

Diane Burgis, Chair
Contra Costa County
Board of Supervisors

Holland White, Vice-Chair
Pittsburg
City Council

Joel Bryant
Brentwood
City Council

Aaron Meadows
Oakley
City Council

Lamar Thorpe
Antioch
City Council

Kerry Motts
Antioch
Planning Commission

Anita Roberts
Brentwood
Planning Commission

Anissa Williams
Oakley
City Council

Sarah Foster
Pittsburg
Planning Commission

Bob Mankin
Contra Costa
Planning Commission

Staff Contact:
Robert Sarmiento
TRANSPLAN
30 Muir Road
Martinez CA 94553
Phone
(925) 655-2918
Email
Robert.sarmiento@dcd.cccounty.us
Website
www.transplan.us

TRANSPLAN Committee Meeting

Thursday, March 10, 2022 – 6:30 PM

To slow the spread of COVID-19, the Contra Costa County Health Officer's most recent order of March 31, 2020, continues to prevent public gatherings. In lieu of a public gathering, the TRANSPLAN meeting will be accessible via Zoom Meeting to all members of the public, as permitted by the Governor's Executive Order 29-20. Members of the public may participate in the meeting online, or by telephone. To participate in the meeting please use the information.

Join Zoom Meeting:

<https://cccounty-us.zoom.us/j/84260411279>

Meeting ID: 842 6041 1279

Or Telephone:

Dial:

USA 214 765 0478 US Toll

USA 888 278 0254 US Toll-free

Conference code: 198675

In lieu of making public comments at the meeting, members of the public also may submit public comments before or during the meeting by emailing comments to Robert Sarmiento at Robert.Sarmiento@dcd.cccounty.us or at (925) 655-2918.

All comments submitted by email to the above email address before the conclusion of the meeting will be included in the record of the meeting. When feasible, the Board Chair, or designated staff, also will read the comments into the record at the meeting, subject to a two-minute time limit per comment.

The TRANSPLAN Chair may reduce the amount of time allotted to read comments at the beginning of each item or public comment period depending on the number of comments and the business of the day. Your patience is appreciated. A break may be called at the discretion of the Board Chair.

We will provide reasonable accommodations for persons with disabilities to participate in TRANSPLAN meetings if they contact staff at least 48 hours before the meeting. Please contact Robert Sarmiento at robert.sarmiento@dcd.cccounty.us.

AGENDA

Items may be taken out of order based on the business of the day and preferences of the Committee.

1. OPEN the meeting.

2. ADOPT a resolution authorizing TRANSPLAN to conduct teleconference meetings under Government Code section 54953(e) and make related findings (Assembly Bill 361-Open meetings: state and local agencies: teleconferences) ♦ Page 3

3. ACCEPT public comment on items not listed on agenda.

Consent Items (see attachments where noted [♦])

4. ADOPT minutes from 12/9/21 TRANSPLAN Meeting. ♦ Page 8

5. ACCEPT miscellaneous communication:

- Letter from the Contra Costa Transportation Authority (CCTA) to the City of Concord regarding transportation impacts related to the redevelopment of the Concord Naval Weapons Station.
- Letter from CCTA Re: January 19 Board Meeting
- February 7, 2022 SWAT Committee Meeting Summary Report
- February 10, 2022 Status Letter for TRANSPAC Board Meeting
- Letter from CCTA Re: February 16 Board Meeting ♦ Page 13

♦ = An attachment has been included for this agenda item.

G:\Transportation\Committees\TRANSPLAN\TPLAN_Year\2021-22\Meetings\Committee\3 - March 2022\TRANSPLAN-Cmtee-March-2022.doc

Action/Discussion Items (see attachments where noted [♦])

6. RECEIVE an update on the East County Action Plan Update from CCTA staff and the consultant. The update will include a brief presentation of the project, its relation to local planning efforts, Routes of Regional Significance, public outreach, and next steps. ♦ Page 24

7. RECEIVE an update on One Bay Area Grant, Cycle 3. CCTA Staff will provide an overview of the proposed framework for One Bay Area Grant, Cycle 3 (“OBAG 3”) and requests feedback/input from the TRANSPLAN Committee. ♦ Page 37

8. ADJOURN to next meeting on Thursday, April 14, 2022, at 6:30 p.m. or other date/time as deemed appropriate by the Committee.

ITEM 2

**CONSIDER ADOPTING A RESOLUTION AUTHORIZING TRANSPLAN TO
CONDUCT TELECONFERENCE MEETINGS UNDER GOVERNMENT
CODE SECTION 54953(E) AND MAKE RELATED FINDINGS (ASSEMBLY
BILL 361-OPEN MEETINGS: STATE AND LOCAL AGENCIES:
TELECONFERENCES).**

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
30 Muir Road, Martinez, CA 94553

TO: TRANSPLAN Committee
FROM: Robert Sarmiento, TRANSPLAN Staff
DATE: March 10, 2022
SUBJECT: TRANSPLAN Committee Teleconference Meetings

Recommendation

ADOPT Resolution 22-01 authorizing TRANSPLAN to hold teleconference meetings under Government Code Section 54953(e) (Assembly Bill 361).

Background

When the COVID-19 pandemic began, Governor Newsom issued an executive order that allowed local agencies to meet remotely without complying with the strict teleconferencing requirements of the Brown Act. Executive Order N-29-20 suspended the Brown Act's non-emergency teleconferencing rules, including the requirements that each teleconference location must be physically accessible to the public and that the public must be given an opportunity to comment at each teleconference location. Since March 2020, TRANSPLAN has been meeting virtually, as authorized by Executive Order N-29-20 and subsequent orders. This authority expired September 30, 2021.

Assembly Bill 361 amended the teleconferencing provisions of the Brown Act, Government Code section 54953. Effective October 1, 2021, subsection (e) of Government Code section 54953 authorizes a local agency to use special teleconferencing rules when the legislative body of the local agency holds a meeting during a state of emergency declared by the state, and either (a) state or local officials have imposed or recommended measures to promote social distancing, or (b) the legislative body is meeting to determine, or has determined, that meeting in person would present imminent risks to the health or safety of meeting attendees.

The following rules apply to teleconferencing meetings held under Government Code section 54953(e):

- The agency must provide notice of the meeting and post an agenda as required by the Brown Act, but the agenda does not need to list each teleconference location or be physically posted at each teleconference location.
- The agenda must state how members of the public can access the meeting and provide public comment.
- The agenda must include an option for all persons to attend via a call-in or internet-based service option.
- The legislative body must conduct the meeting in a manner that protects the constitutional and statutory rights of the public.

- If there is a disruption in the public broadcast of the call-in or internet-based meeting service, the legislative body must stop and take no further action on agenda items until public access is restored.
- The agency may not require public comments to be submitted in advance of the meeting and must allow virtual comments to be submitted in real time.
- The legislative body must allow a reasonable amount of time per agenda item to permit members of the public to comment, including time to register or otherwise be recognized for the purposes of comment.
- If the legislative body provides a timed period for all public comment on an item, it may not close that period before the time has elapsed.
- The legislative body must reconsider the circumstances of the state of emergency and the findings in support of emergency teleconference meetings every 30 days or every time it meets.
- AB 361 sunsets on January 1, 2024.

A resolution authorizing teleconferencing under Government Code section 54953(e) is attached. It would determine that the state has declared a state of emergency related to COVID-19 and find that social distancing recommendations are in place and that there is an imminent risk of harm to the public, staff, and officials if live meetings are conducted. If adopted, the resolution would authorize TRANSPLAN to hold teleconference meetings consistent with the above rules.

If TRANSPLAN wishes to continue teleconferencing under Government Code section 54953(e), every 30 days after adopting the resolution or every time it meets, TRANSPLAN must reconsider the circumstances of the state of emergency and that one of the following circumstances exists: the emergency continues to directly impact the ability of members to safely meet in person, or state or local officials continue to impose or recommend measures to promote social distancing. If the state-declared emergency no longer exists, or if TRANSPLAN does not make these findings by majority vote, then TRANSPLAN will no longer be exempt from the Brown Act's non-emergency teleconferencing rules.

att: Draft Resolution 22-01
cc: TRANSPLAN TAC

RESOLUTION NO. 22-01

A RESOLUTION OF THE TRANSPLAN COMMITTEE AUTHORIZING TELECONFERENCE MEETINGS UNDER GOVERNMENT CODE SECTION 54953(e) (ASSEMBLY BILL 361)

Recitals

- A. On March 4, 2020, Governor Gavin Newsom proclaimed the existence of a state of emergency in California under the California Emergency Services Act, Gov. Code § 8550 et seq.
- B. On March 10, 2020, the Contra Costa County Board of Supervisors found that due to the introduction of COVID-19 in the County, conditions of disaster or extreme peril to the safety of persons and property had arisen, commencing on March 3, 2020. Based on these conditions, pursuant to Government Code section 8630, the Board of Supervisors adopted Resolution No. 2020/92, proclaiming the existence of a local emergency throughout the County.
- C. On March 17, 2020, Governor Newsom issued Executive Order N-29-20, which suspended the teleconferencing rules set forth in the California Open Meeting law, Government Code section 54950 et seq. (the Brown Act), provided certain requirements were met and followed.
- D. On June 11, 2021, Governor Newsom issued Executive Order N-08-21, which clarified the suspension of the teleconferencing rules set forth in the Brown Act and further provided that those provisions would remain suspended through September 30, 2021.
- E. On September 16, 2021, Governor Newsom signed Assembly Bill 361, which provides that under Government Code section 54953(e), a legislative body subject to the Brown Act may continue to meet using teleconferencing without complying with the non-emergency teleconferencing rules in Government Code section 54953(b)(3) if a proclaimed state of emergency exists and state or local officials have imposed or recommended measures to promote social distancing.
- F. On September 20, 2021, the Contra Costa County Health Officer issued recommendations for safely holding public meetings that include recommended measures to promote social distancing.
- G. Among the Health Officer's recommendations: (1) on-line meetings (teleconferencing meetings) are strongly recommended as those meetings present the lowest risk of transmission of SARS-CoV-2, the virus that causes COVID-19; (2) if a local agency determines to hold in-person meetings, offering the public the opportunity to attend via a call-in option or an internet-based service option is recommended when possible to give those at higher risk of an/or higher concern about COVID-19 an alternative to participating in person; (3) a written safety protocol should be developed and followed, and it is recommended that the protocol require social distancing – i.e., six feet of separation between attendees – and face masking of all attendees; (4) seating

arrangements should allow for staff and members of the public to easily maintain at least six-foot distance from one another at all practicable times.

- H. The California Department of Public Health (CDPH) and the federal Centers for Disease Control and Prevention (CDC) caution that the Delta variant of COVID-19, currently the dominant strain of COVID-19 in the country, is more transmissible than prior variants of the virus, may cause more severe illness, and even fully vaccinated individuals can spread the virus to others resulting in rapid and alarming rates of COVID-19 cases and hospitalizations.
- I. As of October 6, 2021, the COVID-19 case rate in Contra Costa County was in the “substantial” community transmission tier, the second-highest tier of the CDC’s four community transmission tiers.
- J. In the interest of public health and safety, as affected by the emergency caused by the spread of COVID-19, the TRANSPLAN Committee intends to invoke the provisions of Assembly Bill 361 related to teleconferencing.

NOW, THEREFORE, the TRANSPLAN Committee resolves as follows:

- 1. The TRANSPLAN Committee finds that: the state of emergency proclaimed by Governor Newsom on March 4, 2020, is currently in effect; the Contra Costa County Health Officer has strongly recommended that public meetings be held by teleconferencing as those meetings present the lowest risk of transmission of SARS-CoV-2, the virus that causes COVID-19; and meeting in person would present imminent risks to the health or safety of attendees because the case rate of COVID-19 infections in the County is in the “substantial” community transmission tier, the second-highest of the CDC’s four community transmission tiers.
- 2. As authorized by Assembly Bill 361, the TRANSPLAN Committee, and all subcommittees will use teleconferencing for its meetings in accordance with the provisions of Government Code section 54953(e).
- 3. TRANSPLAN Staff is authorized and directed to take all actions necessary to implement the intent and purpose of this resolution, including conducting open and public meetings in accordance with Government Code section 54953(e) and all other applicable provisions of the Brown Act.

PASSED AND ADOPTED on _____, 2022, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ITEM 4

ADOPT MINUTES FROM DECEMBER 9, 2021 MEETING.

TRANSPLAN COMMITTEE
Antioch - Brentwood - Oakley - Pittsburg and Contra Costa County

MINUTES

December 9, 2021

The regular meeting of the TRANSPLAN Committee was convened via a web-based platform in locations not open to the public to provide the safest environment for staff and the public pursuant to the Ralph M. Brown Act provisions under Assembly Bill 361. In lieu of a public gathering, the Board of Directors was accessible via a web-based platform to all members of the public as permitted under Government Code Section 54953(e) (Assembly Bill 361). Members of the public were allowed to participate in the meeting online, or by telephone.

Chair Meadows opened the meeting at 6:30 P.M.

ROLL CALL / CALL TO ORDER

PRESENT: Joel Bryant (Brentwood), Sarah Foster (Pittsburg), Anita Roberts (Brentwood), Lamar Thorpe (Antioch), Holland White (Pittsburg), Federal Glover, Alternate for Vice Chair Diane Burgis (Contra Costa County), and Chair Aaron Meadows (Oakley)
*Arrived after Roll Call

ABSENT: Bob Mankin (Contra Costa Planning Commission), Kerry Motts (Antioch), and Anissa Williams (Oakley)

STAFF: John Cunningham, TRANSPLAN Staff, Contra Costa County Department of Conservation and Development
Curtis Keller, Deputy County Counsel

PUBLIC COMMENTS

No written comments were submitted, or oral comments made, by any member of the public.

CONSENT ITEMS

Curtis Keller, Deputy County Counsel advised that the second item on Consent should be considered first.

On motion by Lamar Thorpe, seconded by Joel Bryant, TRANSPLAN Committee members ADOPTED a Resolution authorizing TRANSPLAN to conduct teleconference meetings under Government Code Section 54953(e) and make related findings (Assembly Bill 361 – Open meetings: state and local agencies: teleconferences), which carried by the following Roll Call vote:

TRANSPLAN Committee

December 9, 2021

Page 2

Ayes: Bryant, Foster, Glover, Roberts, Thorpe, White, Meadows
Noes: None
Abstain: None
Absent: Mankin, Motts, Williams

On motion by Holland White, seconded by Anita Roberts, TRANSPLAN Committee members ADOPTED minutes from the November 17, 2021 TRANSPLAN meeting, which carried by the following Roll Call vote:

Ayes: Bryant, Foster, Glover, Roberts, White, Meadows
Noes: None
Abstain: Thorpe
Absent: Mankin, Motts, Williams

ELECT CHAIR AND VICE CHAIR FOR 2022

Mr. Cunningham identified the TRANSPLAN Committee's rotation for Chair and Vice Chair based on the jurisdictions in an established order, which this year would mean that the representative from Contra Costa County would serve as Chair while a representative from the City of Pittsburg would assume the Vice Chair role.

Chair

On motion by Federal Glover, seconded by Joel Bryant, the TRANSPLAN Committee elected ***Diane Burgis*** as the Chair of the TRANSPLAN Committee for 2022, by the following vote:

Ayes: Bryant, Foster, Glover, Roberts, Thorpe, White, Meadows
Noes: None
Abstain: None
Absent: Mankin, Motts, Williams

Vice Chair

On motion by Federal Glover, seconded by Lamar Thorpe, the TRANSPLAN Committee elected ***Holland White*** as the Vice Chair of the TRANSPLAN Committee for 2022, by the following vote:

Ayes: Bryant, Foster, Glover, Roberts, Thorpe, White, Meadows
Noes: None
Abstain: None
Absent: Mankin, Motts, Williams

**APPOINT TRANSPLAN REPRESENTATIVES TO THE CONTRA COSTA
TRANSPORTATION AUTHORITY (CCTA) BOARD**

Mr. Cunningham stated that due to the CCTA's Administrative Code, only a City or County elected official may be considered and vote for TRANSPLAN representatives and alternates to the CCTA Board of Directors.

