

Metropolitan Transportation Commission Programming and Allocations Committee

June 9, 2021

Agenda Item 4a - 21-0695

MTC Resolution No. 4202, Revised

Subject: Revisions to the One Bay Area Grant (OBAG 2) program, including programming of \$83 million to various projects within the Safe and Seamless Mobility Quick-Strike program.

Background: In January 2021, the Commission adopted the policy and programming framework for the \$54.4 million Safe and Seamless Mobility Quick-Strike program. Last month, the Commission augmented the program with \$34.6 million in federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) highway infrastructure funds, for a program total of \$89 million.¹

As approved, the Safe and Seamless Mobility Quick-Strike program is separated into two components: 1) a county program for local projects nominated by the nine Bay Area County Transportation Agencies (CTAs), including funding for CTA planning and programming; and 2) a regional program for regional and corridor projects, including funding for regional planning activities, and funding set aside for early implementation of the Blue-Ribbon Transit Recovery Taskforce.

Safe and Seamless Mobility Quick-Strike Programming Framework

County Program	
CTA Planning	\$1.9
Local Projects	\$64.8
Subtotal:	\$66.8
Regional Program	
Regional Planning	\$1.9
Regional and Corridor Projects	\$14.5
Blue Ribbon Task Force	\$5.9
Subtotal:	\$22.3
Total:	\$89.1

Project Prioritization Process

MTC staff released a call for project nominations in February 2021. CTAs were invited to nominate projects for their county area to encourage community-based project investments and address local needs throughout the region. Initial funding targets were provided to CTAs to guide the development of project nominations by county; however, the final funding levels for each county were not guaranteed to correspond exactly to these initial targets. The final program of projects is based on the evaluation of individual projects with consideration given to geographic balance and reflect regional priorities.

MTC received 71 project nominations from CTAs by the March 2021 deadline, for a total grant request of more than \$108 million. MTC staff evaluated all projects

¹ The amount of federal CRRSAA highway infrastructure funds has been updated since the May Committee meeting to reflect the final allocation numbers provided by the California Transportation Commission.

against the evaluation criteria established in the program guidelines, as summarized below.

- Alignment with the Connected Mobility Framework Values and Goals.
- Relationship to priority planning areas including, but not limited to, Priority Development Areas (PDAs) and Communities of Concern (CoCs).
- Inclusion of community engagement.
- Addressing a gap in transit connectivity.
- Demonstration of partnership among multiple partners.
- Ability to deliver the project quickly while meeting all federal funding requirements.

In April, staff presented its initial project recommendations to the Bay Area Partnership Board. Staff also shared its proposal to recommend using available CRRSAA highway infrastructure funds to the augment the program and fund additional projects. Based on feedback received from CTAs at the meeting, MTC invited CTAs that had limited their initial nominations to their county targets to submit a limited number of additional project nominations or revised funding requests.

Recommendation

Staff recommends programming \$83 million to 64 projects as summarized in Tables 1 and 2 below and detailed in **Attachment 1**.

Staff recommends distributing the nearly \$67 million available for county and local projects to 58 projects throughout the Bay Area. Of this amount, more than \$42 million (65%) is directed to bicycle and pedestrian investments.

Table 1. Summary Recommendation - County and Local Component

County	# Projects	Grant Total
Alameda	11	\$12.0
Contra Costa	5	\$8.6
Marin	3	\$3.2
Napa	3	\$1.3
San Francisco	5	\$10.6
San Mateo	7	\$5.0
Santa Clara	10	\$17.1
Solano	6	\$4.6
Sonoma	8	\$4.5
Total:	58	\$66.8

From the roughly \$22 million available for regional and corridor projects, staff recommends funding four projects co-nominated by CTAs and MTC, two regional planning projects, and reserving nearly \$6 million for projects of interest to the Blue-Ribbon Transit Recovery Task Force (see Table 2, below). These reserved funds would be programmed through a future Commission action later this summer to strengthen alignment between investments and Task Force priorities.

Table 2. Summary Recommendation - Regional and Corridor Component

County	Project	Focus Area	Grant Total
Regional and Corridor Projects (Co-Nominations)			
Alameda	MTC/ACTC: Bay Bridge Forward: I-580 WB HOV Lane Extension	Bay Area Forward; Transit Priority	\$7.0
Contra Costa	San Pablo: Giant Road Cycletrack Quick-Build	Quick-Build	\$0.7
Napa	MTC: Napa Valley Forward: SR 29/Rutherford and Oakville Roundabouts	Bay Area Forward	\$6.0
San Mateo	Redwood City: Roosevelt Avenue Quick-Build	Quick-Build	\$0.8
Regional Planning and Programming			
Regional	MTC: FasTrak START Pilot Evaluation Study	Equitable Mobility	\$0.9
Santa Clara	VTA: Diridon Station Planning and Studies	PDA Planning and Implementation	\$1.0
Blue-Ribbon Implementation			
Regional	TBD*	TBD	\$5.9
Total:			\$22.3

*Recommendation includes approximately \$5.9 million for projects of interest to the Blue-Ribbon Transit Recovery Task Force to be programmed through a future Commission action.

