

TRANSPLAN Technical Advisory Committee

Participating entities: Cities of Antioch, Brentwood, Oakley and Pittsburg • Contra Costa County
Tri Delta Transit • 511 Contra Costa • Contra Costa Transportation Authority (CCTA) • Caltrans District 4 • BART
TRANSPLAN • State Route 4 Bypass Authority • East Contra Costa Regional Fee & Financing Authority (ECCRFFA)

April 21, 2026 – 1:30 to 3:30 p.m.

Meeting Location:
Antioch City Hall, Third Floor Conference Room
200 H Street, Antioch, CA 94509

Virtual meeting call-in/log-in information:
<https://cccounty-us.zoom.us/j/83370034528>
Meeting ID Code: 8337 0034 528

Join via audio:
1 408-961-3928 US
1 855-758-1310 US Toll Free

AGENDA

*NOTE: The Technical Advisory Committee (“TAC”) agenda/packet is only distributed digitally; **no paper copies will be sent.** If you need a printed copy, please contact TRANSPLAN staff.*

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

Item 1: Public Comment: The public will have an opportunity to comment on items not on the agenda.

Item 2: RECEIVE update on One Bay Area Grant, Cycle 4 (“OBAG 4”) & Cycle 3 of the Transportation for Livable Communities (TLC) and Pedestrian, Bicycle and Trail Facilities (PBTF) Coordinated Call for Projects. ♦ Page 3

Item 3: DISCUSS BART Alternative Service Plan and its potential impacts on East Contra Costa County.

Item 4: APPOINT TRANSPLAN representatives to the CCTA Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) and Technical Coordinating Committee (TCC).

TRANSPLAN TAC is being asked to take action on the following items:

- to review and consider the candidate for the Citizen Representative position to the CBPAC,
- to nominate a staff member from an East County jurisdiction to serve as the TRANSPLAN Staff Representative to the CBPAC,
- to nominate a staff member(s) from an East County jurisdiction to serve as a TRANSPLAN representative(s) to the TCC, and
- forward the CBPAC and TCC nominations to the TRANSPLAN Committee for approval.

Item 5: REVIEW and APPROVE the Fiscal Year 2026/2027 TRANSPLAN Budget and Work Program. TRANSPLAN TAC is being asked to review the Fiscal Year 2026/2027 TRANSPLAN Budget and Work Program and approve forwarding it to the TRANSPLAN Committee for adoption.

♦ Page 78

Item 6: RECEIVE miscellaneous TRANSPLAN TAC member comments.

Item 7: ADJOURN to Tuesday, May 19, 2026, at 1:30PM, or other date/time as deemed appropriate by the Committee.

The TAC meets on the third Tuesday of each month, 1:30 p.m., third floor conference room at Antioch City Hall. The TAC serves the TRANSPLAN Committee, the East Contra Costa Regional Fee & Financing Authority, and the State Route 4 Bypass Authority.

Persons needing a disability-related accommodation should contact Robert Sarmiento, TRANSPLAN staff person, at least 48 hours prior to the starting time of the meeting.

Technical Coordinating Committee **STAFF REPORT**

Meeting Date: April 16, 2026

Subject	Development of the 2026 Coordinated Call for Projects for the One Bay Area Grants Cycle 4 (OBAG 4) and the Measure J Transportation for Livable Communities (TLC) and Pedestrian, Bicycle and Trail Facilities (PBTf) Cycle 3 funding programs
Summary of Issues	<p>On February 27, 2026, the Metropolitan Transportation Commission (MTC) released the OBAG 4 Regional and County Call for Projects Guidelines adopted under Resolution No. 4740. The Authority, as the Congestion Management Agency (CMA), is responsible for submitting eligible countywide project priorities to MTC and administering the program and call for projects in accordance with MTC guidelines. In addition, the Authority plans to issue a call for projects for the third cycle of the Measure J TLC and PBTf funding programs. Staff are proposing a coordinated call for projects for both OBAG 4 and Cycle 3 of the TLC and PBTf programs. A proposed program framework and criteria covering the multiple funding sources have been developed for consideration. Staff will provide an overview of the proposed coordinated call for projects to elicit feedback from the Technical Coordinating Committee.</p>
Recommendations	<p>Staff seeks input on the development of the guidelines and scoring criteria for the OBAG 4 and TLC-PBTf Coordinated Call for Projects, and establishment of a subcommittee for screening and scoring of OBAG 4 project applications, with representation from the four subregions. Staff will incorporate comments and return in May 2026 with a draft Coordinated Call for Projects.</p>

Staff Contact	Matt Kelly
Financial Implications	A total of approximately \$90 million is available for funding projects in Contra Costa County from the OBAG 4 and Measure J Programs 12 and 13 (TLC-PBTF) funding programs through the 2026 Coordinated Call for Projects
Options	Input requested on the 2026 Coordinated Call for Projects guidelines, scoring criteria, and overall approach.
Attachments	<p>A. MTC Resolution No. 4740, Revised</p> <p>B. OBAG 4 County Program Funding Eligibility Compliance Status</p> <p>C. Transit-Oriented Communities (TOCs) and Priority Development Areas (PDAs) One-Mile Buffer Map</p> <p>D. OBAG 3 Project Application for Local Sponsors</p>
Changes from Committee	N/A

Background

In February 2026, MTC adopted Resolution 4740, which established policies for selecting projects and programming available for federal transportation funding. The OBAG 4 county program is a partnership between MTC and each of the CTAs representing the nine Bay Area counties. OBAG 4 directs 50% of the funds for regional programs with the remaining 50% for county programs to fund projects that are consistent with the recently adopted Regional Transportation Plan (RTP), referred to as Plan Bay Area (PBA) 2050+. CTAs administer the call for projects within their respective counties and are responsible for public outreach, initial project screening and evaluation, project nominations to MTC, and sponsor support and coordination throughout project delivery, consistent with regional requirements. MTC is responsible for administering the overall call for projects, final project evaluation and selection, and implementation of regional requirements throughout project delivery, with support from the CTAs.

OBAG 4 allows CTAs flexibility and discretion to invest in various transportation program categories using the 50% for county programs share. It is anticipated that the Authority, as the CMA, will need to nominate nearly \$52 million worth of projects to MTC for consideration. This amount considers an estimated \$43 million funding target for Contra Costa County, plus an additional 20%, as recommended by MTC. OBAG 4 funding will be available in Fiscal Years (FY) 2025-27 through 2029-30.

By coordinating the calls for projects, the Authority hopes to streamline the project application process, reduce the need for sponsors to apply for specific funding programs, and to direct flexible non-Federal funds to local agencies, while directing Federal funds towards countywide programs and projects with countywide benefits that meet MTC criteria. While the three programs have overlapping purposes, they are not identical. Each program has somewhat different requirements, processes, and time frames that present challenges to creating a coordinated call for projects.

The Measure J TLC (CC-TLC) program will fund plans and facilities that support walkable, mixed-use, transit-supportive communities or that encourage more walking, bicycling, and transit use. Measure J allocated originally five percent of revenues received to the program, but was later reduced to 3.3586% to account for East County's decision to capitalize its TLC program and use it for funding eBART back in 2009. An additional 0.4% is allocated exclusively for eligible projects and sponsors in West County. Measure J limits these funds to specific transportation projects that encourage the use of alternatives to the single-occupant vehicle, such as pedestrian, bicycle, and streetscape facilities, traffic calming, and transit and mobility hub access improvements. An estimated six years of Measure J revenue is available for funding the TLC program in FYs 2025-26 through 2029-30. Final TLC program fund availability is currently being determined and is expected to total approximately \$32.6 million, including an estimated \$5.6 million for the West County share.

PBTF is a countywide competitive program designed to fund the projects identified in the Countywide Bicycle and Pedestrian Plan (CBPP), with a focus on the Countywide High Injury Network and connecting the trail network to major destinations. An estimated seven years of Measure J revenue is available for funding the PBTF program in FYs 2025-26 through 2029-30. Final PBTF program fund availability is currently being determined and is expected to total approximately \$8.4 million, with an estimated \$287,000 for West County Program 26 funds. An additional \$3.6 million will be available for the East Bay Regional Park District

(EBRPD) share.

2026 Coordinated Call for Projects Framework

Staff is proposing to conduct a coordinated call for projects to cover the three above-described programs (and available Transportation Fund for Clean Air (TFCA) funding), in order to streamline the project application process, reduce the need for sponsors to apply for specific funding programs, and to direct flexible non-Federal funds to local agencies, while directing Federal funds towards Countywide programs and projects.