Given that the current representative and alternate for the even-year term had only served for a very short time, Federal Glover recommended that the current representative and alternate continue to serve as TRANSPLAN's even-year representatives to the CCTA Board.

On motion by Federal Glover, seconded by Joel Bryant, TRANSPLAN Committee members re-appointed **Lamar Thorpe** to the even-year primary representative seat for the Contra Costa Transportation Authority (CCTA) Board for the February 1, 2022 through January 31, 2024 term, carried by the following Roll Call vote:

Ayes: Bryant, Glover, Thorpe, White, Meadows
Noes: None
Abstain: None
Absent: None

On motion by Federal Glover, seconded by Lamar Thorpe, TRANSPLAN Committee members re-appointed **Joel Bryant** as the even-year alternate for the Contra Costa Transportation Authority (CCTA) Board for the February 1, 2022 through January 31, 2024 term, carried by the following Roll Call vote:

Ayes: Bryant, Glover, Thorpe, White, Meadows
Noes: None
Abstain: None
Absent: None

ADOPT 2022 TRANSPLAN MEETING CALENDAR

On motion by Holland White, seconded by Federal Glover, TRANSPLAN Committee members ADOPTED the 2022 Meeting Calendar, which carried by the following Roll Call vote:

Ayes: Bryant, Foster, Glover, Roberts, Thorpe, White, Meadows
Noes: None
Abstain: None
Absent: Mankin, Motts, Williams

ADJOURNMENT

Chair Meadows adjourned the meeting of the TRANSPLAN Committee at 6:48 P.M. to the next meeting on January 13, 2022 at 6:30 P.M. or other day/time as deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

ITEM 5

ACCEPT MISCELLANEOUS COMMUNICATION.



CONTRA COSTA
transportation
authority

COMMISSIONERS

Teresa Gerringer,
Chair

Chris Kelley,
Vice Chair

Newell Arnerich

Tom Butt

Federal Glover

Loella Haskew

David Hudson

Karen Mitchoff

Sue Noack

Lamar Thorpe

Holland White

Timothy Haile,
Executive Director

February 11, 2022

Mayor Dominic Aliano
City of Concord
1950 Parkside Drive
Concord, CA 94519

Subject: Concord Naval Weapons Station Redevelopment

Dear Mayor Aliano:

Congratulations on selecting a developer, Concord First LLC, to build out the Concord Naval Weapons Station (CNWS). As you proceed with development of a term-sheet, the Contra Costa Transportation Authority (CCTA) would like to play two roles and express our desire for close collaboration with the Concord City Council and staff. First, we offer our support to the City of Concord (City) and the developer to meet the goals of the region, develop a plan to meet the provisions of the Measure J Growth Management Program (GMP), and demonstrate how careful thinking can mitigate the transportation impacts of large new developments. Second, as an initial sponsor of the GoMentum Station, we want to work with the City as a land user to seek agreements that will ensure continued interim use of space at CNWS and establish a permanent space within the development for GoMentum Station to serve as a catalyst for the future campus and other districts within the Area Plan. Each item is discussed subsequently in this letter.

Understanding and Managing Any Transportation Impacts

Turning to the issue of the transportation impacts of the development, we note that the Transportation Partnership and Cooperation Committee (TRANSPAC), which serves as the Regional Transportation Planning Committee for central Contra Costa – and of which the City is a member – has adopted a Subregional Transportation Mitigation Program (STMP) to ensure that new development pays to mitigate its impacts, as required by the Growth Management Program. According to the TRANSPAC STMP, impacts of any new development are determined through the California Environmental Quality Act (CEQA) environmental assessment process, and project-specific mitigations are developed based on the environmental assessment and traffic studies. Through this process, any impacted jurisdiction must be notified of any impacts, and may request analysis and mitigation from the proposed development.

As Contra Costa's Congestion Management Agency and the agency responsible for planning, funding, and delivering transportation projects and programs that connect our communities, increase sustainability, and safely and efficiently get people where they need to go, CCTA is

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE:
925.256.4700
FAX: 925.256.4701

willing to offer our assistance in ensuring that CNWS development does not place new burdens on the transportation system. CCTA's Measure J GMP offers a blueprint for success to guide local jurisdictions to identify mitigation for the impacts of any new development. Because of our work on the Countywide Bicycle and Pedestrian Plan, Electric Vehicle Readiness Blueprint, Vehicle Miles Traveled Mitigation Program, Vision Zero Implementation Guide – and innovative technologies that are being developed at GoMentum Station – and our knowledge of funding sources, CCTA stands ready to assist the City in leveraging these policies and programs to meet the provisions of the STMP and GMP while fulfilling the vision of the Area Plan to create an interconnected transportation network. We have had preliminary discussions with TRANSPAC staff about ways to participate in this effort.

GoMentum Station

Beginning in 2014, the City, the Navy, and CCTA held conversations that ultimately led to the formation of GoMentum Station – now one of the largest, secure connected and automated vehicle proving grounds in the United States. Throughout these past five years, GoMentum Station has grown from an idea into a world-class test bed bringing together industry, academia, and government to incubate and accelerate the next generation of transportation technologies. CCTA's research partners include household names like Verizon and Nissan, and institutions like the University of California at Berkeley, and the United States Department of Transportation. With the sizable increase in connected and automated vehicle research and testing in recent years, CCTA utilizes AAA (American Automobile Association) of Northern California, Nevada & Utah to manage the day-to-day operations of the test facility on our behalf.

Development of CNWS creates both opportunities and uncertainties for our GoMentum Station investors and partners. The opportunities focus on the ability to have a permanent home where advanced transportation technology, innovation, and commercialization converge. GoMentum Station could serve as a powerful catalyst for smart and sustainable development and help anchor a future Campus District and strong jobs center. This supports our early shared goal of facilitating economic development. The uncertainty stems from possible changes that may occur as the Area Plan is implemented. Furthermore, GoMentum Station's competitors will use any uncertainty to advance their projects at our expense.

Our request to the City regarding GoMentum Station is to allow us to have a significant role in defining both interim and permanent uses for GoMentum Station at CNWS and in helping to develop any agreements.

We encourage the City to continue to support interim use of the CNWS and facilitate additional testing infrastructure needed, such as a vehicle dynamic area and skid pad in the areas designated for first transfer of the development. In addition, we believe that expansion of testing

zones, additional storage area for vehicles and equipment, the creation of micro-labs for partner use, providing dedicated fiber communications, and installation of renewable energy solutions will entice existing partners to make the City a permanent location for their testing programs and teams.

CCTA is also seeking your support to create permanent space for GoMentum Station as part of the development within the Campus, Commercial Flex, and First Responder Training Center Districts within the Area Plan. This will incentivize companies currently testing on-site to invest dollars in the City. We sincerely hope that you can appreciate the economic opportunities a permanent home for GoMentum Station could provide for the City and its residents. As we look to the future, the evolution of GoMentum Station aligns with the overall development timeline of the Area Plan. Through GoMentum Station, the City has a front row seat to the future of transportation, and CCTA encourages the City to leverage the GoMentum Station program we have built together by taking advantage of the incredible technology being tested to create one of the nation's most forward-looking zero emission developments at CNWS, incorporating smart city infrastructure and sustainable mobility options.

We have built a strong partnership over the years through GoMentum Station and implementation of Measure J projects, and CCTA hopes that we can continue to work together to ensure the term sheet and development agreements explicitly include the provisions of the Measure J GMP and the STMP, enables interim use of GoMentum Station – and an expansion of testing capabilities – to continue during development, and identification of a permanent home for this unique technological proving ground so it can attract high-paying jobs to the City.

CCTA would like to reiterate our support for the City as it continues working to ensure that the CNWS development is a regional success story and extend our assistance in establishing a sustainable approach to this development that offers zero-emission mobility options for residents of all abilities.

If you have any questions, please feel free to contact Timothy Haile, Executive Director, at (925) 256-4735 or thaile@ccta.net.

Sincerely,



Teresa Gerringer
Chair



COMMISSIONERS

Teresa Gerring, Chair

Chris Kelley, Vice Chair

Newell Americh

Tom Butt

Federal Glover

Loella Haskew

David Hudson

Karen Mitchoff

Sue Noack

Lamar Thorpe

Holland White

Timothy Haile, Executive Director

MEMORANDUM

To: Matt Todd, TRANSPAC
Brian Bornstein, SWAT
Robert Sarmiento, TRANSPLAN
Lisa Bobadilla, TVTC
John Nemeth, WCCTAC
Bret Swain, LPMC

From: Timothy Haile, Executive Director

Date: January 26, 2022

Re: Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

At its January 19, 2022 meeting, the Authority discussed the following items, which may be of interests to the Regional Transportation Planning Committees:

A. Quarterly Project Status Report

Recommendation: This was an informational item only; no staff recommendation at this time.

Action: The Authority Board received an informational report on the status of the current Measure projects.

B. Bay Area Rapid Transit (BART) – Hercules Transit Center (Project 10002-06) – Request for Appropriation of Measure J Funds for Construction (Conversion of Letter of No Prejudice)

Recommendation: Staff sought approval of Resolution 22-01-P, which will appropriate \$200,000 in Measure J funds to BART for the construction phase of the Hercules Transit Center project.

Action: The Authority Board approved Resolution 22-01-P, which will appropriate \$200,000 in Measure J funds to BART for the construction phase of the Hercules Transit Center project.

- C. Quarterly Project Status Report for Transportation for Livable Communities and Pedestrian, Bicycle, and Trail Facilities Projects

Recommendation: This was an informational item only; no staff recommendation at this time.

Action: The Authority Board received an informational report on the status of the current Measure projects.

- D. Approval to Issue an Annual Urban Limit Line (ULL) Policy Advisory Letter to Local Jurisdictions

Recommendation: Staff sought approval to transmit an Annual ULL Policy Advisory Letter to all Contra Costa County jurisdictions.

Action: The Authority Board approved the transmittal of an Annual ULL Policy Advisory Letter to all Contra Costa County jurisdictions.

- E. Authorization to Release a Request for Proposals (RFP) to Implement a Shared Micromobility Program in San Ramon to Support the Mobility-on-Demand/ Mobility- as-a-Service Project

Recommendation: Staff sought authorization to release an RFP to select a micromobility vendor to operate in the City of San Ramon, with the option for expansion to the Town of Danville, City of Walnut Creek, and unincorporated communities between.

Action: The Authority Board authorized the release an RFP to select a micromobility vendor to operate in the City of San Ramon, with the option for expansion to the Town of Danville, City of Walnut Creek, and unincorporated communities between.

- F. Approval of the 2021 Contra Costa County Priority Development Area (PDA) Investment and Growth Strategy Update

Recommendation: Staff sought approval of the 2021 Contra Costa County PDA Investment and Growth Strategy update.

Action: The Authority Board approved the 2021 Contra Costa County PDA Investment and Growth Strategy update.

G. Approval of Proposed 2022 State and Federal Legislative Advocacy Programs

Recommendation: Staff sought approval of the proposed 2022 State and Federal advocacy programs for the Authority.

Action: The Authority Board approved the proposed 2022 State and Federal advocacy programs for the Authority.

H. Concord Naval Weapons Station (CNWS) Development

Recommendation: Discussed and determined whether the Authority wishes to provide input and support to the Concord City Council regarding the CNWS development and term sheet.

Action: The Authority Board authorized staff to send a letter to City of Concord to partner and provide input and support regarding the CNWS development and term sheet.



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

February 7, 2022

Mr. Tim Haile, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: SWAT Meeting Summary Report for February 7, 2022

Dear Mr. Haile:

The Southwest Area Transportation Committee ("SWAT") met on Monday, February 7, 2022. The following is a summary of the meeting and action items:

1. Received a report and discussion of Policy Framework for One Bay Area Grant (OBAG) Cycle 3 and recommendation that Authority submit grant for Countywide Smart Signals Project, update provided by John Hoang, CCTA.

Please contact me at (925) 973-2686 or email at bbornstein@sanramon.ca.gov, if you need additional information.

All the best,

A handwritten signature in blue ink, appearing to read "B Bornstein".

Brian Bornstein, City Engineer
Interim SWAT Administrator

Cc: SWAT; SWAT TAC; Hisham Noeimi, CCTA; Stephanie Hu, CCTA, Matt Kelly, CCTA, John Hoang, CCTA; Matt Todd, TRANSPAC; John Nemeth, WCCTAC; Robert Sarmiento, TRANSPLAN

TRANSPAC
Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
1211 Newell Avenue, Suite 200
Walnut Creek, CA 94596
(925) 937-0980

February 10, 2022

Timothy Haile
Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: Status Letter for TRANSPAC Meeting – February 10, 2022

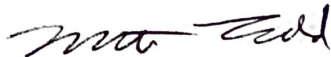
Dear Mr. Haile:

The TRANSPAC Committee met on February 10, 2022. The following is a summary of the meeting and action items:

1. Appointed Saravana Suthanthira to serve as a primary representative on the TCC for the term ending March 31, 2023.
2. Approved continued use of teleconferencing for public meetings by the TRANSPAC Board and Subcommittees Pursuant to the Provisions of AB 361.
3. Received the TRANSPAC Quarterly Financial Report for the period ending December 31, 2021.
4. Appointed Tim McGallian to serve as the alternate representative for Loella Haskew on the CCTA Board for the term ending January 31, 2023.
5. Appointed Scott Simmons to the CBPAC as a citizen representative for the term January 1, 2022 to December 31, 2023.
6. Accepted the Annual Financial Report as of June 30, 2021 and 2020 with Independent Auditors' Reports thereon.
7. Received information on the One Bay Area Grant Cycle 3 (OBAG 3) Program in Contra Costa County.
8. Received applicant information for the Measure J Line 20A Funds Program – FY 2022/2023 and FY 2023/2024 Programming Cycle.

Please contact me at (925) 937-0980, or email at matt@graybowenscott.com if you need additional information.

Sincerely,



Matthew Todd
Managing Director

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Matt Kelly and Hisham Noemi, CCTA Staff
Robert Sarmiento, TRANSPAN; Diane Burgis, Chair, TRANSPAN
Lisa Bobadilla, SWAT; Karen Stepper, Chair, SWAT
John Nemeth, WCCTAC; Chris L Kelley, Chair, WCCTAC
Tarienne Grover, CCTA Staff
June Catalano, Diane Bentley (City of Pleasant Hill)



CONTRA COSTA
transportation
authority

COMMISSIONERS

Chris Kelley,
Chair

Federal Glover,
Vice Chair

Newell Americh

Tom Butt

Teresa Gerringer

Loella Haskew

David Hudson

Karen Mitchoff

Sue Noack

Lamar Thorpe

Holland White

Timothy Haile,
Executive Director

MEMORANDUM

To: Matt Todd, TRANSPAC
Brian Bornstein, SWAT
Robert Sarmiento, TRANSPLAN
Lisa Bobadilla, TVTC
John Nemeth, WCCTAC
Bret Swain, LPMC

From: Timothy Haile, Executive Director

Date: February 28, 2022

Re: Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

At its February 16, 2022 meeting, the Authority discussed the following items, which may be of interests to the Regional Transportation Planning Committees:

A. Election of Chair and Vice Chair for 2022

Action: The Authority Board appointed Vice Chair Kelley as Chair and Commissioner Glover as Vice Chair for February 2022 through February 2023.

B. Approval of Countywide At-Large Appointment to the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC)

Recommendation: Staff sought approval to appoint Soheila Bana as the new Countywide At-Large member to the CBPAC, to serve the remainder of the two-year term, from February 2022 through December 2022.

Action: The Authority Board appointed Soheila Bana as the new Countywide At-Large member to the CBPAC, to serve the remainder of the two-year term, from February 2022 through December 2022.

C. Approval of Fiscal Year (FY) 2022-23 Transportation Fund for Clean Air (TFCA) County Program Manager Fund Expenditure Plan

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

Recommendation: Staff sought approval of Resolution 22-02-G, incorporating the Authority's FY 2022-23 TFCA Expenditure Plan and allocation of County Program Manager TFCA funds in the amount of \$2,192,333, and authorization for the Executive Director or designee to sign and submit the Expenditure Plan Summary application to the Bay Area Air Quality Management District.