As part of this programming action, staff also proposes to direct \$1 million in project savings from prior federal funding cycles to VTA for Diridon Station Planning and Studies, within the Regional Strategic Initiatives program (Table 3, below). This funding continues MTC's support for the development of this major rail infrastructure project. This programming action is in addition to proposed programming for the Safe and Seamless Mobility Quick-Strike program.

Table 3. Supplemental Funding (Prior Cycle Cost Savings)

Santa Clara	VTA: Diridon Station Planning and Studies	PDA Planning and Implementation	\$1.0
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Coordination with State Active Transportation Program (ATP):

The Governor's May Budget Revises proposes a one-time \$500 million infusion for Active Transportation projects. The CTC is proposing to use these funds to select additional high-scoring Cycle 5 ATP projects. One project recommended for a Safe and Seamless Mobility Quick-Strike award could potentially receive funding through the augmented ATP. SFMTA's Folsom Streetscape project is recommended for \$5 million in Quick-Strike funding. If the project is awarded additional ATP funding, an equivalent amount of Safe and Seamless Mobility Quick-Strike funds would be redirected to San Francisco County Transportation Authority's (SFCTA) Yerba Buena Island Westside Bridges Seismic Retrofit project.

Table 4. State ATP Contingency List

San Francisco	Yerba Buena Island (YBI) Westside Bridges Seismic Retrofit	County Program	\$5.0

Further, MTC staff are continuing to work with the SFCTA and SFMTA to confirm project prioritization between the Folsom Streetscape project and YBI Westside Bridges Seismic Retrofit project, ahead of approval of the Safe and Seamless Mobility Quick-Strike program of projects by the Commission.

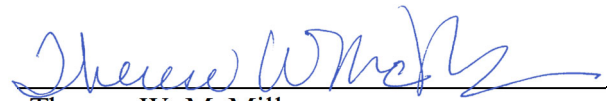
Issues:

TIP Programming Conditioned Upon Program Compliance:

Project sponsors must meet several requirements outlined in the Safe and Seamless Mobility Quick-Strike guidelines. These requirements include the adoption of a resolution of local support for the project and a resolution affirming compliance with the Surplus Land Act. Staff will work with CTAs and project sponsor staff to ensure all requirements are met as part of MTC's management of the Transportation Improvement Program (TIP).

Recommendation: Refer MTC Resolution No. 4202, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4202, Revised, Attachment B-1
Attachment 1 – Funding Recommendation


Therese W. McMillan

Color Key:

Funding Recommendation

County and Local Projects (Sorted by County, Project Score)

