invoicing against the construction phase within 9 months of federal obligation, then the sponsor should consider including Construction Engineering (CE) in the federal obligation so that eligible costs may be invoiced in order to meet the invoicing deadline.

- Project sponsor must meet all other timely use of funds deadlines and requirements, for all other state and federal transportation funds received by the agency, during the duration of project implementation (such as, but not limited to, project award, federal invoicing, and project reporting).
 - To help ensure compliance with state and federal invoicing requirements, as part of the application submittal, the Finance/Accounting Manager/Director for the agency receiving the funds must provide written documentation on the agency's internal process and procedures for complying with FHWA federal-aid timely use of funds requirements, especially with regards to meeting federal invoicing requirements.
 - CTAs nominating successful projects must monitor the project sponsors within their respective county in meeting the timely use of funds deadline requirements in MTC Resolution No. 3606 and report quarterly to MTC on the agency's status in meeting regional, state, and federal timely use of funds deadlines and requirements.
- **Additional Requirements Apply:**
 - Project sponsor must comply with MTC's Complete Street Policy and submit a Complete Streets Checklist for the project.
 - Project sponsor must adopt a Resolution of Local Support prior to adding the project into the Transportation Improvement Program (TIP).
 - Project sponsor must satisfy the OBAG 2 housing policy requirements – have a certified Housing Element, submit the Annual Progress Report for the Housing Element, and have adopted a resolution affirming compliance with the California Surplus Lands Act.
 - CTAs must make each project's Complete Streets Checklist available for review by the appropriate Bicycle and Pedestrian Advisory Committee (BPAC) prior to MTC Commission approval of projects and fund programming. Documentation this has occurred must be included with the project application.