The coordinated call for projects is proposed to include the following programs

- OBAG 4 County Program
 - Community Action Resource and Empowerment (CARE) Program
- TLC (Measure J TLC Programs 12 & 25)
- PBTF (Measure J PBTF Programs 13 & 26)
- TFCA Additional Bikeway Facilities (to be administered by the Authority using TFCA cost-effectiveness analyses of eligible projects)

Staff is proposing to utilize program requirements adopted as part of the previous cycles of OBAG 3 and TLC/PBTF Cycle 2, while incorporating new OBAG 4 County Program policies. The different program goals, proposed eligibility requirements, project types, and scoring criteria are described below. The project application from OBAG Cycle 3 is included in Attachment D as a potential example of what the coordinated call for projects application may look like.

OBAG 4 County Program Goals

The OBAG 4 County Program provides a flexible funding source to deliver local priority projects that support shared objectives, with an emphasis on local road safety, complete streets, and state of good repair. The funding is meant to encourage local partner agencies to advance Plan Bay Area policies and goals through effective incentives and to collaboratively implement Plan Bay Area priorities for transportation, housing, and the environment. Staff proposes that the OBAG 4 County Program focus on funding major Countywide programs, building off the successes of the Authority’s approach to OBAG 3, and could include the

following components:

- Countywide Smart Signals Project Phase 2
- Countywide Programmatic Safe Routes to School (SRTS) – Non-Infrastructure
- Countywide Transportation Demand Management (TDM) Program
- Countywide Student Transportation Program
- Livable Streets Proposal Implementation (5-Star Projects, Transformative Visions)
- Countywide Electric Vehicle Blueprint Implementation

OBAG 4 County Program Sponsor Eligibility Requirements

MTC's OBAG 4 County Program requires that project sponsors receiving funding must be compliant with the following items:

- Consistency with State Housing Law
 - Housing element certification
 - Annual progress reports submitted
 - Other state housing laws
- Safety Planning – Local Road Safety Planning (LRSP) updated every 5 years
- Pavement Management
 - Pavement Management Program (PMP) certification
 - Local Street & Roadway (LSR) survey submitted
- Performance Reporting
 - HPMS counts submitted

TLC and PBTf applicants are also proposed to meet the OBAG 4 County Program eligibility requirements.

Currently, six (6) Contra Costa jurisdictions are considered ‘noncompliant’, see Attachment B for details. Sponsors out of compliance may have funds deprioritized for inclusion in the annual obligation plan for minor issues, with Transportation Improvement Program (TIP) programming reversal and award rescission and reprogramming for serious issues. Requirements apply primarily to local jurisdictions. CTAs and transit agencies must meet compliance when delivering a project on behalf of a local agency. The fund obligation deadline for sponsors is September 30, 2031.

OBAG 4 County Program Eligible Project Types

- CTA planning and program implementation activities.
- Local planning grants for Plan Bay Area 2050+ Growth Geographies or TOCs.
- Transportation demand management programs.
- Mobility Hub planning and implementation.
- Parking reduction and curb management programs.
- Shared micromobility capital projects.
- Bicycle and pedestrian access to open space and parklands.
- Bicycle and pedestrian improvements and programs.
- SRTS projects and programs.
- Cost-effective, technology-driven active operational management strategies for local arterials and highways.
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities beyond those served by one agency or organization within a community.
- Safety projects, LRSP, and Vision Zero planning activities.
- Complete streets and sustainable streets improvements.

- Streetscape projects to encourage biking, walking, and transit use.
- 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.
- Rural road improvements on the federal aid system.
- Community-Based Transportation Plans (CBTPs) or Participatory Budgeting (PB) processes in Equity Priority Communities (EPCs) (in addition to CBTP and PB processes administered through the regional programs).
- Implementation of projects identified through CBTPs or PB processes.
- Americans with Disabilities Act of 1990 (ADA) Transition Plan implementation.
- Transit capital improvements, including vehicles for new or expanded service.
- Transit station improvements such as plazas, station access improvements, bicycle parking, or parking management for Transit-Oriented Development (TOD).
- Local actions to advance implementation of the Transit Transformation Action Plan, including local transit priority projects and mapping and wayfinding elements consistent with MTC standards.

Similar to prior cycles, the OBAG 4 county program includes dedicated funding 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.

OBAG 4 County Program Project Requirements

MTC has established the following requirements for projects seeking funding through the OBAG 4 County Program:

- Project Eligibility

- Must have Federal Fund Source eligibility (Surface Transportation Program (STP)/Congestion Mitigation Air Quality (CMAQ))
- Consistency with PBA 2050+
- Air quality conformity
- Local match (11.47%)
- Environmental clearance (California Environmental Quality Act of 1970 (CEQA) /National Environmental Policy Act of 1969 (NEPA))
- Minimum size (\$500,000 for counties >1M population)
- Regional Policies
 - Complete Streets Policy (MTC Reso. No. 4493)
 - Transit Priority Policy for Roadways (MTC Reso. No. 4739)
 - Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) review and transit agency coordination
- Air Quality Inputs
 - For CMAQ-eligible projects (\$1M+)

OBAG 4 County Program Project Nominations

MTC has established the following project nomination guidelines for projects seeking OBAG 4 County Program funding:

- CTAs submit project list
 - Scored out of 75 points by CTA
 - 80% of project funding within 1 mile of PDA/TOC Geographies (see Attachment C)
 - CTAs should submit 120% of County Target (\$43.3M + 20% = \$52.1M)
 - Targets determined by County share of:

- Region population
- Regional Housing Needs Assessment (RHNA) production (current and previous cycle)
- RHNA production (2023-31 cycle)
- Affordable housing planning and production
- Outreach plan must be documented
- Consistent with Title VI of the Civil Rights Act
- Authority Board action required
- Due to MTC by October 31, 2026

MTC Evaluation of OBAG 4 County Program Submittals

MTC's OBAG 4 County Program guidelines provide the following scoring rubric for their scoring of CTA project lists:

- CTA Priorities/Scoring (75 pts)
- Regional Alignment (10 pts) – Support for PBA 2050+ strategies, Regional Safety/Vision Zero Policy (MTC Reso. 4400), Complete Streets Policy, Bay Area Transit Transformational Action Plan, and Transit Priority Policy for Roadways
- Federal Performance Goals (5 pts) – Improvements to safety, infrastructure condition, system reliability, freight movement and economic vitality, congestion reduction, and environmental sustainability
- Deliverability and Risk (10 pts) – Sponsor capacity and expertise, recent delivery of regional funds, and risks to the project schedule or delivery plan
- Air Quality Benefits (10 pts) – The relative cost-effectiveness in reducing criteria air pollutants, for CMAQ-eligible projects, for the purpose of assigning CMAQ funding consistent with federal requirements

OBAG 4 County Program Criteria

MTC has established the following criteria for scoring of the applications received as part of the OBAG 4 County Program:

- Project Needs and Benefits to safety, multimodal access, resilience, stormwater, and state of good repair
- Local Priority and Community Support – demonstrated through CBTPs, PDA planning, other local plans, and letters of support
- Equity Impacts – providing benefits to EPCs or similar local designation and ADA Transition Plan alignment
- Other optional criteria (by CTA). Proposed additional criteria include:
 - Programmatic projects with countywide coverage
 - Projects of county or regional-level significance and impact on the transportation system
 - Livable Streets Proposal Implementation (5-Star Projects, Transformative Visions)

CC-TLC Program Goals

The CC-TLC program can fund local plans and studies that are intended to lead to the development of compact, mixed-use, walkable, and transit-supportive areas, especially those that include affordable housing or encourage walking, bicycling, or transit use. The following specific goals further define the objectives of the TLC Program:

- Help create walkable, pedestrian-friendly neighborhoods and business districts
- Promote innovative solutions, including compact building design and context-sensitive site planning that is integrated with the transportation system
- Help create walkable, pedestrian-friendly access linking housing and job centers to transit
- Help create affordable housing

- Encourage a mixture of land uses and support a community’s development or redevelopment activities
- Provide for a variety of transportation choices to enhance a community’s mobility, identity, and quality of life

Measure J explicitly notes that TLC funding “would not be allocated to local jurisdictions on an ‘as-of-right’ formula basis.” That is, it requires the Regional Transportation Planning Committees (RTPCs), which have the responsibility of reviewing and recommending projects to the Authority, to recommend funding allocation on merit and not on a pre-determined allocation of funding to member jurisdictions.