County	Sponsor	Project Title	Project Score	Funds Requested	Funds Recommended
Alameda County					
Alameda	ACTC	CTA planning & programming	N/A	N/A	\$354,000
Alameda	BART/Oakland	BART Fare Collection Equipment (for East Bay Greenway Segment II)	88%	\$1,000,000	\$1,000,000
Alameda	AC Transit	Quick Builds Transit Lanes	85%	\$954,000	\$954,000
Alameda	Oakland	Oakland 14th Street Complete Streets	85%	\$1,000,000	\$1,000,000
Alameda	LAVTA	LAVTA Passenger Facilities Enhancements	84%	\$2,000,000	\$2,000,000
Alameda	ACTC	Alameda County Safe Routes to Schools	82%	\$1,500,000	\$1,500,000
Alameda	AC Transit	AC Transit Tempo Quick Build Transit Lane Delineation	81%	\$300,000	\$300,000
Alameda	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection	80%	\$1,271,000	\$1,271,000
Alameda	Fremont	Fremont Boulevard/Grimmer Boulevard Protected Intersection	80%	\$1,415,000	\$1,415,000
Alameda	ACTC	CTA planning & programming (for Various Youth and Adult Bicycle Promotion & Education	77%	\$160,000	\$160,000
Alameda	Alameda County	Anita Avenue Safe and Accessible Route to School and Transit	75%	\$2,000,000	\$2,000,000
Alameda	ACTC	Alameda County Safe Routes to Schools [Augmented Request]*	71%	\$2,500,000	
Alameda	Dublin	Dublin Safe Routes to School - Safety and Access Improvements	69%	\$2,000,000	
Alameda Initial Target:			\$9,830,600	Total:	\$11,954,000
Contra Costa County					
Contra Costa	CCTA	CTA planning & programming	N/A	N/A	\$242,000
Contra Costa	BART / Lafayette	BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART Bike	82%	\$1,825,000	\$1,825,000
Contra Costa	BART	BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pittsburg/Bay	80%	\$1,510,000	\$1,510,000
Contra Costa	Concord	East Downtown Concord PDA Access & Safe Routes to Transit	75%	\$2,164,000	\$2,164,000
Contra Costa	Richmond	Richmond 13th Street Complete Streets	75%	\$2,821,000	\$2,821,000
Contra Costa	Richmond	San Pablo Ave Complete Streets Phase 2	70%	\$6,000,000	
Contra Costa	Pleasant Hill	Contra Costa Blvd Complete Streets (Harriet Drive to Viking Drive)	67%	\$4,792,000	
Contra Costa	Pinole	Pedestrian and Bicycle Safety Imps. at Appian Way and Marlesta Rd	65%	\$350,000	
Contra Costa	Danville	Diablo Road Trail	53%	\$2,000,000	
Contra Costa Initial Target:			\$7,212,400	Total:	\$8,562,000
Marin County					
Marin	TAM	CTA planning & programming	N/A	N/A	\$141,000
Marin	Marin Transit	Marin County Bus Stop Improvements	82%	\$1,200,000	\$1,200,000
Marin	SMART	SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road	78%	\$1,858,026	\$1,858,000
Marin	TAM	Marin County Street Smarts Bicycle and Pedestrian Safety Program	71%	\$250,000	
Marin	Mill Valley	East Blithedale Pathway to Transit	70%	\$1,000,000	
Marin	Corte Madera	Corte Madera Casa Buena Drive Complete Streets	66%	\$600,000	
Marin	Larkspur	Doherty Drive Multi-Use Pathway at Redwood High School - Phase 2	26%	\$500,000	
Marin Initial Target:			\$1,383,200	Total:	\$3,199,000
Napa County					
Napa	NVTA	CTA planning & programming	N/A	N/A	\$162,000
Napa	NVTA	Napa Valley Safe Routes to School	77%	\$100,000	\$100,000
Napa	MTC	Napa Forward SR 29 Safety and Operational Improvements	70%	\$11,000,000	\$1,000,000
Napa Initial Target:			\$1,037,400	Total:	\$1,262,000
San Francisco County					
San Francisco	SFCTA	CTA planning & programming	N/A	N/A	\$180,000
San Francisco	SFCTA	Downtown San Francisco Congestion Pricing Study	N/A	\$200,000	\$200,000
San Francisco	SFMTA	San Francisco Folsom Streetscape	89%	\$5,000,000	\$5,000,000
San Francisco	SFMTA	Safe Routes to School Non-Infrastructure Program	85%	\$2,100,000	\$2,100,000
San Francisco	BART	Embarcadero Station Platform Elevator Capacity & Redundancy	80%	\$3,144,302	\$3,144,000
San Francisco	SFCTA	Yerba Buena Island (YBI) Westside Bridges Seismic Retrofit	71%	\$8,000,000	
San Francisco Initial Target:			\$6,175,000	Total:	\$10,624,000