Action: The Authority Board approved Resolution 22-02-G, incorporating the Authority's FY 2022-23 TFCA Expenditure Plan and allocation of County Program Manager TFCA funds in the amount of \$2,192,333, and authorization for the Executive Director or designee to sign and submit the Expenditure Plan Summary application to the Bay Area Air Quality Management District.

D. 2022 Measure J Strategic Plan – Key Considerations

Recommendation: Staff sought approval to reprogram Measure J savings to the following projects in the 2022 Measure J Strategic Plan: \$9 million for the *Innovate 680* (Project 8009), \$1 million for the Interstate 680/State Route 4 Interchange Improvements, Phase 3 (Project 6001), \$1 million for the East County Subregional Transportation Needs Reserve (Project 28001), \$2 million for the Pacheco Boulevard Improvements, Blum Road to Morello Avenue (Project 24003), and \$5 million to replenish the programmatic reserve.

Action: The Authority Board authorized staff to reprogram Measure J savings to the following projects in the 2022 Measure J Strategic Plan: \$9 million for the Innovate 680 (Project 8009), \$1 million for the Interstate 680/State Route 4 Interchange Improvements, Phase 3 (Project 6001), \$1 million for the East County Subregional Transportation Needs Reserve (Project 28001), \$2 million for the Pacheco Boulevard Improvements, Blum Road to Morello Avenue (Project 24003), and \$5 million to replenish the programmatic reserve.

E. Bollinger Canyon Road – Iron Horse Trail (IHT) Bicycle and Pedestrian Overcrossing (POC) (Project 120025) – Authorization to Execute Agreement No. 579 with MNS Engineers Inc. (MNS) for Construction Management (CM) Services

Recommendation: Staff sought authorization for the Chair to execute Agreement No. 579 with MNS in the amount of \$2,332,297 to provide CM services, allow the Executive Director or designee to make any non-substantive changes to the language, and delegate authority to negotiate and execute amendments within the contingency amount to the Executive Director or designee.

Action: The Authority Board authorized the Chair to execute Agreement No. 579 with MNS in the amount of \$2,332,297 to provide CM services, allow the Executive Director or designee to make any non-substantive changes to the language, and delegate authority to negotiate and execute amendments within the contingency amount to the Executive Director or designee.

ITEM 6

RECEIVE AN UPDATE ON THE EAST COUNTY ACTION PLAN UPDATE.

Action Plan and Countywide Transportation Plan Update

TRANSPLAN Committee Meeting

David Early and Torina Wilson

PlaceWorks

March 10, 2022



CONTRA COSTA
**transportation
authority**

Agenda

- Project Overview and Update
- Relation to Safety and Housing Element
- Routes of Regional Significance
 - ▶ Roadways
 - ▶ Transit
 - ▶ Bike/Ped
- Next Steps



Project Overview

- Joint update of:
 - ▶ Five Action Plans: 2021 / 2022
 - ▶ Countywide Transportation Plan (CTP): 2022 / 2023
 - ▶ CTP will build on Action Plans
 - ▶ Big, bold ideas to enhance Contra Costa's transportation network
 - ▶ New emphases:
 - ▶ VMT
 - ▶ Multi-modal transportation
 - ▶ Equity, safety and climate change
 - ▶ Build on 2020 Transportation Expenditure Plan (TEP)
 - ▶ Innovation and New Technology
 - ▶ Holistic, Multimodal Approach
 - ▶ Integrated Corridor Management



Action Plan Overview

- Implement Measure J Growth Management Program.
- The Action Plan will:
 - ▶ Address transportation issues of today.
 - ▶ Establish quantitative service objectives.
 - ▶ Identify Regional Routes.
 - ▶ Provide Growth Management Program compliance metrics.
 - ▶ Expand MTSOs to become Regional Transportation Objectives (RTOs) for:
 - ▶ Roadway
 - ▶ Transit
 - ▶ Bike/pedestrian
 - ▶ Safety
 - ▶ Climate Change
 - ▶ Equity
 - ▶ Technology



Project Schedule

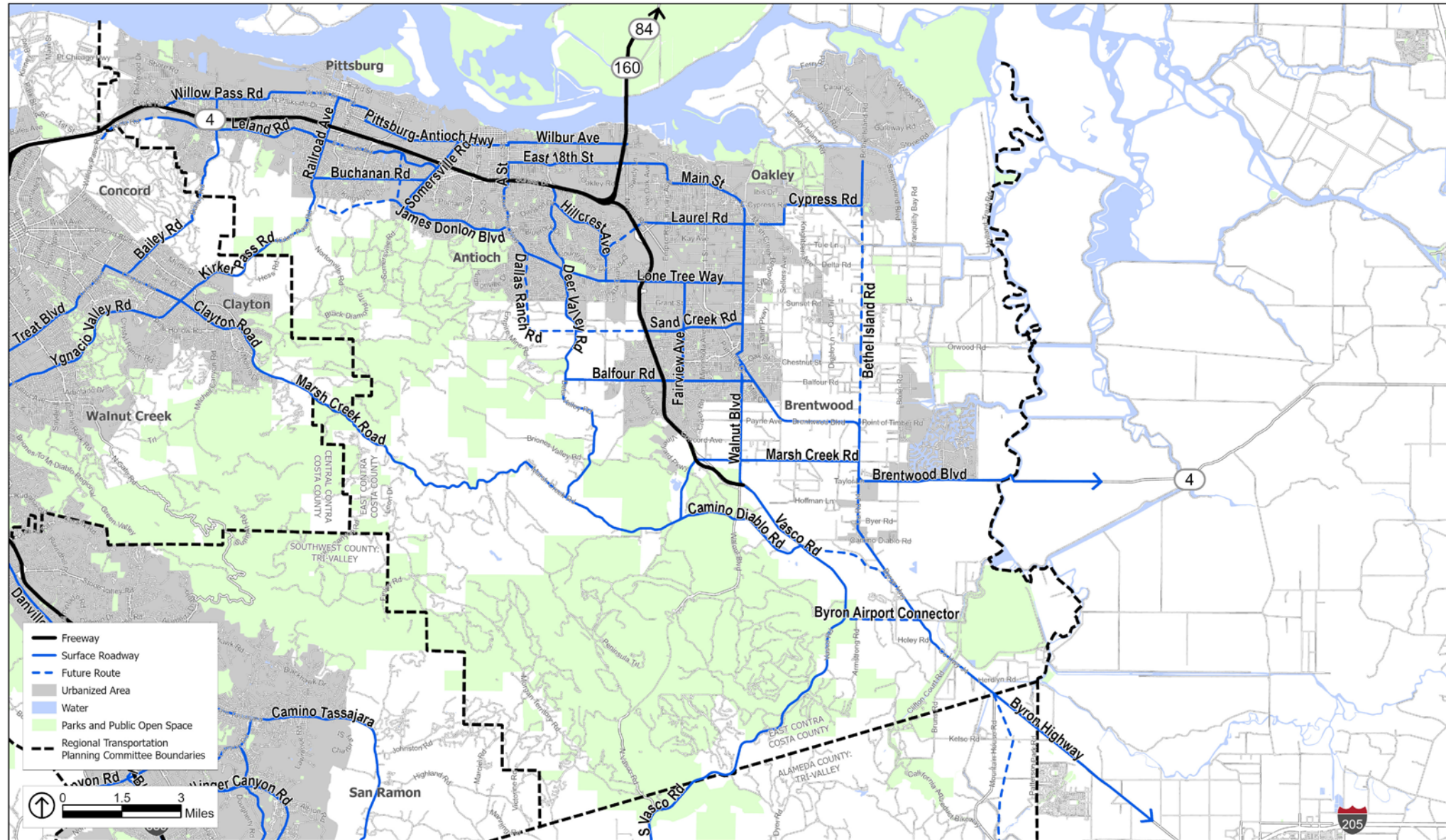
Milestone	Date
Scope Refinement and Data Collection Plan	July - December 2021
Data Collection and Baseline Modeling	September 2021 - January 2022
Outreach Coordination and Completion	January 2022 - October 2023
Public Workshops and Pop-Ups Round 1 (<i>project awareness and brainstorm</i>)	February - March 2022
Stakeholder Focus Groups Round 1 (<i>project awareness and brainstorm</i>)	February - March 2022
Public Workshop and Pop-Up (<i>Lamorinda only- discuss potential transportation improvements</i>)	March 2022
Stakeholder Focus Groups Round 2 (<i>build consensus around countywide projects</i>)	April - May 2022
Public Workshops and Pop-Ups Round 2 (<i>build consensus around countywide projects</i>)	September - October 2022
Stakeholder Focus Groups Round 3 (<i>refinement of project lists</i>)	October 2022
Jurisdiction and Outside Agency Coordination Meetings	As Needed
Oversight Committee Meetings	TBD
Status Assessment of Action Plan and Identification of Issues and Potential Changes	October - November 2021
Identification of New and Refined RTOs and Actions	November 2021 - May 2022
RTPC TAC Meetings Round 2 (<i>goal setting and Routes of Regional Significance</i>)	December 2021
RTPC TAC Meetings Round 3 (<i>RTOs and actions overview</i>)	February 2022
RTPC TAC Meetings Round 4 (<i>modeling results and projects</i>)	March/April 2022
Policy Board Study Sessions (<i>overview, refinement, and confirmation</i>)	May 2022
Additional Action Plan Components	March - May 2022
Regional Coordination Meetings	As Needed
Preparation and Adoption of Action Plan Updates	June - October 2022
CTP Update Project Components (<i>scope is evolving</i>)	July 2022 - March 2023
Preparation and Adoption of CTP Update (<i>scope is evolving</i>)	March - October 2023

Local Growth Policy, Housing and Safety Elements

- Action Plan and CTP process is occurring while most communities are also updating their Housing and Safety Elements.
 - ▶ Some broader General Plan Updates as well.
- Action Plans and CTP will account for growth foreseen in Housing Elements (as assigned by ABAG).
- Action Plans and CTP have a horizon of 2050, while Housing Elements are only for 8 years.
 - ▶ So total development numbers are different.



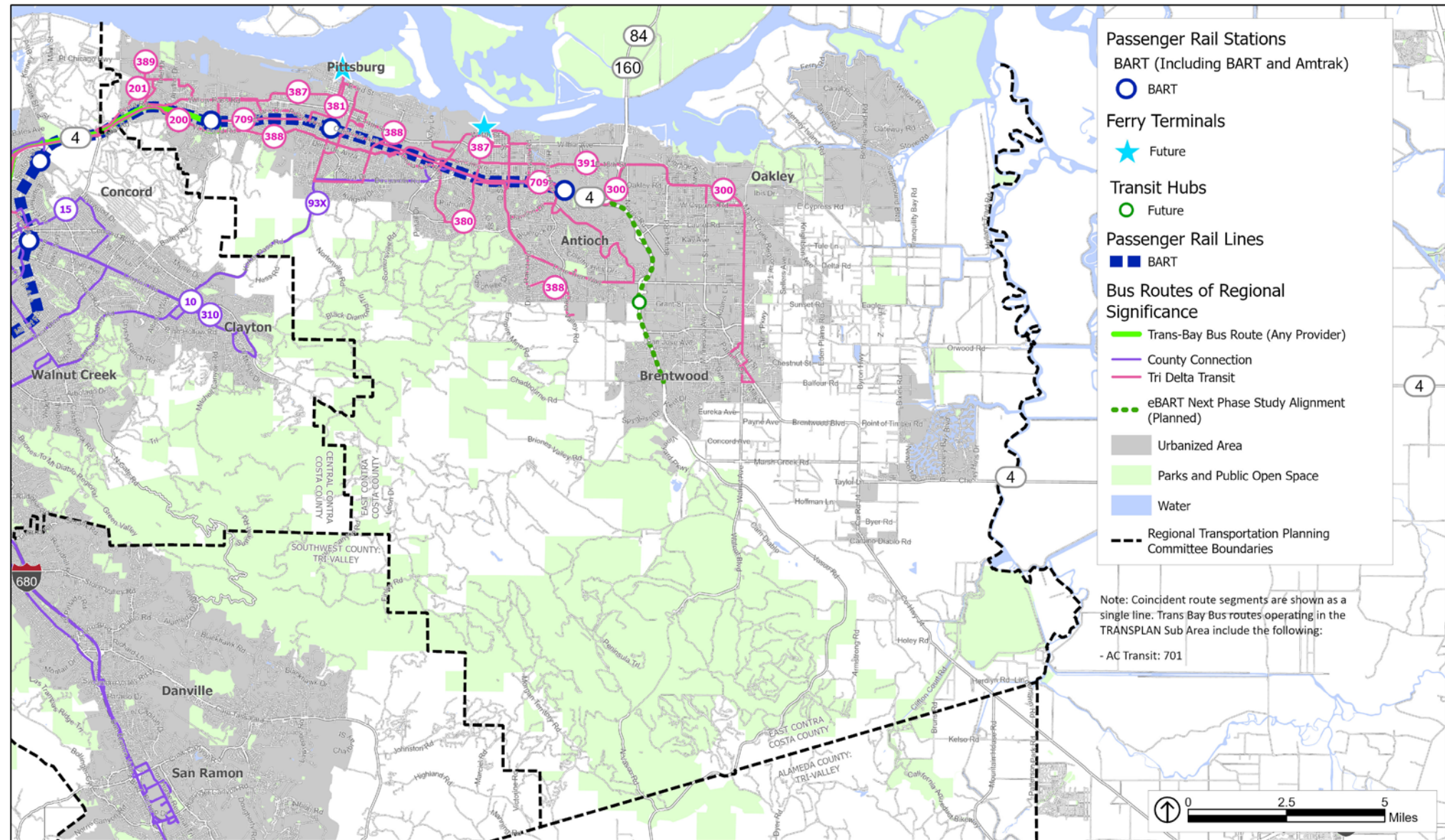
Roadway Routes of Regional Significance



Source: CCTA, 2021; ESRI, 2021; PlaceWorks, 2021.

EAST CONTRA COSTA COUNTY ROADWAY ROUTES OF REGIONAL SIGNIFICANCE

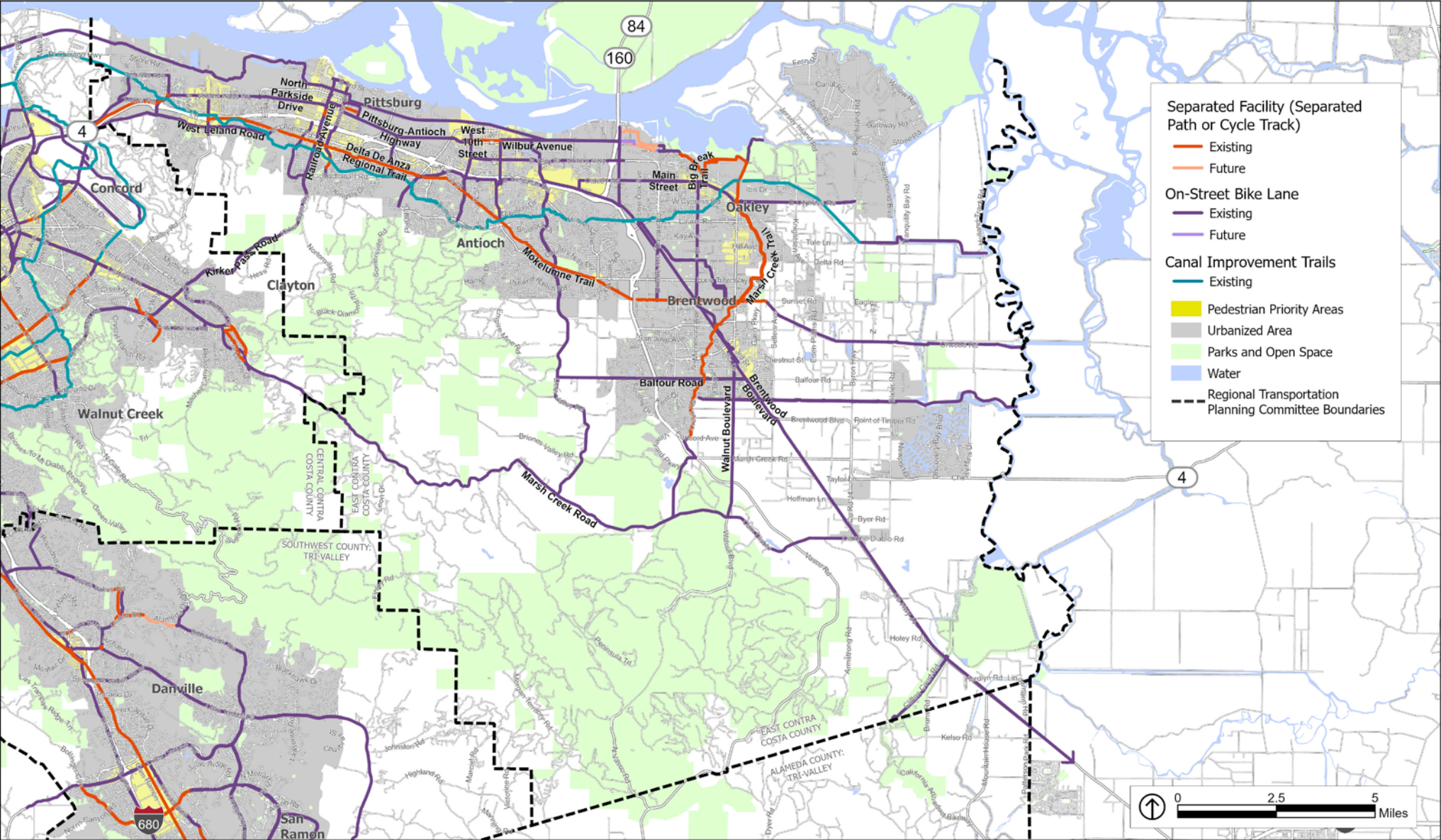
Transit Routes of Regional Significance



Source: ABAG/MTC, 2021; CCTA, 2021; ESRI, 2021; PlaceWorks, 2021.