As part of the coordinated call for projects, RTPCs will submit a prioritized list totaling roughly 120 percent of their estimated share of TLC funding. The Authority will use that list in preparing the proposed coordinated funding program that incorporates the three funding programs.

CC-TLC Program Application Eligibility Screening

Applications will be screened for eligibility based on meeting the following factors:

- Submitting a clear and complete proposal
- Local LRSP adoption
- Resolution of local support for the project
- Micromobility Policies
- Project Operations and Maintenance commitment
- Data Sharing
- Percent of award for preventive maintenance, paving, etc.

CC-TLC Program Criteria

Staff is proposing to retain the general program criteria framework from TLC Cycle 2, which includes the following scoring criteria, where projects will be assigned points (to be

determined by the RTPCs) based on their impact on the following:

- Safety and Injury Prevention
- Public Health
- Project Cost and Local Funding Match Percent
- Bundled/Multijurisdictional Projects
- Project Deliverability Timeframe, Sponsor Readiness, and Implementation Feasibility
- Improved System/Network Connectivity
- Range and Number of Users
- Latent Demand
- Local Community and Policy Support
- PBA 2050+ Objectives for Housing and Anti-Displacement Policies
- Prioritizing Public Space
- Increase Transit Ridership

CC-TLC Eligible Project Types

Bicycle and Micromobility Improvements	<ul style="list-style-type: none">▪ Multi-purpose (Class I) trails and protected bikeways (Class IV)▪ Class I overcrossings of roadways and waterways▪ Bicycle and micromobility device parking and charging▪ Signage and wayfinding
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Pedestrian Improvements

- New or upgraded sidewalks, crosswalks, and pathways, including bulb-outs, mid-block crossings, and pedestrian islands
- Public plazas
- Pedestrian-scaled wayfinding signage
- Street furniture and landscaping that enhance the comfort and attractiveness of pedestrian facilities, including pedestrian-scale lighting, bus shelters, tree grates, bollards, benches, and street trees

Transit Improvements

- Bus stops and shelters
- Improvements at transit stations that provide or improve pedestrian or bicycle access
- Signage for wayfinding, schedules, and route maps

Other Eligible Improvements

- Other transportation improvements that support and are necessary for the development of compact, mixed-use, walkable districts or encourage walking, bicycling, and transit use, including but not limited to:
 - Roadway improvements that enhance traffic flow, consistent with creating areas that encourage walking, bicycling, and transit use, and locally adopted plans and policies
 - Traffic calming
 - Mobility hub improvements
 - Signals that better accommodate pedestrians and bicyclists, including bike and pedestrian video and/or loop detection

CC-TLC Eligible Plans and Studies

The CC-TLC program can fund local plans and studies that are intended to lead to the development of compact, mixed-use, walkable, and transit-supportive areas, especially those

that include affordable housing or encourage walking, bicycling, micromobility, or transit and mobility hub use. Plans could include general plan amendments, specific plans, station area plans, and master plans consistent with the goals and objectives of the CC-TLC program. Studies could include corridor plans to identify bicycle, pedestrian, and transit and mobility hub access projects within a corridor or district, and feasibility studies to determine realistic improvements

CC-TLC Ineligible Project Types

Any project that does not help achieve the goals of the CC-TLC program would not be eligible for CC-TLC funding. Ineligible projects include:

- Roadway or other transportation improvements that do not support compact, mixed-use development and workforce housing
- Roadway or other transportation improvements that detract from the walkability of the surrounding area
- Operations, including transit operations and bike stations, whether or not the facilities necessary for these operations are eligible for funding
- Incentive programs, including transit subsidies

CC-TLC Eligible Phases and Components

The CC-TLC program may be used to fund any project phase or component allowed in Measure J, with the following restrictions:

Plans and Studies

- CC-TLC funds may be used to fund plans and studies that would further the goals of the CC-TLC program.
- The CC-TLC program can be used to fund environmental clearance for an eligible plan or study.
- The minimum request for plans and studies is \$150,000, and the maximum is \$300,000.

Projects

- CC-TLC funds may be used for all phases of project development, from design, right-of-way (ROW), and environmental clearance through construction, consistent with Authority policies.
- No CC-TLC funds, however, shall be allocated to projects solely for design, ROW, and environmental clearance; each project funded must lead to the construction of the project and include funding, whether with CC-TLC funds or other secured and committed funding, for project construction.
- The minimum request for projects is \$250,000, and the maximum will equal the amount available for allocation by the RTPC.

Staff Time

CC-TLC funds may not be used to fund staff time provided by the sponsor agency or agencies.

CC-TLC Eligible Sponsors

Measure J limits CC-TLC funding to two types of recipients:

- Local jurisdictions that are in compliance with the Measure J Growth Management Program (GMP) at the time the grant is approved by the Authority, as well as meeting the basic OBAG 4 eligibility requirements.
- Transit agencies, which must meet the basic OBAG 4 requirements if delivering a project on behalf of a local jurisdiction.

Other project sponsors would be eligible for CC-TLC funding only if they partner with a local jurisdiction or transit agency.

CC-TLC Scoring Criteria

The CC-TLC program may be used to fund any project phase or component allowed in Measure J, with the following restrictions.

To ensure that the projects recommended best achieve the program's goals and reflect the context of its subregion, each RTPC must evaluate the projects submitted against the following criteria and recommend only those projects that score highest. RTPCs must

establish a scoring system whose weighting reflects the best way to achieve the program’s goals given the character and needs of the subregion’s communities. Consistent with Measure J, however, the scoring system must give preference to “projects that maximize transportation benefits linked to providing affordable housing near transit or in downtown areas.”

Criteria	Scoring *
1) Achievement of CC-TLC Goals: Describe how well the proposed project achieves the six goals of the CC-TLC program	TBD
a. Help create walkable, pedestrian-friendly neighborhoods and business districts	TBD
b. Promote innovative solutions, including compact building design and context-sensitive site planning that is integrated with the transportation system	TBD
c. Help create walkable, pedestrian-friendly access linking housing and job centers to transit	TBD
d. Help create affordable housing	TBD
e. Encourage a mixture of land uses and support a community’s development or redevelopment activities	TBD
f. Provide for a variety of transportation choices to enhance a community’s mobility, identity, and quality of life	TBD
2) Feasibility: describe where the sponsor is in the project development process — design, environmental clearance, ROW purchase, and Plans, Specifications & Estimates (PS&E) — and any outstanding issues	TBD
3) Local and policy support: identify policies in local plans that support the projects, the integration of the project with other local efforts, and other support from the general public, the RTPCs, and other relevant agencies	TBD
4) Matching funds: identify funds from other sources that are or	TBD

would be committed to the project

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- * Each RTPC shall establish scoring tailored to the needs of its subregion, although, as noted above, RTPCs must give preference to projects that help create affordable housing.

PBTF Program Goals

PBTF is a countywide competitive program designed to fund the projects identified in the CBPP. The purpose of these revenues is to fund the “construction of pedestrian and bicycle facilities, including regional trails throughout the County.” PBTF has three primary components:

1. **Countywide Share:** One percent will go to “complete projects in the CBPP”.
2. **EBRPD Share:** One-half percent will go to the EBRPD for the “development and rehabilitation of paved regional trails”.
3. **West County Share:** The remaining 0.04 percent will go exclusively for “additional trail/pedestrian/bicycle capital projects, and/or facility maintenance in West County” and will be programmed as part of the West County TLC project selection process.

PBTF Program Eligible Sponsors

Public agencies that can carry out eligible projects, including their design, the purchase of ROW, requesting bids, and constructing the project consistent with the Authority’s policies, including Resolution 13-38-P, *Policy on Local Agency Coordination*, are eligible to receive funding through the Countywide Share portion of the PBTF program.

PBTF Program Eligible Projects

The countywide share of PBTF funds may be used to fund the design and construction of *facilities* that support and encourage walking or bicycling, and that are identified in the *CBPP*. Funds from the countywide share can only be used to fund bicycle or pedestrian facilities. These funds may be used to fund the bicycle and pedestrian components of a roadway improvement project if that project would not substantially increase the capacity of the roadway for vehicular movement.

PBTF Program Eligible Project Phases

PBTF funds may be used to fund all phases of constructing a project, including engineering

design, ROW, and construction. As noted above, however, the countywide share of the PBTF program must be used to complete projects in the CBPP and therefore must result in the completion of a usable bicycle or pedestrian project.