Safe Seamless Mobility Quick-Strike Grant Program
Funding Recommendation

Attachment 1

County	Sponsor	Project Title	Project Score	Funds Requested	Funds Recommended
San Mateo County					
San Mateo	C/CAG	CTA planning & programming	N/A	N/A	\$183,000
San Mateo	C/CAG	Planning and Programming of safe and seamless mobility	N/A	\$200,000	\$200,000
San Mateo	South San Francisco	El Camino Real Grand Boulevard Initiative Phase III	73%	\$2,120,000	\$2,120,000
San Mateo	San Bruno	San Bruno Transit Corridor Pedestrian Connection Phase 4	72%	\$385,000	\$385,000
San Mateo	South San Francisco	East of 101 Transit Expansion	72%	\$480,000	\$480,000
San Mateo	San Mateo County	Broadmoor SRTS Pedestrian Safety & Mobility Imps	71%	\$1,418,412	\$1,419,000
San Mateo	Burlingame	Burlingame City-Wide Pedestrian Safe Routes and Mobility Imps	71%	\$200,000	\$200,000
San Mateo	Brisbane	Bayshore Blvd/Van Waters and Rodgers Rd Bus Stop Improvements	70%	\$360,000	
San Mateo	Millbrae	Park Blvd, Santa Teresa Way, San Anselmo Ave Traffic Calming Quick Build	68%	\$347,250	
San Mateo	Burlingame	Carmelita Ave and Paloma Ave Traffic Calming and Bicycle Safe Routes	68%	\$850,000	
San Mateo	San Mateo County	Coleman-Ringwood Pedestrian and Bicycle SRTS Improvements	67%	\$808,562	
San Mateo	Daly City	Southgate Avenue and School Street Safety Improvements	65%	\$350,000	
San Mateo	Millbrae	Millbrae - Citywide Virtual Mobility Detection	63%	\$223,591	
San Mateo	San Bruno	San Bruno Citywide Bicycle Route Network	63%	\$615,000	
San Mateo Initial Target:			\$4,149,600	Total:	\$4,987,000
Santa Clara County					
Santa Clara	VTA	CTA planning & programming	N/A	N/A	\$419,000
Santa Clara	VTA	Evaluating on-demand shuttle strategies for improved transit access	N/A	\$200,000	\$200,000
Santa Clara	VTA	VTA Electronic Locker Upgrade and Replacement	91%	\$1,940,060	\$1,987,000
Santa Clara	San Jose	En Movimiento Quick Build Network for East San Jose	89%	\$1,325,000	\$1,325,000
Santa Clara	San Jose	San Jose Bascom Avenue Protected Bike Lanes & Complete Street	88%	\$690,000	\$690,000
Santa Clara	San Jose	San Jose - Downtown Bikeways	86%	\$4,025,000	\$4,025,000
Santa Clara	San Jose	San Jose Julian Street & McKee Road Vision Zero Complete Streets	82%	\$705,000	\$705,000
Santa Clara	Mountain View	Mountain View Stierlin Road Bicycle and Pedestrian Improvements	76%	\$4,007,000	\$4,007,000
Santa Clara	Sunnyvale	Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	70%	\$1,900,000	\$1,900,000
Santa Clara	Saratoga	Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR	70%	\$1,800,000	\$1,800,000
Santa Clara	Los Gatos	Los Gatos Creek Trail to Highway 9 Trailhead Connector	64%	\$5,097,400	
Santa Clara	Sunnyvale	Sunnyvale Saratoga Class IIB Buffered Bicycle Lanes	62%	\$2,200,000	
Santa Clara	Los Altos	Los Altos St. Joseph Avenue Mobility Connector	41%	\$950,000	
Santa Clara Initial Target:			\$13,338,000	Total:	\$17,058,000
Solano County					
Solano	STA	CTA planning & programming	N/A	N/A	\$110,000
Solano	STA	STA Mobility Planning	N/A	\$200,000	\$200,000
Solano	Vallejo	Bay Trail/Vine Trail Gap Closure Segment	86%	\$1,800,000	\$1,800,000
Solano	Fairfield	Fairfield/Vacaville Hannigan Station Capacity Improvements	83%	\$1,000,000	\$1,000,000
Solano	Fairfield	Fairfield/Vacaville Hannigan Station Capacity Imps [Augmented Request]*	83%	\$900,000	\$900,000
Solano	STA	Solano Safe Routes to School Non-Infrastructure Program	74%	\$600,000	\$600,000
Solano Initial Target:			\$2,717,000	Total:	\$4,610,000
Sonoma County					
Sonoma	SCTA	CTA planning & programming	N/A	N/A	\$135,000
Sonoma	SCTA	Countywide Active Transportation Plan	N/A	\$200,000	\$200,000
Sonoma	SMART	SMART Pathway - Petaluma Payran to Lakeville	83%	\$806,000	\$806,000
Sonoma	Santa Rosa	Santa Rosa Transit Mall Roadbed Rehabilitation	72%	\$868,230	\$868,000
Sonoma	Healdsburg	Healdsburg Bike Share	70%	\$250,000	\$250,000
Sonoma	Rohnert Park	Rohnert Park Pedestrian and Bicycle Safety Improvements	69%	\$522,000	\$522,000
Sonoma	Cotati	Downtown Cotati and Civic Center Connectivity and Safety Improvements	68%	\$1,250,000	\$1,250,000
Sonoma	Sebastopol	SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements	68%	\$476,310	\$476,000
Sonoma	Sonoma County	Mark West Springs Back to School Neighborhood Ped. Safety	53%	\$1,000,000	
Sonoma Initial Target:			\$3,556,800	Total:	\$4,507,000

*Augmented funding request submitted by CTA. Listed separately from the original funding request for the project.

County and Local Projects Total \$66,763,000

Color Key:

Funding Recommendation

Regional and Corridor Projects

County	Sponsor	Project Title	Focus Area	Funds Recommended
Regional and Corridor Projects (Co-Nominations)				
Alameda	MTC/ACTC	Bay Bridge Forward: I-580 WB HOV Lane Extension	Bay Area Forward; Transit Priority	\$7,000,000
Contra Costa	San Pablo	Giant Road Cycletrack Quick-Build	Quick-Build	\$700,000
Napa	MTC	Napa Valley Forward: SR 29/Rutherford and Oakville Roundabouts	Bay Area Forward	\$6,000,000
San Mateo	Redwood City	Roosevelt Avenue Quick-Build	Quick-Build	\$755,000
Alameda	MTC/Oakland	Fruitvale Quick-Build	Quick-Build	
Contra Costa	BATA	Richmond San Rafael Forward: I-580 WB ORT/HOV Lane	Bay Area Forward	
			Total:	\$14,455,000
Regional Planning and Programming				
Regional	MTC	FasTrak START Pilot Evaluation Study	Equitable Mobility	\$900,000
Santa Clara	VTA	Diridon Station Planning and Studies	PDA Planning & Implementation	\$1,000,000
			Total:	\$1,900,000
Blue-Ribbon Implementation Projects				
Regional	MTC	Blue-Ribbon Implementation Projects - TBD	TBD	\$5,941,538
			Total:	\$5,941,538

Regional and Corridor Projects Total: \$22,296,538

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
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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
06/23/21-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.