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

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 02/26/20-C 05/27/20-C 07/22/20-C 11/20/20-C
 01/27/21-C
 02/24/21-C 04/28/21-C 05/26/21-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$680,724,423	\$99,975,260
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	MTC	\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES		TOTAL: \$9,555,000	
2. PAVEMENT MANAGEMENT PROGRAM			
2. PAVEMENT MANAGEMENT PROGRAM		TOTAL: \$9,250,000	
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation			
PDA Implementation	MTC	\$2,000,000	
PDA Supportive Studies	MTC	\$587,000	
PDA Planning			
<u>Berkeley: San Pablo Avenue PDA Plan</u>	<u>MTC</u>	<u>\$750,000</u>	
<u>Oakland: MacArthur Transit Village PDA; North Oakland/Golden Gate PDA Plan</u>	<u>MTC</u>	<u>\$800,000</u>	
<u>Oakland: Eastmont Town Center/International Blvd; Fruitvale and Dimond; MacArthur Blvd Corridor; San Antonio</u>	<u>MTC</u>	<u>\$800,000</u>	
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	MTC	\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	MTC	\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	MTC	\$140,000	
<u>Richmond: Hilltop PDA Plan</u>	<u>MTC</u>	<u>\$750,000</u>	
<u>San Pablo: Rumrill Blvd PDA Plan</u>	<u>MTC</u>	<u>\$250,000</u>	
<u>Marin County: Urbanized Corridor/Marin City PDA Plan</u>	<u>MTC</u>	<u>\$300,000</u>	
San Rafael: Downtown Precise Plan	MTC	\$500,000	
San Francisco: HUB Area EIR	MTC	\$500,000	
San Francisco: Transit Corridors Study	MTC	\$500,000	
<u>Burlingame: Broadway Planning Area PDA Plan</u>	<u>MTC</u>	<u>\$400,000</u>	
<u>South San Francisco: Downtown Station Area PDA Plan</u>	<u>MTC</u>	<u>\$500,000</u>	
<u>Cupertino: VTA Cores and Corridors PDA Plan</u>	<u>MTC</u>	<u>\$400,000</u>	
<u>Milpitas: Midtown PDA Plan</u>	<u>MTC</u>	<u>\$500,000</u>	
<u>Palo Alto: University Ave/Downtown PDA Plan</u>	<u>MTC</u>	<u>\$800,000</u>	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	MTC	\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	MTC	\$500,000	
<u>Santa Clara: Downtown PDA Plan</u>	<u>MTC</u>	<u>\$400,000</u>	
Vacaville: Downtown Specific Plan	MTC	\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	MTC	\$800,000	
Staffing Assistance			
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Mngmt	MTC	\$180,000	
Fremont: SB743 Implementation	MTC	\$150,000	
Hayward: SB743 Implementation	MTC	\$150,000	
Oakland: ADU Initiative	MTC	\$200,000	
Oakland: Innovative Construction Initiative	MTC	\$200,000	
Concord: VMT-based Transportation Impact Standards	MTC	\$150,000	
Concord: Galindo Street Corridor Plan	MTC	\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	MTC	\$150,000	
San Jose: PDA/Citywide Design Guidelines	MTC	\$200,000	
Windsor: Parking Management and Pricing	MTC	\$35,000	
Technical Assistance			
<u>Marin/Sonoma VMT Implementation Group</u>	<u>MTC</u>	<u>\$170,000</u>	
<u>Napa/Solano VMT Implementation Group</u>	<u>MTC</u>	<u>\$170,000</u>	
<u>Various Jurisdictions: VMT Implementation Group</u>	<u>MTC</u>	<u>\$140,000</u>	
Emeryville: Developing the Highest and Best Use of the Public Curb	MTC	\$65,000	
<u>Hayward: Micro Mobility/Safety Program</u>	<u>MTC</u>	<u>\$75,000</u>	
Oakland: General Plan Framework - PDA Community Engagement Program	MTC	\$65,000	
<u>San Leandro: BayFair TOD Infrastructure Design/Finance</u>	<u>MTC</u>	<u>\$150,000</u>	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	MTC	\$65,000	
San Francisco: PDA Density Bonus Program	MTC	\$65,000	
Belmont: Transportation Demand Management Program	MTC	\$65,000	
<u>San Mateo: TDM Ordinance</u>	<u>MTC</u>	<u>\$150,000</u>	
<u>Santa Rosa/Sonoma County: Renewal Enterprise District</u>	<u>MTC</u>	<u>\$150,000</u>	
<u>San Jose: Urban Villages District Parking & Rezoning</u>	<u>MTC</u>	<u>\$120,000</u>	
BART AB2923 Implementation	BART	\$1,000,000	
<u>Unprogrammed balance</u>	<u>MTC</u>	<u>\$7,862,000</u>	
Community-Based Transportation Plan (CBTP) Updates	MTC		
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC	\$300,000	