EAST CONTRA COSTA COUNTY TRANSIT FACILITIES AND ROUTES OF REGIONAL SIGNIFICANCE

Bike/Pedestrian Routes of Regional Significance



Source: ABAG/MTC, 2021, 2019; CCTA, 2021; ESRI, 2021; PlaceWorks, 2021.

Next Steps

- Policy Board and TACs help promote public outreach
- Future TAC and Policy Board Meetings:
 - ▶ Late March/April 2022 – TAC Round 4:
 - ▶ Review 2050 RTO projections and implications for travel in 2050 with recommended projects and programs for comment and refinement
 - ▶ June – October 2022
 - ▶ Policy Board review of Action Plan components
 - ▶ TAC Review of Draft Action Plan
 - ▶ TAC Review of Final Action Plan
 - ▶ Policy Board Adoption
 - ▶ Authority Board acceptance



Public Outreach

- PlaceWorks and CCTA will conduct:
 - ▶ Project webpage
 - ▶ Countywide Public Polling
 - ▶ 11 Public Workshops and 21 Pop-Ups
 - ▶ Two rounds of five separate workshops (one for each planning area).
 - ▶ One extra workshop for Lamorinda area.
 - ▶ 3 Stakeholder Workshops
 - ▶ Oversight Committee
 - ▶ Jurisdiction and Outside Agency Coordination
- Public outreach will begin March 5th.
 - ▶ Brentwood Farmers Market Pop-Up on 3/19 from 8 AM to 12 PM
 - ▶ Pittsburg Farmers Market Pop-up on 3/29 from 4 to 6 PM
 - ▶ Virtual Public Workshop on 4/14 from 6 to 7:30 PM

Action Plan and Countywide Transportation Plan Update

TRANSPLAN Committee Meeting

David Early and Torina Wilson

PlaceWorks



CONTRA COSTA
transportation
authority

ITEM 7

RECEIVE AN UPDATE ON ONE BAY AREA GRANT, CYCLE 3.

*Technical Coordinating Committee **STAFF REPORT***

Meeting Date: January 20, 2022

Subject	Policy Framework Discussion for One Bay Area Grant Cycle 3 (OBAG 3) Program in Contra Costa County
Summary of Issues	<p>On January 12, 2022, the Metropolitan Transportation Commission (MTC) released its initial draft policy framework and program criteria for investing Federal Surface Transportation Program and Congestion Mitigation Air Quality (Improvement Program) (STP/CMAQ) funds over the four-year period covering federal Fiscal Year (FFY) 2022-23 through FFY 2025-26. OBAG 3 directs 50% of the funds to regional programs with the remaining 50% to county and local programs to fund projects that are consistent with the recently adopted Regional Transportation Plan (RTP), referred to as the Plan Bay Area 2050 (PBA 2050).</p> <p>The Authority, as the Congestion Management Agency (CMA), is responsible for submitting eligible project priorities to MTC and administering the call for projects in accordance with MTC guidelines. Staff is proposing a program framework, which focuses on two project types: 1) Active Transportation and Safety – Projects of Countywide Significance (ATS-PCS) program; and 2) Countywide Smart Signals project.</p> <p>The ATS-PCS project list, including the Safe Routes to Schools (SRTS) and bicycle and pedestrian projects, will be developed through a countywide competitive call for projects application process.</p> <p>Staff is proposing that the Authority take the lead on</p>

	implementation of the Countywide Smart Signals project. This project will upgrade traffic signal systems within the 19 cities/towns and unincorporated Contra Costa County, based on need and primarily along routes of regional significance.
Recommendations	Staff will provide an overview of the proposed framework and the Technical Coordinating Committee is requested to provide feedback and input. This is an informational item only; no staff recommendation at this time.
Staff Contact	John Hoang
Financial Implications	Based on the OBAG 2 funding cycle, it is anticipated that approximately \$52 million in Federal STP/CMAQ funding for the OBAG 3 cycle could become available for Contra Costa County for the FFYs 2022-23 through FFY 2025-26. The final amount is not expected to be available until April 2022.
Options	The Technical Coordinating Committee (TCC) could request modifications to the proposed OBAG 3 program.
Attachments	A. MTC Proposed Framework for OBAG 3 dated January 12, 2022
Changes from Committee	N/A

Background

On January 12, 2022, MTC released its draft policy framework and program criteria for investing Federal STP/CMAQ funds over the four-year period covering FFY 2022-23 through FFY 2025-26, referred to as OBAG 3. Additional details regarding MTC's framework can be found in Attachment A.

OBAG 3 directs 50% of the funds for regional programs with the remaining 50% for county and local programs to fund projects that are consistent with the recently adopted RTP, referred to as PBA 2050. OBAG 3 allows CMAs flexibility and discretion to invest in various

transportation program categories using the 50% for county and local programs share.

It is anticipated that the Authority, as the CMA, will need to nominate nearly \$62 million worth of projects to MTC for consideration. This amount considers an estimated \$52 million that Contra Costa County would typically receive based on the previous OBAG 2 cycle, plus an additional 20%, as recommended by MTC.

Authority staff is proposing a program concept, which focuses on two project types: 1) ATS-PCS program; and 2) Countywide Smart Signals project. For the proposed OBAG 3 program policy framework, staff proposes 50% of available OBAG 3 funding be utilized for the ATS-PCS while the remaining 50% be programmed for the Countywide Smart Signals project. The two project types are further described below.

Active Transportation and Safety – Projects of Countywide Significance (ATS-PCS) Program

The ATS-PCS project list would fund bicycle and pedestrian projects and SRTS projects in Contra Costa County. Projects proposed for funding must be included in the 2018 adopted Countywide Bicycle and Pedestrian Plan, the Countywide Pedestrian Needs Assessment, SRTS programming or identified as a project that can move Contra Costa County more quickly toward Countywide Vision Zero.

The ATS-PCS project list will be developed through a countywide competitive call for projects application process. The minimum grant amount would be \$500,000. Each jurisdiction is limited to two project applications, and the County is limited to four applications. MTC requires that a minimum of 70% of all OBAG 3 funds be invested in PDAs. Projects can be bundled within and across local agencies. Project sponsors would need to provide 11.47% in matching funds.

Countywide Smart Signals Project

The Countywide Smart Signals project will upgrade approximately 700 traffic signals located along major arterials designated as regionally significant, within the 19 cities/towns and unincorporated County. The project includes upgrading local traffic signal controllers and signal system software, interconnecting the traffic signal systems, deploying closed circuit television cameras, implementing vehicle detection systems, installing fiber optics for an interconnected countywide communication network, and enabling local jurisdictions to

proactively manage day-to-day traffic. The implementation of a countywide interconnected signal system with intelligent transportation tools and applications will help decrease travel time, decrease total delay, reduce frequencies of stops, reduce collisions, and improve the efficient movement of passenger vehicles, transit, bicyclists, and pedestrians for local and regional travels.

Countywide, Contra Costa County is home to 19 cities and more than 20 unincorporated communities. There are approximately 1,400 traffic signals countywide. The Countywide Smart Signals project will develop, manage, and implement Intelligent Transportation System (ITS) initiatives that will improve multimodal mobility, maximize highway and arterial system capacity, and improve operational efficiency, safety, and the environment throughout Contra Costa County. By upgrading the existing legacy systems and providing interconnectivity throughout countywide signal systems, the traffic signal systems will be prepared for future emerging technologies including connected vehicles, autonomous vehicles, big data, integrated corridor management, and Smart Cities initiatives. This will enhance the sharing of real-time information between agencies and the public using existing and next generation ITS technologies.

With an estimated cost for the program of \$90 million, it is anticipated that the project will be completed in phases based on available funding. OBAG 3 could provide approximately \$26 million for the initial phase, if approved. Authority staff will coordinate with local jurisdictions prior to finalizing the project application.

Schedule

The following schedule is anticipated for the ATS-PCS project list:

1. May 2022 - The Authority will issue a call for projects
2. September 2022 - The list of prioritized nominations will be submitted to MTC
3. January 2023 - Final MTC project selection

The following schedule is anticipated for the Countywide Smart Signals System:

1. The Authority will coordinate with local jurisdictions to include locations for the Smart Signals projects.
2. OBAG 3 funds will be available on October 1, 2023.

The following draft schedule is proposed for the development of the OBAG 3 call for projects and policy framework:

1. January 20, 2022 (TCC): OBAG 3 policy framework - discussion on the draft.
2. February 16, 2022 (Authority Board): OBAG 3 policy framework - discussion on the draft.
3. February - March 2022 (Regional Transportation Planning Committees): OBAG 3 policy framework - discussion on the draft.
4. February 17, 2022 (TCC): Development of ATS-PCS application and scoring criteria.
5. March 2, 2022 (PC): Draft OBAG 3 policy framework and application process.
6. March 16, 2022 (Authority Board): Draft OBAG 3 policy framework and application process.
7. March 17, 2022 (TCC): Creation of applications review subcommittee.
8. March 28, 2022 (Countywide Bicycle & Pedestrian Advisory Committee (CBPAC)): Creation of application review subcommittee.
9. April 6, 2022 (PC): Review of Final OBAG 3 policy framework and application process.
10. April 20, 2022 (Authority Board): Adoption of Final OBAG 3 policy framework and application process.
11. April 21, 2022: Authority staff to release a countywide call for projects.
12. June 1, 2022: Application due to the Authority.
13. July 2022 (CBPAC and TCC): Meeting to review project applications.
14. August 18, 2022 (TCC): Special meeting to review recommended projects.
15. August 22, 2022 (CBPAC): Special meeting to review recommended projects.
16. September 7, 2022 (PC): Approval to submit recommended project list to MTC.
17. September 21, 2022 (Authority Board): Final approval to submit project list to MTC for evaluation.
18. September 30, 2022: Project list due to MTC.
19. January 2023 (MTC): Approval of the countywide project list.
20. October 1, 2023: OBAG 3 funding becomes available.

This Page Intentionally Blank

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 12, 2022

Agenda Item 3a - 21- 1637

One Bay Area Grant (OBAG 3) Framework

Subject:

Adoption of the One Bay Area Grant (OBAG 3) program framework, guiding the region's federal Surface Transportation Block Grant Program/Congestion Mitigation Air Quality Improvement Program (STP/CMAQ) funding for fiscal year (FY) 2022-23 through FY 2025-26.

Background:

The One Bay Area Grant (OBAG) program establishes the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and other funds throughout the San Francisco Bay Area. The inaugural OBAG program (OBAG 1) established a framework for leveraging discretionary federal highway funding to support the implementation of *Plan Bay Area* by focusing transportation investments in Priority Development Areas (PDAs) and in jurisdictions producing and planning for new housing under the Regional Housing Needs Allocation (RHNA) process, among other strategies. The framework also consolidated funding sources and increased local agency flexibility to advance priority projects. Following the initial success of OBAG 1, the Commission adopted OBAG 2 in 2015 with a similar framework and supporting policies.

This month, staff recommends adoption of the OBAG 3 program framework.

Program Principles

The following principles, established through Commission direction and stakeholder input of early program considerations, guided the development of the OBAG 3 program framework:

- Preserve effective program features from prior OBAG cycles to support regional objectives.
- Strategically advance *Plan Bay Area 2050* implementation through OBAG investments and policies.
- Incorporate recent MTC policy initiatives and adapt to the current mobility landscape.
- Advance equity and safety through policies and investments.
- Address federal planning and programming requirements.
- Coordinate with complementary fund sources to develop a comprehensive regional investment strategy.

Additional information on these principles is provided in **Attachment 1** to this agenda item, as well as in Appendix A to the program resolution.

Revenue Estimates

OBAG 3 programming capacity is based on anticipated federal transportation program apportionments from STP/CMAQ programs for a four-year period covering FY 2022-23 through FY 2025-26. Over the four-year OBAG 3 period, staff estimates \$750 million in STP/CMAQ programming capacity.

Additional STP/CMAQ apportionments are anticipated from the recently enacted Infrastructure Investment and Jobs Act (IIJA). The programming of these additional funds will be considered through a future Commission action.

Program Categories

In keeping with prior cycles, the proposed OBAG 3 framework is designed to reflect the priorities established in *Plan Bay Area 2050*, advance regional goals for equity and safety, and address federal performance-based programming requirements.

- **Planning & Program Implementation:** Carry out coordinated regional and countywide planning and programming activities within MTC's performance-based planning and programming processes, consistent with federal requirements and regional policies. Additionally, commit staffing resources necessary to deliver OBAG 3 projects and programs.
- **Growth Framework Implementation:** Support and assist with local efforts to create a range of housing options in PDAs, select Transit-Rich Areas (TRAs), and select High-Resource Areas (HRAs), and carry out other regional studies, programs, and pilots to advance the *Plan Bay Area 2050* growth framework.
- **Climate, Conservation, and Resilience:** Reduce emissions and solo vehicle trips through accelerated electrification and clean vehicle programs and expanded transportation demand management programs. Additionally, protect high-priority natural and agricultural lands; modernize and expand access to parks, trails, and recreation facilities; and increase transportation system resiliency to the impacts of climate change.
- **Complete Streets and Community Choice:** Improve and maintain local streets and roads to meet the needs of all users while improving safety, promoting walking, biking and other micro-mobility, and sustainable infrastructure. In addition, support community-led planning efforts and assist with the development and advancement of community-led transportation enhancements in Equity Priority Communities (EPCs).

- **Multimodal Systems Operations and Performance:** Support and coordinate efforts to achieve an integrated, efficient, reliable, and easy to navigate public transit network to increase ridership and improve mobility options consistent with the Transit Transformative Action Plan recommendations. Additionally, continue to optimize existing freeways, highways, key arterials, and communications infrastructure to maximize person throughput and multimodal system performance.

Program Structure

The OBAG 3 program structure is divided into Regional and County & Local components. The program categories, described above, provide a common framework for project types and focus areas for both program components.

Regional Programs

OBAG 3 directs 50% of available program funds (or \$375 million) towards regional investments that are targeted to address critical climate and focused growth goals of *Plan Bay Area 2050*, and coordinate and deploy strategies that are best suited for regional implementation. Program categories and recommended funding amounts are provided below and reflected in Attachment B-1 of the program resolution. Projects within the broad program categories will be approved by the Commission through future programming actions.