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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

ABSTRACT

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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

ABSTRACT

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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

ABSTRACT

MTC Resolution No. 4202, Revised

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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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MTC Resolution No. 4202, Revised

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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.

On June 23, 2021, Attachment B-1 was revised to program \$83,118,000 to various local and regional projects within the Regional Safe and Seamless Mobility Quick-Strike program; and program \$1,000,000 in project savings from previous fund cycles to VTA's Diridon Station Planning and Studies project as part of the Regional Strategic Initiatives 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

ABSTRACT

MTC Resolution No. 4202, Revised

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the Planning Committee dated May 14, 2021; and the Programming and Allocations committee dated June 9, 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

Attachment B-1**MTC Resolution No. 4202****OBAG 2 Regional Programs****FY 2017-18 through FY 2021-22****June 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 06-23-21-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$646,914,885	\$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			
Pavement Management Program	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$250,000	
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			
Berkeley: San Pablo Avenue PDA Plan	MTC	\$750,000	
Oakland: MacArthur Transit Village PDA; North Oakland/Golden Gate PDA Plan	MTC	\$800,000	
Oakland: Eastmont Town Center/International Blvd; Fruitvale & Dimond; MacArthur Blvd Corridor; San Antonio	MTC	\$800,000	
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	
Richmond: Hilltop PDA Plan	MTC	\$750,000	
San Pablo: Rumrill Blvd PDA Plan	MTC	\$250,000	
Marin County: Urbanized Corridor/Marin City PDA Plan	MTC	\$300,000	
San Rafael: Downtown Precise Plan	MTC	\$500,000	
San Francisco: HUB Area EIR	MTC	\$500,000	
San Francisco: Transit Corridors Study	MTC	\$500,000	
Burlingame: Broadway Planning Area PDA Plan	MTC	\$400,000	
South San Francisco: Downtown Station Area PDA Plan	MTC	\$500,000	
Cupertino: VTA Cores and Corridors PDA Plan	MTC	\$400,000	
Milpitas: Midtown PDA Plan	MTC	\$500,000	
Palo Alto: University Ave/Downtown PDA Plan	MTC	\$800,000	
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	
Santa Clara: Downtown PDA Plan	MTC	\$400,000	
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			
Marin/Sonoma VMT Implementation Group	MTC	\$170,000	
Napa/Solano VMT Implementation Group	MTC	\$170,000	
Various Jurisdictions: VMT Implementation Group	MTC	\$140,000	
Emeryville: Developing the Highest and Best Use of the Public Curb	MTC	\$65,000	
Hayward: Micro Mobility/Safety Program	MTC	\$75,000	
Oakland: General Plan Framework - PDA Community Engagement Program	MTC	\$65,000	
San Leandro: BayFair TOD Infrastructure Design/Finance	MTC	\$150,000	
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	
San Mateo: TDM Ordinance	MTC	\$150,000	
Santa Rosa/Sonoma County: Renewal Enterprise District	MTC	\$150,000	
San Jose: Urban Villages District Parking & Rezoning	MTC	\$120,000	
BART AB2923 Implementation	BART	\$1,000,000	
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
June 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 06-23-21-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$646,914,885	\$99,975,260
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			
Active Operational Management			
AOM Implementation	MTC	\$23,737,000	
Bay Area 511 Traveler Information			
511 Next Gen	MTC	\$26,148,000	
511 Implementation	MTC	\$7,450,000	
Rideshare			
Rideshare Implementation	MTC	\$720,000	
Carpool Program	MTC	\$7,280,000	
Vanpool Program	MTC	\$2,000,000	
Commuter Benefits Implementation	MTC	\$674,000	
Commuter Benefits Program	MTC	\$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	MTC/NVTA		\$1,100,000
Bay Bridge Forward			
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	AC Transit	\$800,000	
Eastbay Commuter Parking	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	\$2,000,000	
Dumbarton Forward			
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	\$4,375,000	
Richmond-San Rafael Bridge Forward			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC		\$1,160,000
Freeway Performance Program			
Freeway Performance Program	MTC	\$14,240,000	
FPP: I-880 (I-80 to I-280)	MTC	\$3,000,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only	MTC	\$625,000	
FPP: I-80 (Carquinez Bridge to Fremont St., SF) PL only	MTC	\$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	MTC	\$10,000,000	
FPP: I-80 Central Ave Interchange Improvements	Richmond	\$2,000,000	
FPP: SR 37 (US 101 to I-80) PL only	MTC	\$1,000,000	
FPP: Napa Valley Forward Traffic Calming & Multimodal Imps.	MTC	\$1,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	MTC	\$3,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	SCTA	\$1,000,000	
Program for Arterial System Synchronization (PASS)	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)			
IDEA Technical Assistance	MTC	\$1,532,000	
IDEA Category 1			
AC Transit: Dumbarton Express Route (SR84)	MTC	\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	MTC	\$276,000	
Hayward: Various Locations	MTC	\$302,000	
Oakland: Bancroft Ave	MTC	\$310,000	
Pleasanton: Various Locations	MTC	\$290,000	
Union City: Union City Blvd & Decoto Rd	MTC	\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	MTC	\$563,000	
San Rafael: Downtown San Rafael	MTC	\$830,000	
South San Francisco: Various Locations	MTC	\$532,000	
San Jose: Citywide	MTC	\$1,400,000	