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

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 02/26/20-C 05/27/20-C 07/22/20-C 11/20/20-C
 01/27/21-C
 02/24/21-C 04/28/21-C 05/26/21-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			
CCTA: Community-Based Transportation Plans	MTC	\$215,000	
TAM: Community-Based Transportation Plans	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	MTC	\$120,000	
VTa: Community-Based Transportation Plans	MTC	\$300,000	
STA: Community-Based Transportation Plans	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	MTC	\$110,000	
CBTP Program Evaluation	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)	BAAQMD	\$10,000,000	
Carsharing Implementation	MTC	\$800,000	
Targeted Transportation Alternatives	MTC	\$325,000	
Spare the Air Youth Program - 2	MTC	\$1,417,000	
4. CLIMATE INITIATIVES	TOTAL:	\$23,417,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT	TOTAL:	\$173,000,000	\$4,000,000
6. TRANSIT PRIORITIES			
BART Car Replacement/Expansion	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$9,760,668	\$30,239,332
Clipper	MTC	\$34,200,000	
Unprogrammed Balance		\$15,283,000	
6. TRANSIT PRIORITIES	TOTAL:	\$159,043,668	\$30,239,332
7. PRIORITY CONSERVATION AREA (PCA)			
7. PRIORITY CONSERVATION AREA (PCA)	TOTAL:	\$9,200,000	\$7,200,000
8. BAY AREA HOUSING INITIATIVES			
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	MTC		\$10,000,000
Housing Incentive Pool	TBD	\$25,000,000	
Sub-HIP Pilot Program			
Fairfield: Pavement Preservation/Rehabilitation (for One Lake Apts. Linear Park Trail)	Fairfield	\$2,100,000	
Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable Housing)	Vacaville	\$1,900,000	
Marin County: Marin City Pedestrian Crossing Imps.	Marin County	\$300,000	
NVTA: Imola Park and Ride	NVTA	\$300,000	
Santa Rosa: Downtown Multi-modal and Fiber Improvements	Santa Rosa	\$400,000	
8. BAY AREA HOUSING INITIATIVES	TOTAL:	\$30,000,000	\$10,000,000
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE			
TBD	TBD	\$52,900,000	\$34,593,076
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE	TOTAL:	\$52,900,000	\$34,593,076
10. REGIONAL STRATEGIC INVESTMENTS (RSI)			
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	\$4,000,000	
GGB Suicide Deterrent System	GGBHTD	\$7,910,000	
Pavement Rehab (for Downtown Novato SMART Station)	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	Larkspur	\$1,120,000	
Grand Ave Bridge	San Rafael	\$763,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael	\$1,000,000	
US 101 Marin-Sonoma Narrows	TAM	\$2,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	\$15,400,000	
US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)	TAM	\$61,708,245	\$13,942,852
I-80 Express Lanes in Solano County (Loan for RM3)	STA	\$99,840,510	
10. REGIONAL STRATEGIC INVESTMENTS (RSI)	TOTAL:	\$194,358,755	\$13,942,852
OBAG 2 REGIONAL PROGRAMS			
TOTAL:	\$680,724,423	\$99,975,260	

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2021 Mid-Cycle RTIP Augmentation Policies, Procedures, and Schedule

April 2021

**Metropolitan Transportation Commission
Programming and Allocations Section**

<http://mtc.ca.gov/our-work/fund-invest>

RTIP
Regional Transportation Improvement Program

2021 Mid-Cycle RTIP
Policies, Procedures, and Schedule
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2021 Mid-Cycle RTIP Policies, Procedures, and Schedule

Background

The State Transportation Improvement Program (STIP) is the State's spending program for state and federal funding. The STIP is comprised of the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). The federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 funds (COVID-19 Relief funds) apportioned \$912 million to the State. From this amount the California Transportation Commission (CTC) authorized \$243 million to be distributed through the STIP as follows: seventy-five (75%) percent through the Regional Improvement Program (\$182 million) and twenty-five percent (25%) through the Interregional Improvement Program (\$61 million). The seventy-five percent (75%) distribution in the STIP flows to regions by formula through their RTIPs. Regions throughout the state are directed to program the funds.

2021 Mid-Cycle RTIP Development Principles

The following principles, as outlined in MTC Resolution No. 4398, will frame the development of MTC's 2021 Mid-Cycle STIP amendments.

- MTC will work with CTC staff, each Congestion Management Agency and Countywide Transportation Planning Agency, collectively known as the Bay Area County Transportation Agencies (CTAs), transit operators, Caltrans, and project sponsors to prepare amendments to the 2020 STIP.
- Investments made in the RTIP must carry out the objectives of MTC's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and be consistent with its improvements and programs.
- MTC may choose to consult with counties to consider programming a portion of their RTIP shares for projects that meet a regional objective.
- MTC will continue to work with CTAs, transit operators, Caltrans and project sponsors to aggressively seek project delivery solutions. Through the use of AB 3090 authority, GARVEE financing, and federal, regional, and local funds and funding exchanges, MTC will work with its transportation partners to deliver projects in the region.
- Each county's project list must be constrained within the county share limits unless arrangements have been made with other counties to aggregate the county share targets. MTC continues to support aggregation of county share targets to deliver ready-to-go projects in the region. CTAs that submit a list that exceeds their county share must identify and prioritize those projects that exceed the county share target.