Table 1. OBAG 3 Regional Program Investments

Program Category	Regional Program Details	Funding (millions)
Planning & Program Imp.	<ul style="list-style-type: none">• Regional planning & fund programming activities• OBAG 3 project implementation	\$50
Growth Framework Implementation	<ul style="list-style-type: none">• Planning and Technical Assistance Grant program and Regional Housing Technical Assistance program• Transit Oriented Communities (TOC) Policy update imp.• Regional studies, programs, and pilots (ex. Priority Production Areas)	\$25
Climate, Conservation, and Resilience	<ul style="list-style-type: none">• Significant investment in clean vehicles, charging infrastructure, and transportation demand management programs (ex. Mobility Hubs, Commuter Benefits Program)• Priority Conservation Area (PCA) Grant program, reflecting updated PCA planning framework• Resilience/sea level rise studies and/or pilots	\$98

Program Category	Regional Program Details	Funding (millions)
Complete Streets and Community Choice	<ul style="list-style-type: none"> Regional Active Transportation Plan, updated Complete Streets Policy, and Regional Safety/Vision Zero Policy implementation; technical assistance; Bay Trail planning and construction Local streets and roads asset management, including system expansion to support complete streets, safety, and green infrastructure efforts Community-based transportation plans and participatory budgeting processes; develop and advance community-identified projects in EPCs 	\$54
Multimodal Systems Operations and Performance	<ul style="list-style-type: none"> Transformational Transit Action Plan near-term investments Near-term multimodal operational improvements, incident management, and regional fiber communications Includes Bay Area Forwards and other freeway and arterial operations improvements 	\$149
Regional Programs Total		\$375

Note: Totals may not add due to rounding.

County & Local Programs

The remaining 50% of available OBAG 3 funds (or \$375 million) is directed for local and county projects prioritized through a call for projects process selected by MTC. This increase in the share of funds directed to local projects, up from 45% in OBAG 2, is in recognition of the critical role our local partners will be expected to play in successfully implementing the growth framework through local planning, reaching the aggressive safety and mode shift targets in *Plan Bay Area 2050*, building the local priority projects that have been identified by community-led processes in EPCs, and accelerating affordable and transit-supportive growth and access improvements at key transit hubs.

Program Category	County & Local Programs Details	Funding (millions)
Planning & Program Implementation	<ul style="list-style-type: none"> Countywide planning, programming, and outreach activities 	\$35
Growth Framework Implementation	<ul style="list-style-type: none"> Regionwide call for projects, with projects selected for funding by MTC 	\$340

Program Category	County & Local Programs Details	Funding (millions)
Climate, Conservation, and Resilience	<ul style="list-style-type: none">• CTAs assist with initial outreach, project screening, and developing prioritized list of project nominations• Wide range of project eligibilities, with a focus on investing in PDAs and community-identified projects in EPCs• Investment targets for active transportation, Safe Routes to School (SRTS), and PDA investments• Project sponsors must comply with various policy requirements related to housing, complete streets, safety plans, and pavement management programs.	
Complete Streets and Community Choice		
Multimodal Systems Operations and Performance		
County & Local Programs Total		\$375

Local jurisdictions, transit agencies, and CTAs may apply for these funds for a variety of project types and program categories described in Attachment A of the program resolution, subject to the requirements and programming policies described therein. Following the unified call for projects process, the Commission will select projects for funding and reflect approved projects, sponsors, and amounts in Attachment B-2 of the program resolution.

Policy Provisions

The proposed OBAG 3 policy maintains core elements from prior cycles, with updates to align with *Plan Bay Area 2050* strategies, ensure compliance with current state and regional requirements, and address federal corrective actions.

- The **PDA investment targets** from prior OBAG cycles are carried forward, with a new uniform definition for determining whether projects located outside of a PDA may be credited toward achievement of these targets.
- **Investment targets for active transportation and SRTS** are also incorporated, to make significant progress throughout the region towards our collective goals for active transportation and increased roadway safety.
- **Local compliance** with state and local housing policy remains a requirement, as is compliance with MTC's Complete Streets Policy (as proposed for update in Spring 2022), and pavement management program requirements. To reinforce the region's focus on safety, cities and counties will be required to adopt a Local Road Safety Plan (LRSP) or equivalent safety plan to maintain eligibility for OBAG 3 funding. This requirement

mirrors the state's Highway Safety Improvement Program (HSIP), which will require safety plans as a condition to apply for HSIP Cycle 11 funding later this spring.

- In response to **federal corrective actions**, the program resolution documents the project selection process, reaffirms MTC's role in project evaluation and selection, incorporates nomination targets for each county to maintain incentives for housing production and planned growth, and provides a description of the project selection process for CMAQ-funded projects.

Additional information on these and other key policy provisions proposed for OBAG 3 are provided in **Attachment 2** to this memo and in Attachment A of the program resolution.

Concurrent Programming Actions

Concurrent with the adoption of the OBAG 3 project selection and programming policy framework this month, staff recommends programming approximately \$85 million for the following planning and program activities:

- \$8.3 million for MTC's regional planning activities to support *PBA 2050* implementation efforts;
- \$37.2 million for MTC's OBAG 3 program and project implementation, including staffing resources through the OBAG 3 program horizon;
- \$4 million for MTC's program and project implementation for prioritized transit transformation activities from the Blue Ribbon process, including staffing resources; and
- \$35.2 million for CTAs to carry out countywide planning and programming activities.

Programming funds for these activities will ensure revenues will be available as needed for ongoing efforts, as well as provide the resources necessary to ramp up implementation of the Blue Ribbon near-term priorities for mapping and wayfinding and transit priority projects.

Next Steps

In the coming months, staff will develop guidelines for the County & Local Programs call for projects process, in coordination with the Bay Area Partnership working groups and stakeholders. Staff will return to the Commission in Spring 2022 to approve these guidelines and to program funding to projects within the Regional Programs. More information on the schedule for OBAG 3 implementation is provided in **Attachment 3** to this memo.

Issues:

- **Funding Regional Initiatives:** Sufficient funding for regional initiatives is contingent upon the comprehensive funding approach that extends beyond the federal STP/CMAQ

revenues programmed through OBAG 3. Staff will identify complementary fund sources and approaches to support regional initiatives. One complementary fund source for discussion as an information item on today's agenda is REAP 2.0.

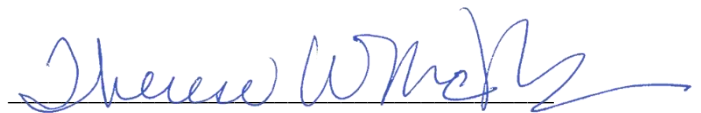
- **Active Transportation Investment:** The OBAG 3 proposal includes a \$200 million aspirational investment target that aligns with the aggressive mode shift and safety goals of *PBA 2050*. Staff will monitor the development of federal and state funding programs that support active transportation projects in the coming months and may recommend adjusting this program-specific investment target accordingly.
- **Alignment with Regional Policy Updates:** The OBAG 3 framework may need to be refined or clarified in the coming months to maintain a strong alignment between the program's investments and policy provisions and the updates underway to the Transit Oriented Development (TOD)/Transit Oriented Communities (TOC) policy, Active Transportation Plan (AT Plan), and Complete Streets Policy.
- **Federal Programming Requirements:** The OBAG 3 framework includes clarifications and revisions to address federal corrective actions regarding the administration of Federal Highway Administration (FHWA) funds. As the County & Local Program and Regional Programs are further defined and implemented, staff will continue to ensure MTC's programming practices are consistent with federal requirements.

Recommendations:

Refer MTC Resolution No. 4505 to the Commission for approval.

Attachments:

- Attachment 1 – Program Principles
- Attachment 2 – Key Program Provisions
- Attachment 3 – OBAG 3 Implementation Schedule
- Presentation – OBAG 3 Program Framework
- MTC Resolution No. 4505



Therese W. McMillan

OBAG 3 Program Principles

- **Preserve effective program features from prior OBAG cycles to support regional objectives.** Key aspects of the prior cycles are preserved under the proposed OBAG 3 County & Local Program, including concentrating transportation investments within PDAs, incorporating housing factors into the project prioritization process, and local jurisdiction policy requirements. Partnership with Bay Area County Transportation Agencies (CTAs) to identify local community-based projects for funding that are consistent with regional goals is also continued.
- **Strategically advance *Plan Bay Area 2050* implementation through OBAG investments and policies.** As with OBAG 1 and 2, the primary objective of the OBAG 3 program, both the in the Regional and County & Local components, is to support the interconnected strategies of the RTP and SCS. With the adoption of *Plan Bay Area 2050*, OBAG 3 reflects new and updated implementation strategies as well as new Growth Geographies.
- **Incorporate recent MTC policy initiatives and adapt to the current mobility landscape.** In the years following the adoption of OBAG 2, MTC has undertaken several major policy initiatives which were taken into consideration in the development of OBAG 3. These policy actions include adoption of the MTC Equity Platform, Regional Safety/Vision Zero Policy, and Express Lanes Strategic Plan, and completion of the Transit Transformation Action Plan. In addition, the OBAG 3 program takes into account sustainable staffing levels necessary to implement continued and new initiatives.
- **Advance equity and safety through policies and investments.** Building off the principles of the MTC Equity Platform, the OBAG 3 framework integrates cross-cutting equity considerations into each of its proposed program areas. In addition, while the program requirements stop short of mandating local Vision Zero policies, jurisdictions will be required to adopt Local Road Safety Plans (equivalent safety plans), and priority will be given to funding projects that align with and support these plans. OBAG 3 also significantly increases funding levels for Healthy, Safe, and Sustainable Streets projects and implementation of projects in Equity Priority Communities that have been prioritized through Community-Based Transportation Plans or Participatory Budgeting processes.

- **Address federal planning and programming requirements.** As the federally-designated Metropolitan Planning Organization (MPO) for the Bay Area, MTC is responsible for regional transportation planning and programming efforts, including performance-based requirements. OBAG 3 documents and reaffirms MTC's roles and responsibilities for programming STP and CMAQ funding, including the areas of project selection and funding distribution processes, and the prioritization process for CMAQ funds.
- **Coordinate with complementary fund sources to develop a comprehensive regional investment strategy.** Recognizing that STP and CMAQ funds constitute a relatively limited proportion of the total transportation funding available to the region, the OBAG 3 program is designed in coordination with other complementary existing and anticipated fund sources to implement the ambitious strategies laid out in *Plan Bay Area 2050*.
- **Emphasize a shared, partnership approach to program implementation.** OBAG 3 preserves and continues to build upon the robust partnerships with CTAs, transit agencies, Caltrans, and local jurisdictions established through prior programming cycles. The program architecture and policies recognize and uphold local expertise in project development and prioritization, while providing a framework for all stakeholders to work together to advance shared regional priorities.

OBAG 3 – Key Program Provisions

Program Element	Program Provision	OBAG 2 Comparison
PDA investment targets <i>County and Local Program</i>	<ul style="list-style-type: none"> • 70% of investments in Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara Counties must be directed to Priority Development Areas (PDAs) • 50% of investments in Marin, Napa, Solano, Sonoma Counties must be directed to PDAs. 	No change
	<ul style="list-style-type: none"> • PDA investments must meet the uniform definition for PDA supportive projects, which includes projects located within or connected to a PDA, within one mile of a PDA boundary, or otherwise providing a clear and direct connection to PDA implementation (as determined by MTC staff). 	New
Local Policy Adoption* <i>County and Local Program</i>	<p>To maintain funding eligibility, by December 31, 2023, local jurisdictions must:</p> <ul style="list-style-type: none"> • Have their Housing Element certified* by California Housing and Community Development (HCD). • Adopt a resolution affirming compliance with state housing laws related to surplus lands, accessory dwelling units, and density bonuses. • Adopt a Local Roadway Safety Plan or equivalent, as defined under the California Highway Safety Improvement Program (HSIP). • Jurisdictions achieving compliance in advance of the above deadline may have County & Local Program projects programmed into the federal Transportation Improvement Program (TIP). After the deadline, MTC will deprogram any funds awarded to jurisdictions not in compliance with the above requirements. <p>In addition, throughout the funding cycle, local jurisdictions must:</p> <ul style="list-style-type: none"> • Submit annual Housing Element Annual Progress Reports to HCD by April 1 each year. • Maintain compliance with the Housing Accountability Act. • Comply with MTC's Pavement Management Program (PMP) policies (including updates as prescribed by MTC staff), participate in statewide local streets and roads needs assessment 	Provisions updated; compliance will require increased level of effort

Program Element	Program Provision	OBAG 2 Comparison
	<p>surveys, and participate in providing annual updated information to the Highway Performance Monitoring System (HPMS).</p> <ul style="list-style-type: none"> Comply with MTC's Complete Streets Policy and Complete Streets Checklist requirements, both of which are currently being updated as part of the Regional Active Transportation Plan update. 	
<p>Project nomination and selection process** <i>County and Local Program</i></p>	<ul style="list-style-type: none"> MTC will initiate a regionwide call for projects process. County Transportation Agencies (CTAs) will develop initial project screening and prioritization processes, and MTC will review/accept each proposed approach. In coordination with MTC, CTAs will assist in local outreach and an initial screening of projects within their counties to ensure projects are consistent with local and county plans and priorities. 	Clarification of roles
	<ul style="list-style-type: none"> CTAs will be given nomination targets to guide the maximum amount of funding requests from local jurisdictions and transit operators that they can advance to MTC for project selection (calculated as 120% of the total amount available to the County & Local Program minus CTA Base Planning amounts). Nomination targets are based, in part, on recent housing outcomes and planned growth of local jurisdictions, as these factors are recognized as necessary to promote consistency between transportation investments and the planned growth and development patterns in MTC's current RTP/SCS, <i>Plan Bay Area (PBA) 2050</i>. Nomination targets do not imply pre-determined amounts or shares for any individual jurisdiction. However, the targets maintain the incentive provided through OBAG 1 and 2 for local jurisdictions to make progress in producing housing and committing to plan for future growth by allowing CTAs of those local jurisdictions to nominate additional funding requests to MTC for further consideration in the project selection process. 	Clarification of the role of county targets

Program Element	Program Provision	OBAG 2 Comparison
	<ul style="list-style-type: none"> MTC will select a program of projects based on initial screening and prioritization provided by the CTAs, regional considerations to promote consistency between transportation improvements and the growth and development patterns reflected in <i>PBA 2050</i>, and to advance federal performance-based programming. 	Clarification of process
CMAQ funding** <i>All programs</i>	<ul style="list-style-type: none"> MTC will complete an emissions benefits and cost effectiveness assessment on all projects prior to project selection for CMAQ funding. 	New
Equity Opportunities <i>All programs</i>	<ul style="list-style-type: none"> An equity lens will be woven throughout the OBAG 3 program. Increased investment levels for Community Based Transportation Plans (CBTPs) and Participatory Budgeting (PB) processes and dedicated funding to develop and implement projects identified by residents in Equity Priority Communities (EPCs). Call for county and local projects process will prioritize projects within EPCs or that otherwise directly benefit historically marginalized or disadvantaged populations. 	New/Expanded
Active Transportation & Safety <i>All programs</i>	<ul style="list-style-type: none"> \$200 million nationwide investment target for bicycle/pedestrian improvements and programs, including Safe Routes to School (SRTS) programs. 	New
	<ul style="list-style-type: none"> \$25 million nationwide investment target for SRTS programs and projects. 	Modified
	Align program focus areas and investments with: <ul style="list-style-type: none"> Regional Active Transportation Plan update, including implementation of the Regional Active Transportation Network. Regional Safety/Vision Zero Policy, including emphasis on safety projects identified in local safety plans or on designated High Injury Networks. 	New/Expanded
Performance-Based Programming** <i>All programs</i>	Align investments and focus areas with: <ul style="list-style-type: none"> Federal performance goal areas and measures, including roadway safety, asset management, and mode shift away from single-occupant vehicle travel. Performance outcomes of PBA 2050 strategies, including GHG reduction and affordability. 	New/Expanded

Program Element	Program Provision	OBAG 2 Comparison
Planning and programming activities <i>All programs</i>	<ul style="list-style-type: none"> Program revenues for regional planning, programming and OBAG 3 project implementation. 	No change
	<ul style="list-style-type: none"> Program revenues for countywide planning and programming as outlined in CTA Planning Agreements. Continue provision that each county's base planning funding will not exceed the amount of funding programmed to projects within that county (affects Napa County). CTAs can augment base planning amounts through the local project nomination process. 	Increased

- * Housing Element law has changed significantly in recent years, and as such, the OBAG requirements for a city or county to have a certified housing element and submit annual progress reports will be much more meaningful leading up to the OBAG 3 cycle. Compliance with Housing Element law includes the adoption of an HCD-certified Housing Element in compliance with new site inventory and Affirmatively Furthering Fair Housing (AFFH) requirements. Annual progress reports (APRs) must also meet enhanced reporting requirements for rezoning, no net loss, and projects at various stages of the entitlement process.
- ** Addresses a federal requirement in response to the corrective actions provided to MTC as part of its 2020 recertification report, or to advance performance-driven and outcome-based approach to planning and fund programming.