PBTF Program Ineligible Projects

The PBTF program can fund only those projects that directly serve pedestrians and bicyclists; no other types of projects may be funded through this program. For example, projects that make walking or bicycling to connect to transit safer and more convenient are eligible, while projects that improve transit operations are not. Similarly, if the purpose of the project is primarily to improve vehicular movement, the project would not be eligible for PBTF funds. In addition, the Countywide Share of the PBTF program will not fund: Planning studies such as the development of pedestrian plans or alignment studies; Operations (for example, the operation of a bike station); or Maintenance of facilities. (The EBRPD and West County shares of PBTF funds may, however, be used for maintenance of regional trails or bicycle and pedestrian facilities.)

PBTF Program Project Selection

The CBPAC will review and rank project applications using the criteria established in the most recently adopted CBPP. No changes to the project selection process are proposed for the EBRPD and West County shares from the previous PBTF cycle.

PBTF Program Project Selection Criteria

The following criteria are proposed to be included in Cycle 3 PBTF:

- **Safety:** Project addresses a documented or commonly recognized safety deficiency that especially conflicts with motor vehicles.
- **Destinations served:** Project increases access to key existing and planned activity centers such as shopping areas, employment centers, civic buildings, parks, schools, libraries, and other community facilities within normal walking and bicycling distances (one-half to three miles, respectively) of the project.
- **Improved connectivity:** Project would eliminate gaps in existing pedestrian or bicycle facilities, remove barriers to access, and increase the directness or capacity of the bicycle/pedestrian network (including alternatives to trails that are closed overnight),

especially where they facilitate connections to work, school, or transit.

- Range and number of users: Project would serve a wide range of users — children, transit riders, bicycle commuters, shoppers — and increase the number of pedestrians and bicyclists within the project area.
- Countywide or regional significance: Project is located in a pedestrian priority location, on the countywide bicycle network, or on the regional bicycle network designated by MTC.
- Transit ridership: Project would support increased transit ridership by improving access to bus stops and transit stations, including bicycle parking at transit access points, with an emphasis on “last-mile” improvements.
- Matching funds: Project would leverage funds from other sources that are or would be committed to the project.
- Latent demand: Project would be more likely to generate walking and bicycling trips given other characteristics of the project area — for example, greater population and employment density, mix of land uses, percentage of zero-vehicle households, location in a Community of Concern, or relative lack of car parking.

Proposed Schedule(s) and Engagement Opportunities

Staff proposes a bifurcated schedule where the OBAG 4 component would proceed on a slightly accelerated schedule due to MTC deadlines, with the TLC and PBTF programs requiring additional time due to the timing of RTPC and CBPAC meetings. A community outreach and public engagement plan will be developed and documented as part of the OBAG 4 county program requirement.

The following schedule is anticipated for the OBAG 4 Program:

- April/May 2026 - TCC considers coordinated call for project program criteria and establishes application review/scoring subcommittee
- June 2026 - The Authority approves coordinated program guidelines and issues a call for projects

- August 2026 - Applications review and scoring by TCC subcommittee
- September 2026 - Final project selection by TCC
- October 2026 - Authority approves Final OBAG 4 project list
- October 31, 2026 -List of prioritized nominations due to MTC
- Early 2027 - Final MTC project selection

The following schedule is anticipated for the TLC Program:

- April/May 2026 - RTPCs consider program criteria and establish scoring subcommittee
- June 2026 - The Authority will issue a coordinated call for projects
- Summer/Fall 2026 - TLC scoring by RTPC subcommittees
- Fall 2026 - Final TLC project selection by RTPCs
- Fall/Winter 2026 - Authority approves Final TLC project list

The following schedule is anticipated for the PBTF Program:

- May 2026 - CBPAC considers program criteria and establishes scoring subcommittee
- June 2026 - The Authority will issue a coordinated call for projects
- Summer/Fall 2026 - PBTF scoring by CPBAC subcommittee
- Fall 2026 - Final PBTF project selection by CBPAC
- Fall/Winter 2026 - Authority approves Final PBTF project list

Staff Recommendation

Staff seeks input on the development of the guidelines and scoring criteria for the OBAG 4 and TLC-PBTF Coordinated Call for Projects, and establishment of a subcommittee for screening and scoring of OBAG 4 project applications, with representation from the four subregions. Staff will incorporate comments and return in May 2026 with a draft Coordinated Call for Projects.

Date: January 28, 2026
W.I.: 1512
Referred By: Commission
Revised: 02/25/26-C

ABSTRACT

Resolution No. 4740, Revised

Adoption of the project selection and programming policies for the fourth round of the One Bay Area Grant program (OBAG 4). This resolution supersedes MTC Resolution No. 4678.

The OBAG 4 project selection and programming policies outline the project categories that are to be funded with various fund sources, including federal 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 4 funding delivery period.

The resolution includes the following attachments:

- Attachment A – OBAG 4 Project Selection and Programming Policies
- Attachment B – OBAG 4 Project Lists

With the adoption of the project selection and programming policies, Attachments B-1 and B-3 program \$101,164,422 in Transit Operations Program funds to various projects as previously programmed under MTC Resolution No. 4678, \$45,000,000 in Regional Program funds for a Transit-Oriented Communities (TOC) Set-Aside program, and \$5,000,000 in Regional Program funds for a North Bay Augmentation.

On February 25, 2026, Attachments A, B-1, and B-2 were revised to incorporate additional policies, program \$41,000,000 in County Program funds to MTC for base planning and implementation activities by various County Transportation Agencies (CTAs), and program \$40,000,000 in Regional Program funds to MTC for planning and implementation activities.

Further discussion of the project selection and programming policy is contained in memorandums to the Metropolitan Transportation Commission dated January 28, 2026 and the Programming and Allocations Committee dated February 11, 2026.

Date: January 28, 2026
W.I.: 1512
Referred by: Commission

RE: One Bay Area Grant Program (OBAG 4) Project Selection and Programming Policies

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4740

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 and 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 4 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 and 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

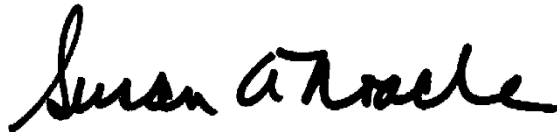
RESOLVED that the Executive Director or designee is authorized to execute Advance Construction (AC) Authorizations with Caltrans and/or the Federal Highway Administration (FHWA) for federal projects sponsored or implemented by the Metropolitan Transportation Commission; and be it further

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), 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.

RESOLVED that MTC Resolution No. 4678 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Sue Noack". The signature is written in a cursive, flowing style.

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California and at other remote locations on January 28, 2026

Date: January 28, 2022
W.E.: 1512
Referred by: Commission
Revised: 02/25/26-C

Attachment A
Resolution No. 4740

One Bay Area Grant (OBAG 4) Program

Project Selection and Programming Policies

One Bay Area Grant (OBAG 4) Program

Project Selection and Programming Policies

Table of Contents

Overview	2
Summary	2
Purpose and Background.....	2
Principles	2
Capacity	3
Structure.....	4
General Policies	4
Project Delivery.....	4
Project Requirements	6
Regional Fund Management	8
Regional Program Policies	10
Calls for Projects.....	10
Regional Program Set-Asides.....	10
County Program Policies	11
Roles.....	11
Eligible Activities.....	11
CTA Planning	13
Nomination Targets	13
Outreach.....	14
Sponsor Requirements.....	18
Project Requirements	19
Geographic Minimums.....	19
CTA Evaluation	20
MTC Evaluation.....	21

Overview

Summary

The One Bay Area Grant Program (OBAG 4) 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) 2026-27 through FY 2029-30. Attachment A outlines the OBAG 4 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.

Purpose and Background

The purpose of the OBAG program is to collaboratively implement *Plan Bay Area* priorities for transportation, housing, and the environment through complementary local and regional investments that improve connectivity, equity, and sustainability. The inaugural OBAG 1 program was designed to support the first *Plan Bay Area* (adopted by the Commission in 2012 and 2013, respectively). Pursuant to Senate Bill 375 (Steinberg 2008), the initial Plan and subsequent editions align long-range regional transportation planning with housing and land use, in part to achieve state greenhouse gas reduction targets. The OBAG framework leverages discretionary federal highway funding to advance these interrelated *Plan Bay Area* goal areas.

Previous OBAG cycles included:

- OBAG 1: FY 2012-13 through FY 2016-27 (MTC Resolution No. 4035)
- OBAG 2: FY 2017-18 through FY 2021-22 (MTC Resolution No. 4202)
- OBAG 3: FY 2022-23 through FY 2025-26 (MTC Resolution No. 4505)

The OBAG 4 cycle will continue to support *Plan Bay Area* implementation through complementary and mutually reinforcing county and regional program components, applying the principles listed below.