Key Policies and Guidance

All new programming and proposed amendments must align with the CTC's adopted 2020 STIP guidelines and MTC's adopted 2020 RTIP Policies and Procedures, Resolution No. 4398. The permanent STIP and RTIP Guidelines will apply to the management of the projects that are amended through the 2021 Mid-Cycle programming. The following policies serve as the primary guidance in the development of the 2021 Mid-Cycle amendments.

New Policies Specific to the 2021 Mid-Cycle STIP

The CTC's 2021 Mid-Cycle STIP Guidelines establishes the policies and procedures for the development and adoption specific to the distribution of the COVID-19 Relief funds. The draft guidelines released at the March CTC meeting are intended to be streamlined and provide a degree of flexibility for the regions and the state to utilize the funds as soon as possible. CTC staff will present final guidelines for adoption at the May CTC meeting. MTC will not adopt any additional policies or procedural changes for this programming cycle.

Allocations by August 2024

Projects programmed with these funds must receive an allocation by August 2024 to receive federal obligation of funds by the statutory September 30, 2024 deadline. If a project does not receive an allocation by this date, the project will lapse.

Regional Planning, Programming, and Monitoring Funds

The CTC's draft 2021 Mid-Cycle STIP guidelines allow all counties to program up to 5% of their county share to Planning, Programming, and Monitoring (PPM) purposes in the STIP. For the 2021 Mid-Cycle STIP, MTC will not withhold additional funds from each county's PPM for regional PPM activities; therefore, the CTA may withhold the entire 5% for the CTA's PPM activities.

Senate Bill 1 Competitive Projects & Regional Measure 3 Backfill

MTC's 2020 RTIP guidelines required Senate Bill 1 (SB1) competitive program applicants to use RTIP funds as match before MTC committed any other regional discretionary funding. Five projects selected for funding in the SB1 competitive programs also identified MTC Regional Measure 3 (RM3) funds as local match. RM3 is still under litigation and funds are not available to match SB1 funds in the near term; therefore, 2021 Mid-Cycle STIP funds may be used to backfill the unavailable RM3 funds. For Marin and Solano Counties, MTC requires those counties to program their county shares to the US-101 Marin-Sonoma Narrows Segment B7 and I-80 Express Lanes, respectively, to offset the RM3 funding gap, less funds for Planning, Programming, and Monitoring activities. The STIP funds would be eligible to be repaid by RM3 funds via a Letter of No Prejudice (LONP) arrangement to the respective CTA. However, if RM3 repayment is delayed beyond the fiscal year 2023, MTC reserves the right to charge interest on the loaned federal funds, to be deducted from the STIP LONP, subject to funding agreements with each county.

2021 Mid-Cycle RTIP Development Schedule

Development of the 2021 Mid-Cycle RTIP under these procedures will be done in accordance with the schedule outlined below.