OBAG 3 Implementation Schedule

Dates	Implementation Action
November 2021	Initial OBAG 3 Framework Discussion at the MTC Programming and Allocations Committee (Information)
January 2022	OBAG 3 Policy & Procedures Framework Approval (MTC Resolution No. 4505)
February – April 2022	County & Local Program – Call for Projects Development <ul style="list-style-type: none"> • MTC development of program guidelines, outreach & project scoring/prioritization processes • Commission approval of program guidelines (est. March) • CTA development and adoption of local processes for call for projects, consistent with guidelines • MTC staff review and approval of local call for projects processes
March/April 2022	Regional Program – Project and Program Approval <ul style="list-style-type: none"> • Commission programming of funds to various Regional Programs
May 2022	County & Local Program – Call for Project Nominations <ul style="list-style-type: none"> • MTC releases call for project nominations to CTAs
September 2022	County & Local Program – Project Nominations Deadline <ul style="list-style-type: none"> • CTAs submit prioritized nominations to MTC (120% the county investment target)
October – December 2022	County & Local Program – Regional Project Evaluation & Project Prioritization <ul style="list-style-type: none"> • MTC evaluation of nominations • CMAQ emissions benefits & cost effectiveness (for eligible projects) • MTC & CTA discussions of preliminary staff recommendation
October 1, 2022	First year of OBAG 3 funding availability for ongoing planning and programming activities, Regional Programs
January 2023	County & Local Program – MTC Project Selection <ul style="list-style-type: none"> • MTC staff recommendations for Commission consideration & approval • Programming of County & Local Program projects into 2023 TIP (est. February 2023)
October 1, 2023	First year of OBAG 3 funding availability for County & Local Program projects

Date: January 26, 2022
W.I.: 1512
Referred by: Programming and Allocations (PAC)
Revised:

ABSTRACT

Resolution No. 4505

Adoption of the project selection and programming policies for the third round of the One Bay Area Grant program (OBAG 3). The project selection and programming policies contain the project categories that are to be funded with various fund sources, including federal surface transportation act funding assigned to MTC for programming, to implement the Regional Transportation Plan (*Plan Bay Area 2050*) and to be included in the federal Transportation Improvement Program (TIP) for the OBAG 3 funding delivery period.

The resolution includes the following attachments:

- Attachment A – OBAG 3 Project Selection and Programming Policies
- Attachment B – OBAG 3 Project Lists

With the adoption of the project selection and programming policies, Attachments B-1 and B-2 program \$8,300,000 to Regional Planning Activities, \$37,200,000 for OBAG 3 Program and Project Implementation, and \$4,000,000 for Program and Project Implementation for transit transformation activities within the Planning and Program Implementation Regional Program; and \$35,157,000 for CTA Planning Activities within the Planning and Program Implementation County & Local Program.

Date: January 26, 2022
W.I.: 1512
Referred By: Programming and Allocations (PAC)

RE: One Bay Area Grant Program (OBAG 3) Project Selection and Programming Policies

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4505

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, as the RTPA/MPO for the San Francisco Bay Area, is assigned programming and project selection responsibilities for certain state and federal funds; and

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

WHEREAS, the California Department of Transportation (Caltrans) Obligation Authority (OA) Management Policy allows RTPAs and MPOs to exchange regional Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and other federal funds assigned to the RTPA or MPO with Caltrans and other regions, when a region or Caltrans-managed local program has excess or insufficient apportionment available to deliver its annual federal program; and

WHEREAS, Title 23 CFR § 630, Subpart G, allows the advancement of federal-aid projects and expenditure of eligible costs prior to the obligation of funds (referred to as “Advance Construction” or “AC”) with reimbursement of eligible expenditures permitted following conversion of the AC to a regular obligation; and

WHEREAS, MTC, in cooperation with transit operators, Caltrans, the Bay Area Air Quality Management District (BAAQMD), Bay Area County Transportation Agencies (CTAs),

counties, cities, and interested stakeholders, has developed 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 and B 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 Attachment B of this Resolution, incorporated herein as though set forth at length; and

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

RESOLVED that MTC approves the “Project Selection and Programming Policies” for projects to be funded in the OBAG 3 program as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the funds assigned to MTC as the RTPA/MPO for programming and project selection shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures, and programming, consistent with implementation of 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 changes to project sponsor, 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 Attachment B 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 is authorized to execute Advance Construction (AC) Authorizations with Caltrans and/or the Federal Highway Administration

(FHWA) for federal projects sponsored or implemented by the Metropolitan Transportation Commission; and be it further

RESOLVED that the Executive Director or designee is authorized to execute agreements and Letters/Memorandums of Understanding with Caltrans and other MPOs and RTPAs for the exchange of regional Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) and other federal funds assigned to MTC for programming discretion, consistent with Caltrans' Obligation Authority (OA) Management Policy; 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

Alfredo Pedroza, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission, on January 26, 2022

Date: January 26, 2022
W.E.: 1512
Referred by: PAC
Revised:

Attachment A
Resolution No. 4505

One Bay Area Grant (OBAG 3) Program

Project Selection and Programming Policies

One Bay Area Grant (OBAG 3) Program
Project Selection and Programming Policies

Table of Contents

Table of Contents.....	3
Background	4
Program Principles.....	4
Revenue Estimates.....	5
Program Categories	6
Regional Programs.....	7
County & Local programs	9
Project Lists.....	14
Programming Policies	14
General Policies.....	14
County & Local Program Policies	19
Policy Consistency.....	22

Appendices

Appendix A-1 County & Local Program Call for Projects Guidelines (pending)

Appendix A-2 CTA and Local Jurisdiction Compliance Checklist (pending)

The One Bay Area Grant Program (OBAG 3) establishes the policy framework and commitments for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for a four-year period covering federal fiscal year (FY) 2022-23 through FY 2025-26. Attachment A outlines the OBAG 3 program principles and objectives, revenue estimates, program architecture, and programming policies. Attachment B details the projects, funding amounts, and project sponsors, as they are approved by the Commission.

Background

The Commission adopted the inaugural One Bay Area Grant Program (OBAG 1) in May 2012 (MTC Resolution 4035) to better integrate the region's federal transportation program with its Sustainable Communities Strategy (SCS). Pursuant to SB 375 (Steinberg 2008), the SCS aligns regional transportation planning with land use and housing in order to meet state greenhouse gas reduction targets. Since 2013, MTC and ABAG have jointly adopted a SCS along with MTC's long-range Regional Transportation Plan (RTP) every four years, with the documents collectively known as *Plan Bay Area*.

The OBAG 1 program established a framework for leveraging discretionary federal highway funding to support the implementation of *Plan Bay Area* by focusing transportation investments in Priority Development Areas (PDAs) and in jurisdictions producing and planning for new housing under the Regional Housing Needs Allocation (RHNA) process, among other strategies. The framework also consolidated funding sources and increased local agency flexibility to advance priority projects. OBAG 1 programming covered the five-year period from FY 2012-13 through FY 2016-17. Following the initial success of OBAG 1, the Commission adopted OBAG 2 in November 2015 (MTC Resolution 4202) with a similar framework and supporting policies. OBAG 2 programming covered the five-year period from FY 2017-18 through FY 2021-22.

In keeping with prior cycles, the proposed OBAG 3 framework is designed to advance the implementation of the region's latest RTP and SCS, *Plan Bay Area 2050*, adopted in October 2021.

Program Principles

The following principles, established through Commission direction and stakeholder input, guided the development of the OBAG 3 program and policies:

- **Preserve effective program features from prior OBAG cycles to support regional objectives.** Key aspects of the prior cycles are preserved under the proposed OBAG 3 County & Local Program, including concentrating transportation investments within PDAs, incorporating housing factors into the project prioritization process, and local jurisdiction policy requirements. Partnership with County Transportation Agencies (CTAs) to identify local community-based projects for funding that are consistent with regional goals is also continued.
- **Strategically advance *Plan Bay Area 2050* implementation through OBAG investments and policies.** As with OBAG 1 and 2, the primary objective of the OBAG 3 program, both the in the Regional and County & Local components, is to support the interconnected strategies of the RTP and SCS. With the adoption of *Plan Bay Area 2050*, OBAG 3 reflects new and updated implementation strategies as well as new Growth Geographies.

- **Incorporate recent MTC policy initiatives and adapt to the current mobility landscape.** In the years following the adoption of OBAG 2, MTC has undertaken several major policy initiatives which were taken into consideration in the development of OBAG 3. These policy actions include adoption of the MTC Equity Platform, Regional Safety/Vision Zero Policy, and Express Lanes Strategic Plan, and completion of the Transit Transformation Action Plan. In addition, the OBAG 3 program takes into account sustainable staffing levels necessary to implement continued and new initiatives.
- **Advance equity and safety through policies and investments.** Building off the principles of the MTC Equity Platform, the OBAG 3 framework integrates cross-cutting equity considerations into each of its proposed program areas. In addition, while the program requirements stop short of mandating local Vision Zero policies, jurisdictions will be required to adopt Local Road Safety Plans (or equivalent safety plans), and priority will be given to funding projects that align with and support these plans. OBAG 3 also significantly increases funding levels for Healthy, Safe, and Sustainable Streets projects and implementation of projects in Equity Priority Communities that have been prioritized through Community-Based Transportation Plans or Participatory Budgeting processes.
- **Address federal planning and programming requirements.** As the federally-designated Metropolitan Planning Organization (MPO) for the Bay Area, MTC is responsible for regional transportation planning and programming efforts, including performance-based requirements. OBAG 3 documents and clarifies MTC's roles and responsibilities for programming STP and CMAQ funding, including the areas of project selection and funding distribution processes, and the prioritization process for CMAQ funds.
- **Coordinate with complementary fund sources to develop a comprehensive regional investment strategy.** Recognizing that STP and CMAQ funds constitute a relatively limited proportion of the total transportation funding available to the region, the OBAG 3 program is designed in coordination with other complementary existing and anticipated fund sources to implement the ambitious strategies laid out in *Plan Bay Area 2050*.
- **Emphasize a shared, partnership approach to program implementation.** OBAG 3 preserves and continues to build upon the robust partnerships with CTAs, transit agencies, Caltrans, and local jurisdictions established through prior programming cycles. The program architecture and policies recognize and uphold local expertise in project development and prioritization, while providing a framework for all stakeholders to work together to advance shared regional priorities.

Revenue Estimates

OBAG 3 programming capacity is based on anticipated federal transportation program apportionments from the regional Surface Transportation Block Grant (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) programs for a four-year period covering FY 2022-23 through FY 2025-26.

Over the four year OBAG 3 period, \$750 million in STP/CMAQ programming capacity is estimated. Additional STP/CMAQ apportionments beyond that amount are anticipated from the recently enacted Infrastructure Investment and Jobs Act (IIJA). When actual STP/CMAQ apportionments from IIJA are made available, or if additional federal programs are authorized or appropriated during the OBAG 3 period, the Commission may adjust the programming capacity accordingly. Such adjustments include increasing or decreasing funding amounts to one or more programs, postponement of projects, expansion of existing programs, development of new programs, or adjustments to subsequent program cycles.

As federal programs are subject to change with each federal surface transportation authorization, any reference to specific fund sources in the OBAG 3 programming resolution (i.e. STP/CMAQ) serve as a proxy for replacement or new federal fund sources for which MTC project selection and programming authority. However, MTC may elect to program replacement or new federal fund sources outside of the OBAG 3 program resolution.

OBAG 3 programming capacity is based upon apportionment rather than obligation authority. As the amount of obligation authority available to the region is less than the region's annual apportionments, there is typically a carryover balance of apportionment each year. MTC's successful project delivery in recent years has allowed the region to capture additional, unused obligation authority from other states, enabling the region to advance the delivery of additional projects each year. MTC staff will continue to monitor apportionment and obligation authority balances throughout the OBAG 3 period to support the accelerated delivery of programmed projects.

Program Categories

The OBAG 3 program categories carry forward elements from previous OBAG cycles, reorganized for clarity and refined to more closely align with *Plan Bay Area 2050* strategies, advance regional goals for equity and safety, and address federal performance-based programming requirements. These revised categories further integrate the Regional Programs and County & Local Programs by providing a common framework for project types and focus areas. The five OBAG 3 program areas and corresponding objectives are as follows:

- **Planning & Program Implementation:** Carry out coordinated regional and countywide planning and programming activities within MTC's performance-based planning and programming processes, consistent with federal requirements and regional policies. Additionally, commit staffing resources necessary to deliver OBAG 3 projects and programs.
- **Growth Framework Implementation:** Support and assist with local efforts to create a range of housing options in PDAs, select Transit-Rich Areas (TRAs), and select High-Resource Areas (HRAs), and carry out other regional studies, programs, and pilots to advance the *Plan Bay Area 2050* growth framework.
- **Climate, Conservation, and Resilience:** Reduce emissions and solo vehicle trips through accelerated electrification and clean vehicle programs and expanded transportation demand management programs. Additionally, protect high-priority natural and agricultural

lands; modernize and expand access to parks, trails, and recreation facilities; and increase transportation system resiliency to the impacts of climate change.

- **Complete Streets and Community Choice:** Improve and maintain local streets and roads to meet the needs of all users while improving safety, promoting walking, biking and other micro-mobility, and sustainable infrastructure. In addition, support community-led planning efforts and assist with the development and advancement of community-led transportation enhancements in Equity Priority Communities (EPCs).
- **Multimodal Systems Operations and Performance:** Support and coordinate efforts to achieve an integrated, efficient, reliable, and easy to navigate public transit network to increase ridership and improve mobility options consistent with the Transit Transformative Action Plan recommendations. Additionally, continue to optimize existing freeways, highways, key arterials, and communications infrastructure to maximize person throughput and multimodal system performance.

Similar to previous OBAG cycles, the OBAG 3 program structure is divided into Regional and County & Local components, with the latter programs comprising of projects selected by MTC and nominated by CTAs through a unified call for projects process. Both the Regional and County & Local programs are organized around the five categories listed above.

REGIONAL PROGRAMS

OBAG 3 directs 50% of available program funds towards regional investments that are targeted to address critical climate and focused growth goals of *Plan Bay Area 2050*, and coordinate and deploy strategies that are best suited for regional implementation. As specific regional projects and programs are approved by the Commission for funding, they will be added to Attachment B-1.

Planning & Program Implementation

The Planning & Program Implementation program supports a variety of regional planning, programming, and outreach activities to implement *Plan Bay Area 2050* and comply with performance-based planning and programming requirements. This program category also includes dedicated resources and staffing support to deliver OBAG 3 projects and programs.

Growth Framework Implementation

The purpose of this program is to support and assist local efforts to create a range of housing options that align with *Plan Bay Area 2050* growth geographies, with a focus on completing plans for all existing PDAs by 2025. Funding from this program will provide capacity-enhancing support for local jurisdictions through the PDA Planning and Technical Assistance Grant program and the Regional Housing Technical Assistance program. These funds will also support implementation of MTC's Transit Oriented Development (TOD) Policy, or its successor, to ensure land use supports future transit investments. In addition, this program may fund regional land-use studies, programs, and pilot projects identified in *Plan Bay Area 2050 Implementation Plan*. Such studies could include redevelopment of malls and office parks, reuse of public and community-owned land, or a Priority Production Area (PPA) pilot program.