Principles

The OBAG 4 County Program is designed to:

- Provide a flexible funding source to deliver local priority projects that support shared objectives, with an emphasis on local road safety, complete streets, and state of good repair.
- Encourage local partner agencies to advance *Plan Bay Area* policies and goals through effective incentives.

The OBAG 4 Regional Program is designed to:

- Implement effective regional initiatives and services, with an emphasis on housing access, reduced emissions, and an optimized experience for all travelers.
- Advance local agency progress towards regional goals through coordinated planning, technical assistance, and targeted capital investment.
- Address interjurisdictional challenges and improve key multimodal corridors with regional leadership and strategic support.

Capacity

Initial Estimate

Initial OBAG 4 programming capacity is \$820 million, based on anticipated federal transportation program apportionments from the regional STP and CMAQ programs for the four-year cycle period covering FY 2026-27 through FY 2029-30. Actual apportionments will be subject to federal reauthorization and/or extension(s) of the surface transportation program, and the Commission may adjust OBAG 4 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 4 programming resolution (i.e. STP/CMAQ) serve as a proxy for replacement or new federal fund sources for which MTC has project selection and programming authority. However, MTC may elect to program replacement or new federal fund sources outside of the OBAG 4 program resolution.

OBAG 4 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 4 period to support the accelerated delivery of programmed projects.

SB 125 Transit Operations Commitment

In December 2024, the Commission committed approximately \$100 million in future STP/CMAQ capacity (MTC Resolution No. 4678) as part of the region's contribution to sustaining near-term transit operations through the Senate Bill 125 (Skinner 2023) framework.

In recognition of both the regional importance and the local benefits of an effective transit system, the SB 125 commitment is deducted off the top of the OBAG 4 program. As in OBAG 3, the remaining \$720 million in available OBAG 4 capacity is divided evenly between the regional and county components (\$360 million each).

The OBAG 4 program supersedes MTC Resolution No. 4678, and the transit operating projects previously programmed by the Commission are incorporated herein.

Structure

As in previous cycles, the OBAG 4 program is divided into regional and county components as detailed below.

Regional Program

The OBAG 4 regional program is organized into six categories by project type and goal area:

- **Planning and Implementation:** Provide dedicated resources and staff support to carry out OBAG 4 programs and other performance-based planning and programming activities.
- **Growth Framework:** Assist local efforts to create a range of housing options that align with *Plan Bay Area* growth geographies.
- **Environment:** Reduce transportation emissions and protect and enhance open space.
- **Complete Streets:** Maintain and improve local streets and roads for all users, with a focus on safety and equity.
- **Multimodal Network:** Improve mobility options and services across the Bay Area's multimodal transportation system, with an emphasis on transit transformation.
- **Set-Asides:** Incentivize and reward TOC Policy implementation progress, address the unique transportation and land use needs of rural communities.

County Program

The OBAG 4 county program is organized by Bay Area county (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma Counties). The program supports local priority projects that advance shared objectives, with an emphasis on local road safety, complete streets, and state of good repair. Sponsors are also required to meet planning and reporting standards related to housing, safety, and asset management. MTC partners with each County Transportation Agency (CTA) to identify local priorities and administer the program within each county.

Project Lists

Attachments B-1, B-2, and B-3 to this resolution list projects selected by the Commission through the OBAG 4 regional program, county program, and SB 125 transit operating programs, respectively.

General Policies

Project Delivery

Regional Project Delivery Policy

OBAG 4 projects are subject to MTC's Regional Project Delivery Policy (MTC Resolution No. 3606 or its successor). This policy is intended to promote timely project delivery, ensure adherence to federal and state deadlines, and facilitate regional apportionment and obligation management.

Associated processes and requirements as implemented in OBAG 4 include:

- **Single Point of Contact (SPOC):** Project sponsors must identify and maintain a staff position that serves as a Single Point of Contact (SPOC) for delivery of all Federal Highway Administration (FHWA) funds by the sponsor, including OBAG 4 awards. 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. Sponsors must provide SPOC contact information when programming funds in the Transportation Improvement Program (TIP) and must notify MTC immediately if the SPOC contact has changed. The SPOC will be expected to work closely with FHWA, Caltrans, MTC, and their respective CTA on all issues related to federal funding for all FHWA-funded projects implemented by the sponsor.

- **Resolution of Local Support:** Project sponsors must provide a Resolution of Local Support, approved by the sponsor's governing body, which commits the sponsor to compliance with applicable requirements for OBAG 4 awards. Sponsors must use the latest resolution template provided by MTC and must upload a signed and/or certified copy in MTC's Fund Management System (FMS), or its successor, in order to add OBAG 4 funds to the Transportation Improvement Program (TIP).
- **Transportation Improvement Program (TIP):** Project sponsors must work with their respective CTA and MTC to amend OBAG 4 awards into the federal Transportation Improvement Program (TIP). The 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 4 awards must be included in the TIP in order for sponsors to obligate the funds through the California Department of Transportation (Caltrans) Division of Local Assistance (DLA). Sponsors must submit complete project information in MTC's Fund Management System (FMS), or its successor TIP management platform, by the applicable deadline provided by MTC for timely inclusion in the TIP.
- **Annual Obligation Plan (AOP):** Project sponsors must work with their respective CTA and MTC to include OBAG 4 funds in each applicable Annual Obligation Plan (AOP). MTC and Caltrans DLA use the AOP to prioritize FHWA funds, including OBAG 4 awards, for projects that are ready for delivery each federal fiscal year. Sponsors must meet applicable project requirements and milestones established by MTC prior to including a project in the AOP.

Obligation Deadline

Project sponsors are responsible for ensuring that OBAG 4 awards are obligated by FHWA or transferred to the Federal Transit Administration (FTA) within the federal fiscal year the funds are programmed in the TIP. The obligation deadline for OBAG 4 awards is September 30, 2031.

In the event of unforeseen and extraordinary circumstances outside of the sponsor's control, MTC staff may approve one-time extensions up to 24 months beyond the OBAG 4 obligation deadline. To be considered for an extension, sponsors must submit a request to MTC staff that includes the following elements:

- **Schedule:** Requests must include a current project schedule with the original and requested extension dates for obligation of each outstanding project phase and key prerequisite milestones.
- **Delays:** Requests must describe the unforeseen and extraordinary circumstances outside of the sponsor's control that contributed to the requested extension, directly relating the number of months of the requested extension to the delay(s).

- **Approval:** Requests must be written on the sponsor agency letterhead and signed by the sponsor City Manager, County Administrator, General Manager, equivalent agency executive, or their designee.

Obligation extensions are not guaranteed, and requests are subject to review and approval by MTC staff.

Delivery Issues

OBAG 4 awards are predicated on the sponsor's ability to deliver the project as awarded within established deadlines. Sponsors that are unable to deliver awarded projects on time may have their OBAG 4 funds rescinded and reprogrammed to other projects. Any OBAG 4 funds remaining after project completion will be returned to MTC for future programming (savings are not retained by the project sponsor, nor within the county).

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.

Project Requirements

Federal and State Requirements

OBAG 4 projects must comply with applicable federal and state requirements, including:

- **Federal Fund Source Eligibility:** Projects must be eligible for STP or CMAQ funds in order to be selected for OBAG 4 programming of those fund sources. However, eligibility for STP or CMAQ alone does not guarantee eligibility for funding through the OBAG 4 program. Projects must meet all program requirements and project selection criteria to be eligible for OBAG 4 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. STP funded projects generally must be located on the federal-aid highway system, with some exceptions including bicycle and pedestrian projects. The STP program, including federal eligibility, is detailed in 23 U.S.C. § 133.
 - CMAQ is a more targeted federal funding source for transportation projects that generate emissions reductions that benefit a nonattainment or maintenance area 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. The CMAQ program, including federal eligibility, is detailed in 23 U.S.C. § 149.