Attachment B-1

MTC Resolution No. 4202

OBAG 2 Regional Programs

FY 2017-18 through FY 2021-22

June 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
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 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 06-23-21-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$646,914,885	\$99,975,260
IDEA Category 2			
LAVTA/Dublin: Citywide	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	MTC	\$785,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$30,000
Walnut Creek: Various locations (Fund Exchange)	MTC		\$621,000
Los Gatos: Los Gatos Blvd	MTC	\$700,000	
VTA: Veterans Admin. Palo Alto Medical Center	VTA	\$845,000	
Connected Vehicles/Automated Vehicles (CV/AV)	MTC	\$2,500,000	
Shared Use Mobility	MTC	\$2,500,000	
Connected Bay Area			
TMS Implementation	MTC	\$2,910,000	
TMC Asset Upgrade and Replacement	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	MTC	\$11,940,000	
InterConnect Bay Area Program	MTC	\$3,000,000	
Incident Management			
Incident Management Implementation	MTC	\$4,160,000	
I-880 ICM Northern	MTC	\$6,200,000	
I-880 ICM Central	MTC	\$2,640,000	
Unprogrammed Balance	TBD	\$380,000	
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)			
Regional Peninsula, Southern and Eastern Counties PCA Grant Program			
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	MTC/GreenInfo Network		\$30,000
PCA Grant Implementation	MTC/Coastal Conservancy		\$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County		\$321,000
Albany: Albany Hill Access Improvements	Albany		\$251,000
Livermore: Arroyo Road Trail	Livermore		\$400,000
WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	WOEIP/Urban Biofilter		\$300,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	EBRPD		\$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	John Muir Land Trust		\$950,000
SFCTA: Yerba Buena Island Multi-Use Pathway (PE/ENV)	SFCTA	\$1,000,000	
San Francisco: McLaren Park and Neighborhood Connections Plan	SF Recreation and Parks		\$194,000
San Francisco/Coastal Conservancy: Twin Peaks Trail Improvement	SF Rec and Park/Conservancy		\$74,000
GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	National Parks Service		\$200,000
SMCHD: Pillar Point Public Access Improvements	San Mateo Co. Harbor District		\$298,000
Menlo Park: Bedwell Bayfront Park Entrance Improvements	Menlo Park		\$520,000
San Mateo Co.: Colma Creek Adaptation Study (Colma Creek Connector)	San Mateo Co.		\$110,000
San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	San Mateo Co.		\$137,900
South San Francisco: Sign Hill Conservation and Trail Master Plan	South San Francisco		\$135,100
Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient Imps.	Point Blue Conservation Science		\$379,000
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Point Blue Conservation Science		\$400,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara Valley Open Space Auth.		\$1,000,000
North Bay PCA Grant Program			
Marin Co: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Paradise Dr MUP)	Marin County	\$312,000	
Marin Co: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehab	Marin County	\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps.)	Novato	\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)	Novato	\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	NPS	\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	NVTA	\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County	\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County	\$770,000	
7. PRIORITY CONSERVATION AREA (PCA)	TOTAL:	\$9,200,000	\$7,200,000