Climate, Conservation, and Resilience

Funding from this program supports a suite of interconnected objectives, including reduced vehicle emissions through accelerated electrification and transportation demand management, protection of high-priority natural and agricultural lands, expanded access to parks and open space, and increased resiliency of the transportation system to the impacts of climate change. These goals align with regional transportation and environmental strategies outlined in *Plan Bay Area 2050*.

Within the Regional Program, this category includes expanded investments to accelerate electrification, as well as a variety of emission reduction strategies and transportation demand management programs. Programs may include Mobility Hubs, Targeted Transportation Alternatives, car sharing, bikeshare and e-bike incentives; carpool programs; Commuter Benefits Program and targeted commuter programs; and assistance for the development of local demand management policies and programs.

The regional Priority Conservation Area (PCA) program provides grant funding for critical conservation and open space projects. Grants will be available to support the implementation of the updated PCA framework (currently underway).

This program category also includes a new regional resilience and sea level rise pilot to support the protection of vulnerable transportation assets from sea level rise and other climate impacts.

Complete Streets and Community Choice

This program is intended to improve and maintain local streets and roads to meet the needs of all users while increasing safety, with an emphasis on supporting the development and advancement of community-led transportation enhancements in EPCs.

Regional Program funding in this program category will implement recommendations of the Regional Active Transportation Plan, or its successor, including compliance with the Regional Complete Streets Policy and the implementation of the Regional Active Transportation Network. The program also continues technical assistance programs, and supports completion of key Bay Trail gaps. The program will also advance the Regional Safety/Vision Zero Policy, including support for the Regional Integrated Safety Data System and other regional safety initiatives, coordination efforts, and technical assistance. Ongoing regional programs that support local streets and roads asset management, including StreetSaver, StreetSaver Plus, and the Pavement Technical Assistance Program, are broadened to include upgrades to local roadway asset inventories to support complete streets and safety strategies, as well as encouraging green infrastructure, where possible.

Funding in this program category will also support increased regional investment in Community-Based Transportation Plans (CBTPs) and Participatory Budgeting (PB) processes, and provide a dedicated source of funding for the acceleration and delivery of projects identified through community plans and participatory budgeting efforts.

Multimodal Systems Operations and Performance

The purpose of this program is to improve mobility options across the Bay Area's multimodal transportation system and emphasizes achieving an integrated, efficient, reliable, and easy to navigate public transit network to increase ridership and improve mobility options.

Regional Program funding in this program category supports implementation of near-term priorities identified through the Blue Ribbon Transit Transformation Action Plan, as well as planning, design, and implementation of near-term operational improvements, incident management, and deployment of regional fiber communications infrastructure on the region's existing freeways and highways. Regional projects and programs to be funded include Bay Area Forwards, transit priority improvements, and additional freeway and arterial operational improvements.

COUNTY & LOCAL PROGRAMS

OBAG 3 directs the remaining 50% of available funding for local and county projects prioritized through a call for projects process selected by MTC. Local jurisdictions, transit agencies, and CTAs may apply for these funds for a variety of project types and program categories described below. As specific projects and programs are approved by the Commission for funding within the County & Local Program, they will be added to Attachment B-2.

Planning & Program Implementation

Similar to prior cycles, OBAG 3 provides dedicated funding within the County & Local Program to support planning and programming activities throughout the nine Bay Area counties. Administered by MTC through funding agreements with each CTA, these funds are used to cooperatively implement *Plan Bay Area 2050* and associated regional policies, development of countywide transportation plans, outreach activities, and the advancement of additional plans and projects as determined by MTC. CTAs may request additional funding to augment these base funding levels for countywide planning and programming through the call for projects process.

Growth Framework Implementation

The OBAG 3 County & Local Program continues to focus investments in PDAs through investment thresholds.

- **PDA Minimum Investments:** In the Bay Area's most populous counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara), a minimum of 70% of County & Local Program investments must be directed to PDAs. In the remaining counties (Marin, Napa, Solano, and Sonoma), a minimum of 50% in County & Local Program investments must be directed to PDAs. Funds programmed for CTA planning and programming activities are given partial credit towards each county's minimum investment threshold calculations (70% or 50%, in line with each county's minimum threshold).
- **Uniform Definition for PDA Supportive Projects:** To be credited towards each county's PDA minimum investment threshold, a project must be located within or connected to a PDA, or be within one mile of a PDA boundary. Projects that are not physically located within one mile of a PDA but have a clear and direct connection to PDA implementation, such as transit maintenance facility improvements, may also be credited towards the PDA minimum investment thresholds. Determinations for such projects will be provided by MTC staff on a case by case basis.

- **Housing Element:** Cities and counties must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-2031 Regional Housing Needs Allocation (RHNA) to maintain eligibility for County & Local Program funding. Projects that are awarded funding to a jurisdiction through the call for projects process will not be programmed into the TIP until the jurisdiction's housing element has been certified. After December 31, 2023, MTC will deprogram County & Local Program funds awarded to jurisdictions that do not yet have a certified housing element. After this date, MTC, in coordination with CTAs, will reprogram these funds to projects located in compliant jurisdictions.

Additionally, jurisdictions must submit Housing Element Annual Reports to HCD by April 1 every year throughout the OBAG 3 program period to maintain funding eligibility.

- **State Housing Laws:** To maintain funding eligibility, all cities and counties must demonstrate compliance with state housing laws related to surplus lands, accessory dwelling units, density bonuses, and the Housing Accountability Act. Jurisdictions are required to self-certify compliance with the first three elements (state housing laws related to surplus lands, accessory dwelling units, and density bonuses) through a local resolution. Projects that are awarded funding to a jurisdiction through the call for projects process will not be programmed into the TIP until such a resolution is adopted. After December 31, 2023, MTC will deprogram County & Local Program funds awarded to jurisdictions that have not yet adopted a resolution affirming compliance. After this date, MTC, in coordination with CTAs, will reprogram these funds to projects located in compliant jurisdictions. Self-certification resolutions must be adopted by local jurisdictions and submitted to MTC by December 31, 2023 to maintain eligibility for County & Local Program funding.

Compliance with the Housing Accountability Act is an ongoing program requirement, which may be monitored by MTC staff as appropriate. MTC may deprogram County & Local Program funds awarded to a jurisdiction that it determines to be out of compliance with the Housing Accountability Act.

In addition to focusing investments in PDAs, the County & Local Program supports mobility and access projects that serve additional *Plan Bay Area 2050* growth geographies, such as select TRAs and HRAs. Eligible projects in these growth areas will also be given consideration through the call for projects process.

Eligible project types for the County & Local Program that directly support the Growth Framework Implementation program category include:

- Local PDA Planning grants (in addition to those funded through the Regional Program)
- Local planning grants for other new *PBA 2050* Growth Geographies

Climate, Conservation, and Resilience

The County & Local Program supports regional coordination in the Climate, Conservation, and Resilience program category by identifying and funding additional local projects to achieve the interconnected goals to reduce emissions, protect and improve access to priority open spaces, and increase transportation system resiliency through the call for projects process.

Eligible project types for the County & Local Program that fall within the Climate, Conservation, and Resilience program category include:

- Transportation demand management programs
- Mobility Hub planning and implementation
- Parking reduction and curb management programs
- Car share and bike share capital projects
- Plans and projects to assist in the preservation and enhancement of open space, natural resource and agricultural lands, and critical habitats (may require non-federal funds)
- Bicycle and pedestrian access to open space and parklands
- Regional Advance Mitigation Planning (RAMP) planning activities and implementation (may require non-federal funds)

Complete Streets and Community Choice

The County & Local Program plays a critical role in meeting the objectives of Complete Streets and Community Choice by funding local improvements to local streets and roads to improve safety and meet the mobility needs of all users, as well as advancing transportation enhancements that have been vetted and prioritized by residents of Equity Priority Communities.

- **Active Transportation Investment Target:** OBAG 3 establishes a regionwide target of \$200 million for active transportation projects, including bicycle, pedestrian, and Safe Routes to School (SRTS) programs and projects. Bicycle and pedestrian elements included on projects that are not solely focused on active transportation (such as sidewalk or bike lane improvements included in a local road preservation project) also contribute to this regionwide investment target.
- **SRTS Investment Target:** OBAG 3 carries forward ongoing commitments to SRTS programming, by establishing a \$25 million regionwide target for SRTS programs and projects.
- **Complete Streets Policy:** Jurisdictions must comply with MTC's Complete Streets Policy, and its successor, including the requirement to complete a Complete Streets Checklist for each project applying for OBAG 3 funding. As part of the County & Local Program call for projects, CTAs are required to make completed project checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to the CTA's nomination of prioritized projects to MTC.
- **Regional Safety/Vision Zero Policy:** Starting with California Highway Safety Improvement Program (HSIP) Cycle 11, jurisdictions are required to have a Local Roadway Safety Plan (LRSP) or equivalent safety plan in order to be eligible for HSIP funding. Consistent with this

state requirement, local jurisdictions must have a LRSP or equivalent safety plan adopted in order to maintain eligibility for County & Local Program funding. Projects that are awarded funding to a jurisdiction through the call for projects process will not be programmed into the TIP until the jurisdiction has a LRSP or equivalent safety plan completed or underway. After December 31, 2023, MTC will deprogram County & Local Program funds awarded to jurisdictions that do not yet have a completed LRSP or equivalent safety plan. After this date, MTC, in coordination with CTAs, will reprogram these funds to projects located in compliant jurisdictions. Jurisdictions OBAG 3 funds may be used to complete an LRSP or equivalent safety plan.

- **Pavement Management Program:** To maintain County & Local Program funding, jurisdictions with local public streets and roads, must:
 - Maintain a certified Pavement Management Program (StreetSaver® or equivalent) updated as prescribed by MTC staff
 - Fully participate in statewide local streets and road needs assessment surveys (including any assigned funding contribution)
 - Provide traffic count data to MTC to support FHWA's Highway Performance Monitoring System (HPMS) on an annual basis, or as directed by MTC staff

Eligible project types for the County & Local Program that align with the Complete Streets and Community Choice program category include:

- Bicycle and pedestrian improvements and programs
- SRTS projects and programs
- Safety projects, local road safety plans (LRSP), and Vision Zero planning activities
- Complete streets and sustainable streets improvements
- Streetscape projects to encourage biking, walking, and transit use
- Example project elements include bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signals, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refuges, wayfinding signage, tree grates, bollards, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving, and pedestrian-scaled street furniture including bus shelters, benches, magazine racks, and garbage and recycling bins.
- Local streets and roads preservation projects on the federal-aid system. Projects should be based on a needs analysis from the jurisdiction's Pavement Management Program:
 - Pavement rehabilitation projects must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the jurisdiction's PMP demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.
 - Eligible non-pavement activities include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements, and features that bring the facility to current standards.

(Continued)

- Federal Aid Secondary (FAS) rural road improvements are eligible for the following five counties: Alameda, Contra Costa, Santa Clara, Solano, and Sonoma. The counties of Marin, Napa, and San Mateo receive FAS funding from Caltrans as “off the top amounts” prior to distributing regional STP amounts to MTC. San Francisco County is not eligible for FAS funding, as it does not have rural roads. FAS funding amounts for eligible counties are determined by California’s Federal-Aid Secondary Highways Act (California Code § 2200-2214).
- Projects and programs prioritized in CBTPs and PB processes, which may include any of the above project types and project elements, as well as a variety of transit capital improvements.
- Community-based transportation plans or participatory budgeting processes in Equity Priority Communities (in addition to CBTP and PB processes administered through the Regional Programs)

Multimodal Systems Operations and Performance

The County & Local Program can support regional coordination and implementation the Multimodal Systems Operations and Performance program category by funding additional local projects to improve mobility options and performance of the Bay Area’s existing multimodal transportation system, particularly on arterials and along fixed-route transit; or by nominating County & Local Program funds to match or augment Regional Program funds for these types of projects.

Eligible project types for the County & Local Program within the Multimodal Systems Operations and Performance program category include:

- Transit capital improvements, including vehicles for new or expanded service
- Transit station improvements such as plazas, station access improvements, bicycle parking, and replacement parking or parking management for Transit Oriented Development (TOD)
- Local actions to advance implementation of the Transit Transformation Action Plan
- Cost-effective, technology-driven active operational management strategies for local arterials and highways (for highways, when used to augment state or federal funds and developed/implemented in coordination with MTC)
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community. Examples include the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals; individualized travel training and trip planning activities; development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and the operation of transportation brokerages to coordinate providers, funding agencies, and passengers.

Activities *not eligible* for funding include: air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Project Lists

Attachment B of Resolution 4505 contains the list of projects to be programmed under the OBAG 3 program. Attachments B-1 and B-2 list the projects receiving OBAG 3 funding through the Regional Programs and County & Local Programs, respectively. The project lists are subject to MTC project selection actions. MTC will update Attachments B-1 and B-2 as projects are selected or revised by the Commission.

Programming Policies

GENERAL POLICIES

The following programming policies apply to all projects funded in OBAG 3:

- 1. RTP Consistency:** Projects funded through OBAG 3 must be consistent with the adopted Regional Transportation Plan (RTP), currently *Plan Bay Area 2050*. As part of the project selection and TIP programming processes, project sponsors must identify each project's relationship with meeting the goals and objectives of the RTP, including the specific RTP ID number or reference. RTP consistency will be verified by MTC staff for all OBAG 3 projects as part of the project selection and TIP programming processes.
- 2. Federal Fund Eligibility:** Projects must be eligible for STP or CMAQ funds in order to be selected for OBAG 3 programming of those fund sources. However, eligibility for STP or CMAQ alone does not guarantee eligibility for funding through the OBAG 3 program. Projects must meet all program requirements and project selection criteria to be eligible for OBAG 3 funds.
 - STP is a flexible source of federal funding, with a wide range of projects that may be considered eligible. Eligible projects include roadway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration), public transit capital improvements, pedestrian and bicycle facilities and programs, highway and transit safety projects, transportation demand management, and transportation planning activities. More detailed eligibility requirements can be found in 23 U.S.C. § 133 and at: <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>.
 - CMAQ is a more targeted federal funding source for transportation projects that generate emissions reductions that benefit a nonattainment or maintenance for ozone, carbon monoxide, or particulate matter. Eligible project categories that meet this basic criteria include: Transportation Control Measures (TCMS) in an approved State Implementation Plan (SIP), transit expansion projects, transit vehicles and equipment, bicycle and pedestrian facilities and programs, travel demand management, public education and outreach activities, congestion reduction and traffic flow improvements, carpool, vanpool, and carshare programs, travel demand management, outreach and rideshare activities, telecommuting programs, and intermodal freight projects. For more detailed eligibility information, refer to 23 U.S.C. § 149 and at: http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/.
- 3. Air Quality Conformity:** In the Bay Area, it is the responsibility of MTC to make a regional air quality conformity determination for the TIP in accordance with federal Clean Air Act

requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the update of the TIP. Non-exempt projects that are not incorporated in the current finding for the TIP will not be considered for funding in the OBAG 3 program until the development of a subsequent air quality finding for the TIP. Additionally, the EPA has designated the Bay Area as a non-attainment area for fine particulate matter (PM_{2.5}). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) for PM_{2.5} must complete hot-spot analyses as required by the Transportation Conformity Rule. Generally, POAQC are those projects that result in significant increases in, or concentrations of, emissions from diesel vehicles.

- 4. Public Involvement.** MTC is committed to a public involvement process that is proactive and provides opportunities for continuing involvement, comprehensive information, timely public notice, and public access to key decisions. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*. The Commission's adoption of the OBAG 3 project selection and programming policy meets the provisions of the *MTC Public Participation Plan*. MTC's Policy Advisory Committee and the Bay Area Partnership working groups are consulted in the development of funding commitments and policies for OBAG 3. Additional opportunities for public and stakeholder involvement will be provided throughout the OBAG 3 program period as specific programs are developed.

OBAG 3 investments must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions.