- **Plan Bay Area Consistency:** Projects funded through OBAG 4 must be consistent with the latest adopted Regional Transportation Plan (RTP), anticipated to be *Plan Bay Area 2050+* during the OBAG 4 period. 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 4 projects as part of the project selection and TIP programming processes.
- **Civil Rights Compliance:** OBAG 4 investments must be consistent with federal civil rights requirements, including Title VI of the Civil Rights Act, the Americans with Disabilities Act (ADA), and public participation. Title VI prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The ADA prohibits discrimination on the basis of disability in all programs, services, or activities of public entities. MTC's 2023 *Public Participation Plan* (MTC Resolution No. 4174), or its successor, establishes standards for public involvement in MTC's planning and programming processes consistent with federal requirements (23 C.F.R. § 450.316). MTC is committed to effective public engagement and equitable investments, including specific consideration for the needs of those traditionally underserved by existing transportation systems, such as low-income and minority communities.
- **Minimum Match:** Project sponsors are responsible for contributing at least the minimum non-federal matching funds for OBAG 4 awards, currently 11.47% of the total cost for projects in California. Sponsors are also responsible for securing any additional funds to cover cost increases for the OBAG 4 project as awarded. Per MTC's Regional Toll Credit Policy (MTC Resolution No. 4008 or its successor), sponsors may request to expend the required local matching funds in earlier project phase(s) and use toll credits to eliminate the match requirement for the construction phase. For programs and projects of regional significance, MTC may elect to use toll credits to waive the local match requirement entirely.
- **Air Quality Conformity:** The TIP, including OBAG 4 projects, must conform with federal Clean Air Act (CAA) requirements and Environmental Protection Agency (EPA) regulations. In the Bay Area, MTC is responsible for making a regional air quality conformity determination for the TIP. Projects that are considered air quality neutral are generally exempt from the requirement to determine project-level conformity (40 C.F.R. § 93.126). New non-exempt projects will not be considered for funding in the OBAG 4 program if they are inconsistent with the adopted long-range plan and 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.

- **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.
- **CMAQ Benefit Calculations:** For projects that are eligible for CMAQ funds, sponsors must provide the project information necessary for MTC to calculate the expected emission reductions associated with project implementation, using the template provided by MTC. In accordance with federal requirements, MTC will consider the cost-effectiveness of air quality improvements when assigning CMAQ funds and report on air quality benefits from CMAQ-funded projects.

Regional Policies

In addition, OBAG 4 projects must comply with applicable regional policies, including:

- **Complete Streets:** Project sponsors must satisfy applicable project requirements from MTC's Complete Streets Policy (MTC Resolution No. 4493) or its successor.
- **Transit Priority:** Project sponsors must satisfy applicable project requirements from MTC's Transit Priority Policy for Roadways (MTC Resolution No. 4739) or its successor.

MTC Complete Streets and Transit Priority Policies will be implemented through the Complete Streets Checklist. Sponsors must complete a checklist for each relevant OBAG 4 project application, which may require review by a county or local Bicycle and Pedestrian Advisory Committee (PBAC) and/or transit operator.

To simplify and streamline OBAG 4 administration, all programming amounts must be rounded to the nearest thousand.

Fund Exchanges

For select OBAG 4 regional programs, federal STP and CMAQ funding may be exchanged with non-federal funds for projects that are consistent with program objectives but are ineligible for, or poorly suited to, federal funding. Projects involved in a local fund exchange that receive federal funds (recipient projects) must comply with all OBAG 4 requirements, while those receiving local funds (target projects) need only comply with applicable requirements, including regional policies. Exchanges must also be consistent with MTC's Exchange Policy for Regional Discretionary Funds (MTC Resolution No. 3331), which requires target projects to be included in the TIP for tracking purposes.

Regional Fund Management

Programming Years

OBAG 4 funding is available in federal fiscal years (FY) 2026-27 through FY 2029-30. 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 2026-27) 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 (AOP) as detailed above.

Fund Source Assignment

OBAG 4 program funding is expected to comprise 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. 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.

Apportionment Exchanges

State and federal timely use funds provisions, such as Sections 182.6 and 182.7 of the California 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 apportionment 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.

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

Advance Construction

When certain federal funds are not available for obligation due to an insufficient balance of apportionment or obligation authority in a given fiscal year, 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 convert 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.

Regional Program Policies

Calls for Projects

MTC will apply the following guidelines when developing and implementing local grant opportunities with regional OBAG 4 funds:

- **Outreach:** To encourage stakeholder input and applicant participation, MTC staff should provide notice of upcoming and/or active calls for projects at standing meetings of Partnership Working Groups and on the MTC and/or ABAG website.
- **Coordination:** To streamline the application process and maximize participation, calls for projects for OBAG 4 regional programs should be consolidated with one another and/or coordinated with similar grant opportunities outside of the OBAG 4 program, with a standard of one call for projects per year. MTC will coordinate with CTAs and prospective applicants when developing call for projects schedules.
- **Timeliness:** To avoid conflicting with the OBAG 4 county call for projects while still providing sufficient time for project delivery, OBAG 4 regional calls for projects should generally be conducted between federal fiscal year (FY) 2026-27 and FY 2028-29.

Regional Program Set-Asides

MTC's Transit-Oriented Communities (TOC) Policy (MTC Resolution No. 4530) was adopted in 2022 as a mechanism to advance the *Plan Bay Area* goal of walkable, mixed-use neighborhoods near

transit that support ridership, reduce greenhouse gas emissions, and expand access to opportunity. The policy sets standards for density, affordable housing policies, parking management, and multimodal access in the half-mile areas surrounding rail, ferry, and bus rapid transit stops and stations. In recognition that local jurisdictions need sufficient time to fully implement these standards, the OBAG 4 program incorporates a balanced, incentive-based approach to reward TOC Policy progress.

TOC Set-Aside

To incentivize jurisdiction progress on TOC Policy standards, MTC has set aside \$45 million in regional OBAG 4 funds for top performers. The methodology for TOC compliance incentive score calculations is subject to Commission approval and associated administrative guidance.

North Bay Augmentation

To support the unique land use and transportation needs of rural communities, particularly among North Bay counties with limited transit service and few or no TOC areas, the OBAG 4 regional program also includes an additional \$5 million North Bay augmentation. MTC will target to distribute these funds approximately evenly between the four North Bay Counties of Marin, Napa, Solano, and Sonoma. North Bay augmentation funds will be distributed through the county call for projects and are subject to the county program policies (below). ~~The call for projects for North Bay augmentation funds will be coordinated with the TOC set-aside.~~

County Program Policies

Roles

The OBAG 4 county program is a partnership between MTC and each of the County Transportation Agencies (CTAs) representing the Bay Area. CTAs administer the call for projects within their respective counties and are responsible for public outreach, initial project screening and evaluation, project nominations to MTC, and sponsor support and coordination throughout project delivery, consistent with regional requirements. MTC is responsible for administering the overall call for projects, final project evaluation and selection, and implementation of regional requirements throughout project delivery, with support from the CTAs.

Eligible Activities

County program projects must meet general OBAG 4 project requirements as detailed above, including eligibility for federal STP or CMAQ funds. Subject to these limitations, eligible project types include:

- CTA planning and program implementation activities (see below).
- Local planning grants for *Plan Bay Area 2050+* Growth Geographies or Transit Oriented Communities (TOCs).
- Transportation demand management programs.
- Mobility Hub planning and implementation.
- Parking reduction and curb management programs.
- Shared micromobility capital projects.
- Bicycle and pedestrian access to open space and parklands.

- Bicycle and pedestrian improvements and programs.
- Safe Routes to Schools (SRTS) projects and programs.
- Safety projects, local roadway 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.
- Rural road improvements on the federal aid system.
- Community-Based Transportation Plans (CBTPs) or participatory budgeting (PB) processes in Equity Priority Communities (in addition to CBTP and PB processes administered through the Regional Programs).
- Implementation of projects identified through CBTPs or PB processes.
- Americans with Disabilities Act (ADA) Transition Plan implementation.
- Transit capital improvements, including vehicles for new or expanded service.
- Transit station improvements such as plazas, station access improvements, bicycle parking, or parking management for Transit Oriented Development (TOD).
- Local actions to advance implementation of the Transit Transformation Action Plan, including local transit priority projects and mapping and wayfinding elements consistent with MTC standards.
- 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.

CTA Planning

Similar to prior cycles, the OBAG 4 county program includes dedicated funding 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.

Base CTA planning awards are programmed to each CTA in Attachment B-2 and are based on:

- 5% of the initial OBAG 4 program capacity.
- \$3.85 million minimum funding amount for each county, reflecting the fixed costs associated with planning and program implementation.
- distribution of remaining funds over the \$3.85 million minimum amounts proportionate to the county nomination target factors (detailed below).

CTAs may request additional funding to augment these base funding levels for countywide planning and programming through the call for projects process (requires CTA governing body approval).