Attachment B-1

MTC Resolution No. 4202

OBAG 2 Regional Programs

FY 2017-18 through FY 2021-22

June 2021

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Adopted: 11/18/15-C

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 02/24/21-C 04/28/21-C 05/26/21-C 06-23-21-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$646,914,885	\$99,975,260
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
County & Local			
Alameda			
<u>CTA planning & programming (for Youth and Adult Bicycle Promotion & Education)</u>	<u>ACTC</u>	<u>\$160,000</u>	
<u>Alameda County Safe Routes to Schools</u>	<u>ACTC</u>	<u>\$1,500,000</u>	
<u>CTA planning & programming</u>	<u>ACTC</u>	<u>\$354,000</u>	
<u>AC Transit Tempo Quick Build Transit Lane Delineation</u>	<u>AC Transit</u>	<u>\$300,000</u>	
<u>AC Transit Quick Builds Transit Lanes</u>	<u>AC Transit</u>	<u>\$954,000</u>	
<u>Anita Avenue Safe and Accessible Route to School and Transit</u>	<u>Alameda County</u>	<u>\$2,000,000</u>	
<u>BART Fare Collection Equipment (for Oakland East Bay Greenway Segment II)</u>	<u>BART/Oakland</u>		<u>\$1,000,000</u>
<u>Fremont Boulevard/Walnut Avenue Protected Intersection</u>	<u>Fremont</u>	<u>\$1,271,000</u>	
<u>Fremont Boulevard/Grimmer Boulevard Protected Intersection</u>	<u>Fremont</u>	<u>\$1,415,000</u>	
<u>LAVTA Passenger Facilities Enhancements</u>	<u>LAVTA</u>		<u>\$2,000,000</u>
<u>Oakland 14th Street Complete Streets</u>	<u>Oakland</u>		<u>\$1,000,000</u>
Contra Costa			
<u>CTA planning & programming</u>	<u>CCTA</u>	<u>\$242,000</u>	
<u>BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART Bike Station P)</u>	<u>BART / Lafayette</u>		<u>\$1,825,000</u>
<u>BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pittsburg/Bay Point)</u>	<u>BART</u>		<u>\$1,510,000</u>
<u>East Downtown Concord PDA Access & Safe Routes to Transit</u>	<u>Concord</u>	<u>\$2,164,000</u>	
<u>Richmond 13th Street Complete Streets</u>	<u>Richmond</u>		<u>\$2,821,000</u>
Marin			
<u>CTA planning & programming</u>	<u>TAM</u>	<u>\$141,000</u>	
<u>Marin County Bus Stop Improvements</u>	<u>Marin Transit</u>	<u>\$1,200,000</u>	
<u>SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road</u>	<u>SMART</u>	<u>\$1,858,000</u>	
Napa			
<u>CTA planning & programming</u>	<u>NVTA</u>	<u>\$162,000</u>	
<u>Napa Valley Safe Routes to School</u>	<u>NVTA</u>	<u>\$100,000</u>	
<u>Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts</u>	<u>MTC</u>	<u>\$1,000,000</u>	
San Francisco			
<u>CTA planning & programming</u>	<u>SFCTA</u>	<u>\$180,000</u>	
<u>Downtown San Francisco Congestion Pricing Study</u>	<u>SFCTA</u>	<u>\$200,000</u>	
<u>Embarcadero Station Platform Elevator Capacity & Redundancy</u>	<u>BART</u>	<u>\$3,144,000</u>	
<u>San Francisco Folsom Streetscape</u>	<u>SFMTA</u>		<u>\$5,000,000</u>
<u>Safe Routes to School Non-Infrastructure Program</u>	<u>SFMTA</u>	<u>\$2,100,000</u>	
San Mateo			
<u>CTA planning & programming</u>	<u>C/CAG</u>	<u>\$183,000</u>	
<u>Planning and Programming of safe and seamless mobility</u>	<u>C/CAG</u>	<u>\$200,000</u>	
<u>Burlingame City-Wide Pedestrian Safe Routes and Mobility Imps</u>	<u>Burlingame</u>	<u>\$200,000</u>	
<u>San Bruno Transit Corridor Pedestrian Connection Phase 4</u>	<u>San Bruno</u>	<u>\$385,000</u>	
<u>Broadmoor SRTS Pedestrian Safety & Mobility Imps</u>	<u>San Mateo County</u>	<u>\$1,419,000</u>	
<u>El Camino Real Grand Boulevard Initiative Phase III</u>	<u>South San Francisco</u>	<u>\$2,120,000</u>	
<u>East of 101 Transit Expansion Project</u>	<u>South San Francisco</u>	<u>\$49,924</u>	<u>\$430,076</u>
Santa Clara			
<u>CTA planning & programming</u>	<u>VTA</u>	<u>\$419,000</u>	
<u>Evaluating on-demand shuttle strategies for improved transit access</u>	<u>VTA</u>	<u>\$200,000</u>	
<u>VTA Electronic Locker Upgrade and Replacement</u>	<u>VTA</u>	<u>\$1,987,000</u>	
<u>Mountain View Stierlin Road Bicycle and Pedestrian Improvements</u>	<u>Mountain View</u>	<u>\$2,521,000</u>	<u>\$1,486,000</u>
<u>San Jose Julian Street & McKee Road Vision Zero Complete Streets</u>	<u>San Jose</u>		<u>\$705,000</u>
<u>San Jose Bascom Avenue Protected Bike Lanes & Complete Street</u>	<u>San Jose</u>		<u>\$690,000</u>
<u>En Movimiento Quick Build Network for East San Jose</u>	<u>San Jose</u>		<u>\$1,325,000</u>
<u>San Jose - Downtown Bikeways</u>	<u>San Jose</u>		<u>\$4,025,000</u>
<u>Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR</u>	<u>Saratoga</u>	<u>\$1,800,000</u>	