Additional details on the public involvement requirements for the County & Local Program, including Title VI considerations, are provided in Appendix A-1. The current *MTC Public Participation Plan* is available online at: <https://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

- 5. Project Selection Processes:** The OBAG 3 program categories are designed to reflect the investment priorities established in *Plan Bay Area 2050*. Within these program categories, MTC selects projects for STP and CMAQ funding that are consistent with *Plan Bay Area 2050*, and with consideration of their achievement toward regional targets of federal performance goals, and project delivery.
- 6. CMAQ Project Selection:** Additional project selection processes guide MTC's programming of CMAQ funds. MTC referred to FHWA's CMAQ Cost Effectiveness Tables (2020), emissions reductions benefits of OBAG 2 CMAQ projects, regional strategies in the Bay Area Air Quality Management District's (BAAQMD's) *Clean Air Plan*, and *Plan Bay Area 2050* air quality improvement strategies to develop CMAQ programmatic priorities for the OBAG 3 program. The CMAQ programmatic priorities to reduce emissions through vehicle miles traveled reduction include: bicycle and pedestrian facilities and programs, transit capital improvements, carpool, vanpool, rideshare, and travel demand management. CMAQ programmatic priorities to

otherwise reduce transportation emissions reductions include: alternative fuel infrastructure and programs, traffic flow improvements, and incident management. Programmatic priorities are intended to guide initial program development, and do not preclude other project types from being selected for CMAQ funds.

- **Regional Programs.** CMAQ programmatic priorities are used to develop a proposed focus for CMAQ funds within various components of the Regional Programs. All regional projects that are eligible for CMAQ funding will be assessed for emissions reductions benefits and cost effectiveness prior to CMAQ project selection.
- **County & Local Program.** As part of the call for projects process, project sponsors will provide project data necessary to assess the emissions benefits and cost effectiveness for projects eligible for CMAQ funding. These assessments will be incorporated into the prioritization and CMAQ project selection as described in Appendix A-1.

7. **TIP Programming:** Projects approved as part of the OBAG 3 program must be amended into the federal Transportation Improvement Program (TIP). The federally-required TIP is a comprehensive listing of transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant for air quality conformity or modeling purposes. OBAG 3 project funding must first be approved by the Commission through revision to the Attachment B before it can be amended into the TIP.

Once a project has been selected for funding and is programmed in Attachment B, project sponsors must submit the project information into MTC's Fund Management System (FMS) in order for the project to be amended into the TIP. Proper submittal of project information into FMS is required for inclusion into the TIP in a timely manner. Additional information on FMS is available here: <https://mtc.ca.gov/funding/fund-management-system-fms>.

8. **Resolution of Local Support:** a Resolution of Local Support approved by the project sponsor's governing board or council and submitted in FMS. A template for the Resolution of Local Support can be downloaded from the MTC website using the following link: <https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-obag-3>.

9. **Local Match:** Although local match requirements are subject to change, the current local match requirement for STP and CMAQ funded projects in California is 11.47% of the total project cost, with FHWA providing up to 88.53% of the total project cost through reimbursements. For capital projects, sponsors that fully fund the project development or Preliminary Engineering (PE) phase with non-federal funds may use toll credits in lieu of a match for the construction phase. For these projects, sponsors must still meet all federal requirements for the PE phase.

Per the Regional Toll Credit Policy (MTC Resolution No. 4008), MTC may use toll credits to waive the local match requirements for programs and projects of regional significance, such as ongoing regional programs and planning efforts.

10. **Environmental Clearance:** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations

Section § 15000 et seq.), and the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) standards and procedures for all projects with federal funds.

11. Fund Exchanges: Federal STP and CMAQ funding may be exchanged with non-federal funds for projects that are consistent with the OBAG 3 programming policy but are ineligible or poorly suited to federal funding. Development and implementation of a funding exchange is the responsibility of the project sponsors and CTAs. Exchanges must be consistent with MTC's fund exchange policy for regional discretionary funds (MTC Resolution No. 3331), which also requires the locally-funded project to be included in the TIP for tracking purposes.

12. Regional STP/CMAQ Exchanges: State and federal timely use funds provisions, such as Sections 182.6 and 182.7 of the State Streets and Highways Code, require federal apportionment to be obligated within three years of federal eligibility. If a region of the state is unable to fully obligate their lapsing STP or CMAQ balances in a given year, another region in the state can enter into temporary exchange agreements to obligate the older, unused STP or CMAQ balances in exchange for an equal amount of future year STP or CMAQ funds. Such exchanges benefit both regions by avoiding the loss of funds in one region, while another region can advance projects that may be stalled due to a lack of eligible funding.

To facilitate such exchanges, the MTC Executive Director or designee is authorized to sign letters of understanding with Caltrans and other regions for the exchange of STP or CMAQ funds with the following conditions and limitations:

- The exchange does not negatively impact the delivery of Bay Area STP/CMAQ projects.
- The exchange is a dollar for dollar exchange.
- The exchange is allowed under Caltrans' obligation authority management policy.
- Exchanges over \$2 million are reported to a standing Committee of the Commission for information.
- The Letter of Understanding can be executed in time for the MTC to secure the funds prior to any lapse or rescission.
- If any timely use of funds deadlines or Caltrans processes are not met in time and therefore result in the loss of apportionment balance, MTC's apportionment shall not be negatively affected and the Letter of Understanding is null and void.

Exchanges beyond these conditions and limitations may be approved by a standing Committee of the Commission.

13. Advanced Construction: When certain federal funds are not available for obligation due to an insufficient balance of apportionment or obligation authority project sponsors may request authorization from FHWA and Caltrans to proceed with the project under advance construction (AC) procedures. AC procedures allow FHWA to authorize work to begin on a project without obligating federal funds. Project sponsors given the federal authorization to proceed with a project under AC procedures use local funds to perform work eligible for future federal reimbursement. Once federal apportionment or obligation authority becomes available, the sponsor may then seek to covert the amount authorized through AC into a real obligation of federal funds.

AC procedures streamline the delivery of federal projects and programs by allowing projects to proceed when current year apportionments or obligation authority has run out, and enables the region and the state to better manage the use of obligation authority for large projects.

To facilitate AC procedures on regional projects, the MTC Executive Director or designee, in consultation with the Chief Financial Officer, is authorized to execute AC authorizations with Caltrans and/or FHWA for federal projects sponsored or implemented by MTC, with the following conditions and limitations:

- The agency must have sufficient local funds to pay for all project costs until the federal funds become available.
- The project must comply with all federal requirements including programming in the TIP.
- The federal authorization date establishes the start date for performance federally-reimbursable work.

14. Regional Fund Management: OBAG 3 funding is available in federal fiscal years (FY) 2022-23 through FY 2025-26. Funds may be programmed in any of these years, conditioned upon the availability of federal apportionment and obligation authority (OA), and subject to TIP financial constraint requirements. In addition, in order to provide uninterrupted funding to ongoing efforts and to provide more time to prepare for the effective delivery of capital projects, priority of funding for the first year of programming apportionment (FY 2022-23) will be provided to ongoing programs, such as regional and CTA planning activities, non-infrastructure projects and programs, and the preliminary engineering phase of capital projects.

Specific programming timelines will be determined through the development of the Annual Obligation Plan, which is developed by MTC staff in collaboration with the Bay Area Partnership technical working groups and project sponsors.

OBAG 3 projects are selected for funding based on program and fund source eligibility, project merit to achieve program objectives, and deliverability within established deadlines.

The OBAG 3 program funding is composed of approximately 60% STP and 40% CMAQ funding. MTC will select projects throughout the nine-county Bay Area based on the established project selection criteria and programming policies. STP and CMAQ funds will be assigned to specific projects as part of the project selection process. The amount of STP or CMAQ in any one program, or in the case of the County & Local Program in any one county, will be determined as part of the project selection process. Following the initial project selection and fund assignment process, MTC may re-assign fund sources to reflect available apportionment or obligation authority, or to otherwise effectively manage regional STP and CMAQ funds.

All OBAG 3 programming amounts must be rounded to the nearest thousand.

All project savings are returned to MTC for future programming, and are not retained by the project sponsor or county.

15. Project Delivery Policy: Once programmed in the TIP, the funds must be obligated by FHWA or transferred to the Federal Transit Administration (FTA) within the federal fiscal year the funds

are programmed in the TIP. Additionally, all OBAG 3 funds must be obligated no later than January 31, 2027.

Project sponsors are responsible for securing necessary matching funds and for cost increases or additional funding needed to complete the project.

Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy (MTC Resolution No. 3606 and any subsequent revisions). All funds are subject to obligation, award, invoicing, reimbursement and project close-out requirements. The failure to meet these deadlines may result in the de-programming and redirection of funds to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of OBAG 3 funding is required to identify and maintain a staff position that serves as the single point of contact (SPOC) for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the TIP, and to notify MTC immediately when the position contact has changed. This person will be expected to work closely with FHWA, Caltrans, MTC, and the respective CTA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate, if requested, in a consultation meeting with the CTA, MTC, and Caltrans prior to MTC approving future programming or including any funding revisions for the agency in the TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

COUNTY & LOCAL PROGRAM POLICIES

In addition to the general programming policies, the following policies also apply to all projects selected for funding in the County & Local Program.

- 1. Minimum Grant Size:** Projects must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). The purpose of grant minimum requirements is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CTAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff.

On a case by case basis, MTC may program a grant award that is below the county minimum, but no less than \$150,000. These exceptions are subject to MTC staff discretion,

but may be limited to non-infrastructure projects, safety projects, or projects that are already federalized.

2. Project Selection Process: MTC selects project in the County & Local Program through a competitive call for projects process, administered by MTC in coordination with the CTAs. In early 2022, MTC will develop and approve the call for projects guidelines (Appendix A-1) prior to releasing a regionwide call for local and county project nominations. In coordination with MTC, CTAs will assist with local agency outreach, public engagement, and initial project screening and evaluation. Following this initial process, CTAs will submit a locally prioritized list of project nominations for MTC's regional evaluation and final project selection in early 2023.

3. County Nomination Targets: With the release of the regionwide call for projects, MTC will provide CTAs with their nomination targets for the OBAG 3 County & Local Program. Nomination targets are established to guide the maximum funding request from each county. Similar to prior cycles, these targets will be based on population, recent housing production and planned growth, and housing affordability. However, these investment targets do not commit or imply a guaranteed share of funding to any individual county or jurisdiction. Each county's nomination target will also be adjusted to ensure that it is greater than the amount of base planning funding for that county (affects Napa County).

In order to ensure a sufficient pool of projects for MTC's final project selection, the nomination targets will be 120% of the total amount available for the County & Local Program minus the amounts for CTA Base Planning. Nomination targets will be detailed in Appendix A-1.

4. Project Selection Criteria & Outreach: MTC will develop detailed project selection criteria and outreach requirements prior to the release of the call for projects, and provided in Appendix A-1. The project selection guidelines will include, but may not be limited to, the following criteria:

- Screening of all projects for consistency with *Plan Bay Area 2050*, federal fund eligibility, and OBAG 3 programming policy requirements.
- Alignment with *Plan Bay Area 2050* strategies and federal performance management targets.
- Consistency with adopted regional plans and policies, such as Regional Safety/Vision Zero policy, Equity Platform, Regional Active Transportation Plan (AT Plan), Complete Streets Policy (update pending), Transit Oriented Communities (TOC) Policy (update pending), and priority actions from the Blue Ribbon Transit Transformation Action Plan.
- Projects located within PDAs, or select new growth geographies, and EPCs
- Projects identified in completed CBTPs or PBs
- Project deliverability within program deadlines.
- Emissions reductions benefit and cost effectiveness calculation (for projects eligible for CMAQ).

In addition to these criteria, final project selection will also reflect the relative PDA investment targets per county and the regionwide investment target of \$200 million in

active transportation (as described in Program Categories section, above). Consideration will also be given to overall project mix, equity, geographic spread, and to available fund sources and amounts.

POLICY CONSISTENCY

OBAG 3 Program Categories are designed to support and advance regional and federal priorities, including *Plan Bay Area 2050* strategies and FHWA Federal Performance Goal Areas, as illustrated in the matrix below.

OBAG 3 Program Category	PBA 2050 Strategies	Federal Performance Goal Areas
Planning & Program Implementation	H3, H4, H5, H6, H8 T1, T2, T3, T6, T7, T8, T9, T10, T11, T12 EC4, EC5, EC6 EN1, EN2, EN3, EN4, EN5, EN6, EN7, EN8, EN9	Safety Infrastructure Condition System Reliability Freight Movement and Economic Vitality Congestion Reduction Environmental Sustainability
Growth Framework Implementation	H3, H4, H5, H6, H8 T1, T2, T3, T11 EC4, EC5, EC6 EN4	Congestion Reduction Environmental Sustainability
Climate, Conservation and Resilience	T2, T7, T8 EN1, EN4, EN5, EN6, EN7, EN8, EN9	System Reliability Congestion Reduction Environmental Sustainability
Complete Streets and Community Choice	T1, T2, T3, T6, T7, T10	System Reliability Freight Movement and Economic Vitality Congestion Reduction Environmental Sustainability
Multimodal Systems Operations and Performance	T1, T2, T3, T8, T9, T10	Safety Infrastructure Condition Congestion Reduction Environmental Sustainability

For a complete list of Plan Bay Area 2050 strategies, see pages vii-x of the adopted plan, available at <https://www.planbayarea.org/>.

INSERT

Appendix A-1 County & Local Program Call for Projects Guidelines (pending)

Appendix A-2 CTA and Local Jurisdiction Compliance Checklist (pending)

**Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
January 2022**

MTC Res. No. 4505 Attachment B-1
Adopted: 1/26/22-C

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
OBAG 3 REGIONAL PROGRAMS		\$375,000,000
1. PLANNING AND PROGRAM IMPLEMENTATION		
Regional Planning Activities	MTC	\$8,300,000
Program and Project Implementation	MTC	\$37,200,000
Program and Project Implementation - Transit Transformation	MTC	\$4,000,000
1. PLANNING AND PROGRAM IMPLEMENTATION	TOTAL:	\$49,500,000
2. GROWTH FRAMEWORK IMPLEMENTATION		
2. GROWTH FRAMEWORK IMPLEMENTATION	TOTAL:	\$25,000,000
3. CLIMATE, CONSERVATION, AND RESILIENCE		
3. CLIMATE, CONSERVATION, AND RESILIENCE	TOTAL:	\$98,000,000
4. COMPLETE STREETS AND COMMUNITY CHOICE		
4. COMPLETE STREETS AND COMMUNITY CHOICE	TOTAL:	\$54,000,000
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE		
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE	TOTAL:	\$148,500,000
OBAG 3 REGIONAL PROGRAMS	TOTAL:	\$375,000,000

\\mtcfs2.ad.mtc.ca.gov\j_drive\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4505_ongoing_OBAG3\[tmp-4505_Attachment-B-1

Attachment B-2
MTC Resolution No. 4505
OBAG 3 County & Local Programs
FY 2022-23 through FY 2025-26
January 2022

MTC Res. No. 4505 Attachment B-2
 Adopted: 1/26/22-C

OBAG 3 County & Local Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
OBAG 3 COUNTY & LOCAL PROGRAMS		\$375,000,000
ALAMEDA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$4,905,000
ALAMEDA COUNTY	TOTAL:	\$4,905,000
CONTRA COSTA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$4,087,000
CONTRA COSTA COUNTY	TOTAL:	\$4,087,000
MARIN COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
MARIN COUNTY	TOTAL:	\$3,446,000
NAPA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
NAPA COUNTY	TOTAL:	\$3,446,000
SAN FRANCISCO COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,624,000
SAN FRANCISCO COUNTY	TOTAL:	\$3,624,000
SAN MATEO COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,450,000
SAN MATEO COUNTY	TOTAL:	\$3,450,000
SANTA CLARA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$5,307,000
SANTA CLARA COUNTY	TOTAL:	\$5,307,000
SOLANO COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
SOLANO COUNTY	TOTAL:	\$3,446,000
SONOMA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
SONOMA COUNTY	TOTAL:	\$3,446,000
UNPROGRAMMED BALANCE		\$339,843,000
OBAG 3 COUNTY & LOCAL PROGRAMS	TOTAL:	\$375,000,000

\\mtcfs2.ad.mtc.ca.gov\j_drive\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4505_ongoing_OBAG3\[tmp-4505_Attachment-B-2