Nomination Targets

County nomination targets establish the maximum funding request that each CTA may make through OBAG 4 county project nominations. Similar to prior OBAG cycles, these targets are based on population, recent housing production and planned growth, and housing affordability. However, the OBAG 4 nomination targets do not commit or imply a guaranteed share of funding to any individual county or jurisdiction.

To ensure a sufficient pool of projects for regional selection, MTC is soliciting nominations for 120% of the available funding capacity for the county program. Each CTA's nomination target is calculated as a percent share of this overall nomination total, using the following factors:

- **Population:** 50% of the nomination target is based on a county's share of the regional population, using 2024 population estimates from the California Department of Finance.
- **Housing Production:** 30% of the nomination target is based on a county's share of regional housing production during the current and previous Regional Housing Needs Allocation (RHNA) cycles (2007 to 2023), using building permit data compiled by the Association of Bay Area Governments (ABAG).

- **Planned Growth:** 20% of the nomination target is based on a county’s share of regional housing allocations through the 2023-31 RHNA cycle.
- **Housing Affordability:** For housing production and RHNA factors, 60% of each factor is calculated based on the production or planned growth in affordable housing alone, while the remaining 40% considers all housing types. Affordable housing is defined as housing for very low-, low-, or moderate-income households, categories established by the California Department of Housing and Community Development (HCD) based on housing cost as a proportion of local area median income (AMI). For the purposes of calculating nomination targets, county-specific AMI values are used.

The county, regional North Bay augmentation, and total nomination targets are detailed by county in Table 2 below. CTAs may only nominate projects for the OBAG 4 county and regional North Bay augmentation programs up to the target nomination amounts listed below.

Table 2: County Nomination Targets

County	County Target Share	County Target*	North Bay Augmentation Target*	Total Nomination Target**
Alameda	20.3%	\$64,770,000	-	\$77,724,000
Contra Costa	13.6%	\$43,418,000	-	\$52,102,000
Marin	2.9%	\$9,275,000	\$1,250,000	\$12,630,000
Napa	1.5%	\$4,823,000	\$1,250,000	\$7,288,000
San Francisco	14.8%	\$47,213,000	-	\$56,656,000
San Mateo	9.5%	\$30,208,000	-	\$36,249,000
Santa Clara	26.7%	\$85,271,000	-	\$102,325,000
Solano	4.8%	\$15,275,000	\$1,250,000	\$19,830,000
Sonoma	5.9%	\$18,747,000	\$1,250,000	\$23,996,000
Total	100%	\$319,000,000	\$5,000,000	\$388,800,000

*Targets for reference only, actual awards subject to competitive project evaluation and selection

**Nomination targets based on 120% of available funds

Outreach

MTC partners with CTAs to conduct public engagement and local agency outreach for the county program call for projects, consistent with Title VI of the Civil Rights Act and associated federal requirements. The existing relationships CTAs have with local jurisdictions, elected officials, transit agencies, federally-recognized Tribal governments, community organizations and stakeholders, and members of the public within their respective counties make them well suited to assist MTC in this role.

CTAs should develop outreach plans consistent with this section, and each CTA must have their plan approved by MTC staff prior to initiating the call for projects activities in their respective

county. In addition, CTAs are required to submit documentation to MTC demonstrating compliance with this section during the project nomination process as detailed below.

Public Engagement

As part of their call for projects process, CTAs are required to conduct countywide outreach and engagement with stakeholders and the public to solicit project ideas. CTAs are expected to implement their public outreach and engagement efforts in a manner consistent with MTC's *Public Participation Plan* (MTC Resolution No. 4174), which can be found at mtc.ca.gov/about-mtc/public-participation/public-participation-plan. CTAs should make every effort to follow current best practices related to virtual and in-person public participation, outreach, and engagement. CTAs should also make meaningful efforts to lower participation barriers for hard-to-reach populations, Limited English Proficient (LEP) speakers, people with disabilities, and those who are historically challenged from engaging in public decision-making processes.

At a minimum, MTC and CTAs are required to:

- Execute effective and meaningful local outreach and engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, other relevant stakeholders, and the public through the project solicitation process.
- Explain the local call for projects process, informing stakeholders and the public about methods for public engagement; relevant key milestones; the timing and opportunities for public comments on project ideas, including all standing public meetings and any County & Local Program call for projects-specific events and/or meetings; and when decisions are to be made on the list of projects to be submitted to MTC.
- Hold public meetings and/or workshops at times that are conducive to public participation to solicit public input on project ideas to submit.
- When possible, schedule meetings/events at times and locations that prioritize participation from Equity Priority Communities and other communities that have historically been systematically left out of the decision-making process.
- Post notices of public meetings and hearing(s) on their agency website; include information on how to request language assistance for individuals with limited English proficiency, as well as reasonable accommodations for persons with disabilities. If agency protocol has not been established, CTAs should refer to MTC's Plan for Assisting Limited English Proficient Populations at mtc.ca.gov/about-mtc/public-participation/get-language-assistance or the Americans with Disabilities Act.
- Offer language assistance and accommodations for people with disabilities on all collateral materials and meeting notices. Establish a reasonable amount of time to request assistance in advance and include this information in materials and meeting notices. CTAs may refer to ABAG's Regional Housing Technical Assistance program best practice guidance for offering language translation services: [abag.ca.gov/sites/default/files/documents/2021-11/Best Practices Multilingual Engagement 10-2021.pdf](https://abag.ca.gov/sites/default/files/documents/2021-11/Best_Practices_Multilingual_Engagement_10-2021.pdf).

- Hold in-person public meetings, when health protocols allow for in-person meetings to be safely held, in central locations that are accessible via multiple transportation modes, especially public transit, and ensure all locations are accessible to persons with disabilities.
- Respond to written public comments, and whenever possible, post all written comments to the agency's website and summarize how public feedback impacted the decision-making process.

CTAs with recent public engagement efforts relevant to the county program call for projects are encouraged to incorporate the results of these efforts into their project prioritization process, provided that such efforts are:

- Completed recently or concurrently (up to 12 months prior to the county program call for projects, with older but relevant outreach considered by MTC staff on a case-by-case basis).
- Sufficiently comprehensive to determine public support and priorities for transportation project types eligible for funding under OBAG 4 (for example, development of a Countywide Transportation Plan or Countywide Capital Improvement Program).
- Conducted in an accessible, equitable manner consistent with federal Title VI nondiscrimination requirements.
- Supplemental to other, dedicated opportunities for public input on OBAG 4 county program funding specifically that meet the minimum outreach requirements detailed in the paragraph above.

Agency Coordination

CTAs are expected to work closely with regional stakeholders during the call for project process, including MTC, Caltrans, and potential project sponsors. At a minimum, MTC and CTAs are required to communicate the call for projects and solicit applications from all local jurisdictions, transit agencies, and federally recognized Tribal governments within their county boundaries. For counties with federally recognized Tribal governments within their jurisdictions, MTC and CTAs are required to offer opportunities for government-to-government consultation to the Tribes.

Title VI Responsibilities

Call for projects processes must be consistent with Title VI of the Civil Rights Act and associated metropolitan public participation requirements, which require specific consideration for low-income and minority populations. Effective engagement with low-income and minority communities is critical for both local and regional decisions. MTC and CTAs are required to ensure that underserved communities are provided opportunities for access and input to the project submittal process. This may include, but is not limited to, the following:

- Assisting community-based organizations, Equity Priority Communities, and any other underserved community interested in having projects submitted for funding.
- Removing barriers for persons with limited-English proficiency and other communities that have historically been systematically left out of the decision-making process to provide input on the project solicitation and evaluation processes.

Resources

CTAs may refer to MTC's Public Participation Plan for further guidance on Title VI outreach strategies, found at mtc.ca.gov/about-mtc/public-participation/public-participation-plan. Additional resources related to Title VI, civil rights compliance, and virtual participation are available from these agencies:

- FHWA at highways.dot.gov/civil-rights/title-vi-civil-rights-act-1964-and-additional-nondiscrimination-requirements.
- ADA at <https://www.ada.gov/resources/title-ii-primer/>.
- Caltrans at dot.ca.gov/programs/local-assistance/local-civil-compliance/title-vi.
- MTC at mtc.ca.gov/about-mtc/public-participation/title-vi-civil-rights-act and mtc.ca.gov/about-mtc/public-participation/language-assistance.
- ABAG at abag.ca.gov/our-work/housing/regional-housing-technical-assistance/support-local-engagement and abag.ca.gov/tools-resources/digital-library/bestpracticesmultilingualengagement10-2021.pdf.

