Attachment A – OBAG, CRP, and MTC Exchange Proposed Programming Details

OBAG 3 Multimodal Operations

Shortly after OBAG 3 program adoption in January 2022, the Commission set aside Regional Multimodal Systems, Operations, and Performance funds for various project categories, including:

- $23 million for Forwards Programs (of which $1.2 million has been programmed to specific projects to date),
- $13 million for Transit Priority Highway projects,
- $6 million for Optimized Freeway Corridor Operations, and
- $4 million for Adaptive Ramp Metering (later increased to $6 million total, of which $4 million has been programmed to specific projects to date).

Following direction from the BATA Oversight Committee in February 2020, MTC partnered with the Alameda County Transportation Commission (ACTC) and the Contra Costa Transportation Authority (CCTA) to conduct a Design Alternatives Assessment (DAA) for the I-80 corridor in their respective counties. This DAA was completed in 2023 and recommended several strategies to improve express bus and high-occupancy vehicle (HOV) travel time and reliability along the corridor. MTC staff subsequently completed additional feasibility analyses and advanced project development for recommended I-80 DAA strategies and technology-based solutions.

This month, staff recommend programming remaining OBAG 3 Forwards Program and Transit Priority Highway balances to MTC for the following projects, consistent with the 2023 I-80 DAA recommendations and BATA Oversight direction:

- $8.9 million for I-80 HOV Lane Access Restrictions (consisting of $4.6 million in Transit Priority Highways balances and $3.6 million in Forwards Program balances),
- $6.3 million for I-80 Localized Transit Priority/HOV Strategies,
- $5.4 million for Smart Transbay Transit,
- $3.6 million for I-580 Westbound to I-80 Eastbound Connector Bus Lane,
- $3.6 million for I-80 Eastbound HOV Connector Bus on Shoulder,
- $3.1 million for I-80, Bay Bridge, & Carquinez Bridge HOV Hours of Operation, and
- $4 million for Bay Bridge Forward Preliminary Engineering to support preliminary engineering work for the above projects and MTC projects to improve express bus/HOV travel on the corridor.

Adaptive Ramp Metering (ARM) and Optimized Corridor Operations are two strategies that MTC and partner agencies use to improve safety, reduce travel times, encourage mode shift along congested freeway corridors in the region. ARM refers to an integrated system of ramp meters and traffic sensors along a freeway corridor that dynamically mitigate real-time congestion by managing the flow of traffic onto the freeway. Optimized Corridor Operations projects build on previous ARM investments, integrating express lanes data and other Intelligent Transportation System (ITS) elements into a single cohesive system.

This month, staff recommend programming OBAG 3 Optimized Corridor Operations and ARM funds to MTC for the following projects:

- $3 million for US 101 Optimized Corridor Operations in Santa Clara and San Mateo Counties. This corridor was selected due recurring peak-period congestion, the near-term completion of ARM (expected by the end of 2025), and existing express lanes infrastructure.
- $2 million for ARM on I-680 in Contra Costa County. This corridor was selected due to existing peak-period congestion, ramp readiness for ARM activation, and previous ARM implementation along portions of the corridor.

Staff will return to the Commission in the coming months to recommend programming for the remaining $3 million OBAG 3 Optimized Corridor Operations balance.

OBAG 3 County Program

This month, staff recommend reprogramming $15.9 million within the Alameda County Program from the Alameda County Transportation Commission's (ACTC's) San Pablo Avenue Bus and Bike Lanes project to ACTC's East Bay Greenway project as part of a local fund exchange and to ensure timely delivery of OBAG 3 funds. ACTC requested this change and is committed to completing the former project using local funds.

OBAG 2 Housing Incentive Pool (HIP)

In December 2023, the Commission awarded $71 million in Housing Incentive Pool (HIP) funds to 15 jurisdictions that produced or preserved the greatest number of eligible affordable housing units over the previous five years. HIP capacity consists of $52.7 million OBAG 2 funds and $18.3 million in San Francisco County transportation sales tax funds incorporated into San Francisco's overall HIP award as part of a swap for Regional Transportation Improvement Program (RTIP) funds. As part of this action, the Commission approved eligibility and programming guidelines for HIP funds, including a rolling call for letters of interest from awarded jurisdictions through 2024.

To date, the Commission has awarded $66.7 million in HIP projects to all 15 jurisdictions, including the full $52.7 million in federal STP/CMAQ funds. Consistent with the HIP letter of interest from the City of San Francisco, the Commission delayed project selection for the remaining $14.3 million in local San Francisco HIP funds, pending the outcome of other competitive grant applications by the San Francisco Municipal Transportation Agency (SFMTA).

SFMTA staff recently submitted application materials for the City's remaining local HIP award, which MTC staff evaluated for consistency with HIP programming guidelines, priorities, and applicable requirements. Based on this assessment, staff recommend incorporating the following SFMTA projects into the HIP program, using the remaining $14.3 million local share of San Francisco's HIP award:

- $6.5 million for N-Judah Transit Priority,
- $4.4 million for New Flyer Bus Midlife Overhaul Phase II,
- $2.4 million for 29 Sunset Muni Forward, and
- $1 million for Howard Streetscape.

In addition, staff recommend reprogramming $2.3 million in federal San Francisco HIP funds from the San Francisco County Transportation Authority's (SFCTA's) West Side Bridges Seismic Retrofit project to SFCTA's Bay Skyway: Yerba Buena Island Multi-Use Path project. The Commission initially awarded OBAG 3 County funds to the former project for scope elements in support of the latter, and the proposed revision supports the sponsor's latest delivery plans for the two interrelated projects.

Finally, following an updated request from the City of San Leandro, staff recommend reprogramming the City's $1.9 million HIP award from the MacArthur Superior Roundabout project to the Lewelling Boulevard Call IV Bikeways project for facilitate timely delivery. As part of this action, staff recommend changing the fund source from OBAG 2 STP/CMAQ to CRP, consistent with the fund swap described in the memo.

OBAG 3 Bikeshare and Transportation Demand Management

In February 2023, the Commission set aside $20 million in OBAG 3 Climate, Conservation, and Resilience funding for regional bikeshare. In July 2024, the Commission programmed $560,000 of these funds to MTC for bikeshare station electrification to introduce e-bike charging at eight docking stations. These upgrades will improve e-bike availability and reduce bikeshare operations expenses at selected stations and serve as a template for broader implementation. Staff are currently in the process of identifying initial station locations based on e-bike usage and site feasibility.

This month, staff recommend changing the fund source for the $560,000 in bikeshare station electrification funds from federal STP/CMAQ to non-federal MTC exchange. This will significantly reduce the project implementation schedule and keep per-station costs within budget by eliminating additional procedural requirements associated with federal funds.

In addition, this month staff recommend programming $750,000 in OBAG 3 Regional Transportation Demand Management (TDM) balances to MTC for the following projects:

- $500,000 for a Regional Bikeshare Procurement Strategy, to inform and support the next procurement for the Bay Wheels regional bikeshare program. Strategy work is expected to include financial and partnership model analyses, stakeholder engagement, and procurement processes.
- $250,000 for a Regional TDM Strategy, helping MTC develop goals and actions to ensure that Bay Area TDM programs are supporting regional mobility, climate, and safety goals in ways that are meaningful and appropriate for communities across the region. Staff expect to use findings from this strategy to inform future MTC TDM partnerships, programs, and investments.

Staff will return to the Commission in the coming months to recommend programming for the remaining $3.3 million OBAG 3 Regional TDM balance.