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OBAG 2 Regional Programs

FY 2017-18 through FY 2021-22

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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$646,914,885	\$99,975,260
<u>Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements</u>	<u>Sunnyvale</u>		<u>\$1,900,000</u>
Solano			
<u>CTA planning & programming</u>	<u>STA</u>	<u>\$110,000</u>	
<u>STA Mobility Planning</u>	<u>STA</u>	<u>\$200,000</u>	
<u>Solano Safe Routes to School Non-Infrastructure Program</u>	<u>STA</u>	<u>\$600,000</u>	
<u>Fairfield/Vacaville Hannigan Station Capacity Improvements</u>	<u>Fairfield</u>	<u>\$1,900,000</u>	
<u>Vallejo Bay Trail/Vine Trail Gap Closure Segment</u>	<u>Vallejo</u>	<u>\$1,800,000</u>	
Sonoma			
<u>CTA planning & programming</u>	<u>SCTA</u>	<u>\$135,000</u>	
<u>Countywide Active Transportation Plan</u>	<u>SCTA</u>	<u>\$200,000</u>	
<u>Cotati Downtown- Civic Center Connectivity and Safety Improvements</u>	<u>Cotati</u>	<u>\$242,000</u>	<u>\$1,008,000</u>
<u>Healdsburg Bike Share</u>	<u>Healdsburg</u>	<u>\$250,000</u>	
<u>Rohnert Park Pedestrian and Bicycle Safety Improvements</u>	<u>Rohnert Park</u>	<u>\$522,000</u>	
<u>Santa Rosa Transit Mall Roadbed Rehabilitation</u>	<u>Santa Rosa</u>		<u>\$868,000</u>
<u>Sebastopol SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements</u>	<u>Sebastopol</u>	<u>\$476,000</u>	
<u>SMART Pathway - Petaluma Payran to Lakeville</u>	<u>SMART</u>	<u>\$806,000</u>	
Regional & Corridor			
Regional Planning			
<u>FasTrak START Pilot Evaluation Study</u>	<u>MTC</u>	<u>\$900,000</u>	
<u>Diridon Station Planning & Studies</u>	<u>VTA</u>	<u>\$1,000,000</u>	
Regional and Corridor			
<u>Bay Bridge Forward: I-580 WB HOV Lane Extension</u>	<u>MTC/ACTC</u>		<u>\$7,000,000</u>
<u>San Pablo Giant Road Cycletrack Quick-Build</u>	<u>San Pablo</u>	<u>\$700,000</u>	
<u>Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts</u>	<u>MTC</u>	<u>\$6,000,000</u>	
<u>Redwood City Roosevelt Avenue Quick-Build</u>	<u>Redwood City</u>	<u>\$755,000</u>	
Transit Recovery Blue Ribbon Task Force			
TBD	TBD	\$5,941,538	
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE	TOTAL:	\$54,466,462	\$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	<u>\$63,464,510</u>	<u>\$36,376,000</u>
<u>Diridon Station Planning & Studies</u>	<u>VTA</u>	<u>\$1,000,000</u>	
10. REGIONAL STRATEGIC INVESTMENTS (RSI)	TOTAL:	\$158,982,755	\$13,942,852
OBAG 2 REGIONAL PROGRAMS	TOTAL:	\$646,914,885	\$99,975,260

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May 17, 2021

Therese McMillan, Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St. San Francisco, California 94105

RE: Safe & Seamless Mobility Quick Strike Program – Support & Partnership for the SMART Pathway McInnis to Smith Ranch Road Project in San Rafael

Dear Ms. McMillan:

The City of San Rafael would like to express support for this SMART Pathway project and is pleased to partner with SMART on the submittal of the Safe & Seamless Mobility Quick Strike Program request for \$1,858,026 in funds to complete the project. SMART will be the implementing agency and provide up to \$535,000 in local matching funds.

This San Francisco Bay Trail/SMART Pathway project will link the McInnis Regional Park and Smith Ranch Road area to the SMART Marin Civic Center Station and the Marin Civic Center and its services. At the SMART Marin Civic Center Station there are connections to additional SMART Pathway segments and the City's bicycle network to our Terra Linda and Central San Rafael neighborhoods. This pathway segment is a critical gap closure for the San Francisco Bay Trail and would provide a direct, non-motorized connection to McInnis Regional Park, a Healthy Parks Healthy People participating location.

Marin County's McInnis Regional Park is a 450-acre park with multi-use sports and outdoor activity facilities, including a skate park, batting cages, softball/soccer fields, tennis courts, a group picnic area and nature trails. Currently pedestrians and bicyclists would have to travel nearly 3-miles along a hilly, high traffic volume/speed route that passes two un-metered Highway 101 ramps to reach McInnis park from the SMART Station. This project would continue from the existing Bay Trail on McInnis Parkway and construct a level, paved bicycle/pedestrian facility along .85 miles of the SMART railroad right-of-way, with two crossings over Las Gallinas Creek.

We encourage you to fully fund construction of this project as it will provide needed bicycle/pedestrian connectivity between a regional rail station and regionally significant outdoor recreational facilities, the SF Bay Trail and Marin County's McInnis Regional Park. More access to nature is needed now as communities and families continue to manage their health and lives during the COVID pandemic.

Sincerely,

Kate Colin,
Mayor