METROPOLITAN TRANSPORTATION COMMISSION 2021 Mid-Cycle Regional Transportation Improvement Program Development Schedule (Subject to Change) April 1, 2021	
March 24, 2021	CTC adoption of 2021 Mid-Cycle STIP Schedule and Share Distribution; presentation of draft Mid-Cycle STIP Guidelines
April 8, 2021	MTC Staff CTA Outreach (Review process, key dates, fund estimate incl. PPM, call for projects, new project requirements, amendment requirements)
April 19, 2021	Draft Project List and Proposed Amendments Due to MTC
April 23, 2021	2021 RTIP Mid-Cycle List of Projects due to CTC
May	CTAs Scheduled Adoption of Final Projects and Amendments
May 1, 2021	Deadline for RTIP Mid-Cycle Applications to MTC (CTA Letter to MTC summarizing all requested actions, TIP entries in FMS, updated ePPRs or CTIP PPRs)
May 1, 2021	Deadline for new project RTIP Applications to MTC (Complete Streets Checklists, Project Study Reports)
May 12, 2021	CTC Adopts 2021 Mid-Cycle STIP Guidelines
May 12, 2021	Earliest opportunity for New Projects and Amendments Presented to the CTC (Notice to Amend the 2020 STIP)
May 12, 2021	MTC Programming and Allocations Committee (PAC) 2021 Mid-Cycle STIP - Information Item
June 1, 2021	Deadline for Resolutions of Local Support for new project programming
June 16, 2021	MTC Programming and Allocations Committee (PAC) scheduled review and concurrence of final proposed RTIP Projects/Amendments
June 23, 2021	Earliest opportunity for New Projects and Amendments for Approval by CTC Second opportunity for New Projects and Amendments for Notice by CTC
August 18, 2021	Second opportunity for New Projects and Amendments for Approval by CTC

County Share Targets

The table below provides the county share targets for each county for the 2021 Mid-Cycle STIP. Each county's project list, due to MTC in draft form by April 19, 2021, should be constrained within these county share limits. It is expected that MTC's RTIP will be developed using a region-wide aggregate of county-share targets.

2021 Mid-Cycle State Transportation Improvement Program Bay Area County Share Targets			
County	Target	PPM Max	County Target Less PPM
Alameda	\$6,307,785	\$315,389	\$5,992,396
Contra Costa	\$4,318,672	\$215,934	\$4,102,738
Marin	\$1,180,951	\$59,048	\$1,121,903
Napa	\$777,652	\$38,883	\$738,769
San Francisco	\$3,203,408	\$160,170	\$3,043,238
San Mateo	\$3,260,185	\$163,009	\$3,097,176
Santa Clara	\$7,473,199	\$373,660	\$7,099,539
Solano	\$1,957,358	\$97,868	\$1,859,490
Sonoma	\$2,405,208	\$120,260	\$2,284,948
	\$30,884,418	\$1,544,221	\$29,340,197

Fund Eligibility

While the federal Coronavirus Response and Relief Supplemental Appropriations Act funds may be used for a broad range of surface transportation purposes listed in Section 113(b) of Title 23 of the U.S. Code and are meant to “prevent, prepare for, and respond to coronavirus,” the STIP imposes additional restrictions on the CRRSAA funds. Eligible project types as outlined in the 2020 STIP guidelines include improvements to state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety.

Additionally, counties may program up to five percent (5%) of the county share target for PPM. Activities eligible for CRRSAA funds, but ineligible in the STIP, including routine maintenance; operations; personnel; salaries; contracts; debt service payments; and availability payments; as well as transfers to public tolling agencies, must be programmed as STIP PPM. Counties may program up to five percent (5%) of the county share target for PPM.

Programming Options

A county may choose to program shares from this cycle in one or more of the following ways:

New Project Programming

A county may choose to program new projects up to their total target amount. For each new project nominated for funding in the 2021 Mid-Cycle STIP, regions and Caltrans shall submit an electronic Project Programming Request (ePPR), identifying the scope, cost, and schedule. Nominations of new projects for programming must be approved CTA. For a project to be programmed in Fiscal Year 2021-22, the ePPRs must be submitted electronically to the Commission by April 23, 2021. The ePPR is located at <https://calsmart.dot.ca.gov/>

Augment Existing Funding Plans

A county may program additional funds on a currently programmed project to address project cost increases, add scope or supplant local funds with STIP funds. The project must be programmed in Fiscal Year 2021-22 or later. For each project revision identified in the 2021 Mid-Cycle STIP, the sponsor shall submit a revised Project Programming Request (PPR) exported from the California Transportation Improvement Program System (CTIPS).

Advance Currently Programmed Project

A county may propose to advance projects that are currently programmed in later years of the STIP. Approval of advancing more than the target amount will not be considered unless the project has other funds that are eligible to be advanced. The CTC will not consider advancing projects prior to the June CTC meeting. For each project revision identified in the 2021 Mid-Cycle STIP, the sponsor shall submit a revised Project Programming Request (PPR) exported from the California Transportation Improvement Program System (CTIPS).

Delay programming of 2021 Mid-Cycle STIP funds to the 2022 STIP

A county may choose to delay programming their target shares. The unprogrammed shares will be accounted for in the 2022 STIP Fund Estimate distribution.

Submissions

Each CTA will request MTC concurrence for the proposed programming changes by transmitting a letter to MTC summarizing the 2021 Mid-Cycle programming with an explanation and justification of the need with the following attachments:

For new project programming:

- Copy of CTA's board approval
- Submittal of TIP Revision Request through FMS – <http://fms.mtc.ca.gov>
- RTIP Application form including: - <http://www.mtc.ca.gov/stip>
 - Resolution of local support
 - Electronic Project Programming Request (ePPR) form
 - Project Study Report (PSR), or equivalent.
 - Complete Streets Checklist, as applicable

For augmenting existing programming:

- Revised Project Programming Request (PPR) Form from CTIPS – <https://ctips-prod.dot.ca.gov/ctips/LoginMediatorForm.do>
- Submittal of TIP Revision Request through FMS – <http://fms.mtc.ca.gov>

For advancing project programming:

- Revised Project Programming Request (PPR) Form from CTIPS – <https://ctips-prod.dot.ca.gov/ctips/LoginMediatorForm.do>
- Submittal of TIP Revision Request through FMS – <http://fms.mtc.ca.gov>

For delaying programming until the 2022 STIP:

- Copy of CTA's board approval or letter signed by Executive Director

Each CTA is responsible for ensuring the packages submitted by the project sponsors are complete, and the proposed changes are consistent with the Regional Transportation Plan, and Congestion Management Plan, or Capital Improvement Program as appropriate. The CTAs shall check to ensure the proposed changes meet MTC, CTC and other state or federal guidance and regulations. As mentioned in the Guiding Principles of the 2020 RTIP Policies and Procedures, the CTA must consider equitable distribution of projects in accordance with Title VI. Following CTA concurrence of the request, the complete package is forwarded to MTC.

MTC Programming Actions

All changes, including any requests to program a new project, will be presented to MTC's Programming and Allocations Committee (PAC) to determine MTC's concurrence. MTC staff will place the request on the June MTC PAC meeting agenda for concurrence of all proposed changes. Following approval by PAC, MTC will send a Letter of Concurrence to Caltrans District 4, Caltrans HQ, and the CTC with a copy to the appropriate CTA.

Timely Delivery of Programmed Funds

As mentioned above, projects programmed with 2021 Mid-Cycle STIP funds must receive an allocation by August 2024 in order to receive federal obligation of funds by the statutory September 30, 2024 deadline. If a project does not receive an allocation by this date, the project will lapse. Projects programmed in the STIP must also adhere to the delivery policies established in MTC Resolution 3606. Unless coordination with other funding sources and programs requires a later date, requests for STIP extensions, amendments to delay existing STIP projects and STIP allocations are due to Caltrans Local Assistance no later than January 31 of the fiscal year the funds are programmed in the STIP. This is to ensure STIP projects do not miss the June 30 end-of-year delivery deadlines imposed by the CTC.

A due date schedule is prepared each year for the submittal of STIP requests. This schedule is posted on the internet at: <https://dot.ca.gov/programs/transportation-programming/office-of-etc-liaison-ocfel> In addition, [MTC Resolution 3606](#) imposes regional deadlines in advance of state and federal timely use of funds deadlines, to ensure funds are not lost to the region.