Additionally, CTAs are encouraged to use the following resources to source MTC pre-approved consultant services for their outreach efforts:

- **Public Engagement Bench:** for public engagement, digital engagement, and promotion, available at mtc.legistar.com/View.ashx?M=F&ID=10319899&GUID=1A85853F-2602-40DC-BB10-D2E9D02D0A5B.
- **Equity Consultant Bench:** for general support with outreach activities, available at mtc.ca.gov/digital-library/5026631-equity-bench-consultant-catalog-2024.
- **Translation and Interpreter Services Consultant Bench:** for translation, interpretation, and American Sign Language (ASL) services to ensure meaningful access by Limited English Proficiency (LEP) populations (as required under Title VI) and provide accessibility accommodations (as required by the Americans with Disabilities Act), available at mtc.legistar.com/gateway.aspx?M=F&ID=5b527bad-4840-4614-8ce8-72d94770e4e6.pdf.

Consultant benches include consultant firms pre-qualified by MTC through Request for Qualifications (RFQ) processes which included "Cooperative Use" language, allowing other agencies to use MTC's processes to satisfy their own contracting and procurement guidelines.

Documentation

To demonstrate compliance with outreach requirements, CTAs are required to submit the following documentation to MTC staff by October 31, 2026:

- A copy of the CTA's public outreach and engagement plan, developed in coordination with MTC.
- Copies or text of public notice(s) of opportunities for members of the public to provide input on County & Local Program criteria and/or project nominations, which must include information on how to request language assistance and accessibility accommodations.
- A list of CBOs or other organizations representing potentially impacted groups that the CTA contacted for input on the county program.
- Dates, times, and locations of public meetings, hearings, and/or workshops where opportunity for public input on the county program was afforded.

- A summary of public input received during the call for projects process, and how such feedback, and the results of any relevant prior outreach, was used in the CTA evaluation and decision-making process.
- A description of correspondence and/or meetings with all applicable local jurisdictions, transit agencies, and federally-recognized tribal governments informing each of the call for projects opportunity.
- If information from prior or concurrent outreach efforts was incorporated into the CTA's call for projects process, a narrative description of these efforts, how the results informed project prioritization, and how the CTA met the minimum public involvement requirements for the OBAG 3 call for projects described above.

Sponsor Requirements

Bay Area cities, counties, transit agencies, federally-recognized Tribal governments, and CTAs are eligible to apply for OBAG 4 county program funds. All sponsors must comply with the general OBAG 4 project requirements detailed above. In addition, jurisdiction sponsors are subject to the following county program requirements:

- **State Housing Law Compliance:** Jurisdiction sponsors must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-31 Regional Housing Needs Allocation (RHNA) cycle and maintain certification throughout the OBAG 4 program period. Jurisdictions must also submit Housing Element Annual Reports to HCD each year by the April 1 deadline throughout the OBAG 4 program period. Finally, jurisdictions must comply with the Housing Accountability Act and other state housing laws related to surplus lands, accessory dwelling units, and density bonuses throughout the OBAG 4 program period.
- **Safety Planning:** Jurisdiction sponsors must complete and maintain a Local Roadway Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines, including the requirement that plans be updated within five years.
- **Pavement Management:** Jurisdiction sponsors must maintain a certified Pavement Management Program (StreetSaver® or equivalent), updated as prescribed by MTC staff. In addition, jurisdictions must fully participate in statewide local streets and road needs assessment surveys (including any assigned funding contribution).
- **Performance Reporting:** Jurisdiction sponsors must 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.

MTC will monitor and regularly report on sponsor jurisdiction compliance with these requirements. Sponsors that fail to comply with requirements will be subject to the following enforcement actions by MTC:

- **Delay Funds:** MTC will deprioritize county awards for inclusion in the Annual Obligation Plan (AOP) from sponsors with minor or initial compliance issues.
- **Withhold Funds:** MTC will withhold or reverse TIP programming for county awards from sponsors with substantial and/or sustained compliance issues.

- **Rescind Funds:** MTC will rescind and reprogram county awards from noncompliant sponsors that do not, or are unable to, develop a reasonable plan to comply and deliver funds within the OBAG 4 period.

Compliance determinations and enforcement steps are subject to MTC staff determination and, in the case of award rescissions, Commission action.

Project Requirements

County program projects are subject to the general OBAG 4 requirements and project delivery processes detailed above. Applicants must provide the following for each project:

- **Application Form:** completed application, using the form provided by MTC.
- **Complete Streets Checklist:** due at the time of application for applicable projects.
- **Air Quality Inputs:** due at the time of application for CMAQ-eligible projects requesting \$1 million or more, or prior to TIP programming for smaller projects if requested by MTC staff.
- **Resolution of Local Support:** due prior to TIP programming.
- **TIP Revision Request:** due in MTC's Fund Management System (FMS) or successor TIP management platform by the deadline provided by MTC.

OBAG 4 county project applications must meet the following minimum grant request thresholds:

- \$500,000 or more for projects in counties with a population over one million (Alameda, Contra Costa, and Santa Clara Counties).
- \$250,000 or more for projects in counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma Counties).

On a case-by-case basis, MTC may accept a grant application below the county minimum, but no less than \$150,000. Such exceptions are subject to MTC staff discretion and Commission programming approval, and may be limited to non-infrastructure projects, safety projects, and/or projects that are already federalized.

Consistent with general OBAG 4 project requirements, all county program awards will be rounded to the nearest \$1,000.

Geographic Minimums

Similar to previous cycles, a minimum share of OBAG 4 county program funds must be invested in projects that support growth areas within each county. In OBAG 4, eligible geographies include both Priority Development Areas (PDAs) designated in *Plan Bay Area 2050+* and Transit-Oriented Communities (TOCs). To qualify towards a county's geographic minimum, projects need to be located partially or entirely within a mile or less of a PDA or TOC. Countywide projects, such as CTA planning, are excluded from the geographic minimum calculation.

On a case-by-case basis and at the request of a CTA, MTC may consider additional projects as PDA- or TOC-supportive which are not located within a mile or less of either geography but otherwise have a clear and direct connection to PDA(s) and/or TOC(s), such as transit facility improvements. Such determinations are subject to MTC staff discretion.

CTA nominations must meet the following thresholds for PDA- and/or TOC-supportive projects as defined above:

- 50% or more of the nomination request for North Bay counties (Marin, Napa, Solano, and Sonoma).
- 80% or more of the nomination request for remaining counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara).

CTA Evaluation

CTAs are responsible for developing the schedule, process, and any supplemental materials for the call for projects in their respective counties, in coordination with MTC and consistent with regional requirements. CTAs will solicit and collect application materials, screen applicants and projects for eligibility, evaluate applications, and approve and submit county program nominations to MTC.

Screening and Criteria

CTA eligibility screening must confirm consistency with the OBAG 4 general and county program requirements as detailed above, including eligibility for STP or CMAQ funds and consistency with *Plan Bay Area 2050+*.

At a minimum, CTAs must consider the following criteria in their county program evaluations:

- **Need and Benefits:** CTAs must prioritize projects that effectively address transportation needs and provide clear benefits, with consideration for safety, multi-modal accessibility, emissions reduction, resilience, stormwater management, and state of good repair improvements.
- **Local Priorities:** CTAs must prioritize projects with community support, as demonstrated through Community-Based Transportation Plans, PDA plans, other local planning or project prioritization processes, letters of support, and/or other means identified by the CTA.
- **Equity Impacts:** CTAs must prioritize projects that provide demonstrated benefits to historically marginalized or underserved groups, including benefits to Equity Priority Communities or similar local designations, alignment with agency Americans with Disabilities Act (ADA) Transition Plans, and/or other means identified by the CTA.

CTAs may consider additional factors beyond these minimum criteria, including regional criteria considered by MTC as detailed below and/or other local priorities. CTA project evaluation criteria must be approved by MTC staff prior to the CTA initiating a call for projects.

Nominations

After completing initial project screening and evaluations, CTAs will submit project nominations and associated documentation to MTC for regional evaluation and project selection. Nomination lists must be approved by the CTA's governing board prior to submission to MTC. CTA project nomination packets are due to MTC by October 31, 2026, and must include the following elements:

- **Nomination List:** A single list of eligible candidate projects for the OBAG 4 county program, scored out of 75 points according to the evaluation criteria developed by the CTA and approved by MTC staff. Nomination lists must comply with all OBAG 4 programming

policies, including sponsor and project requirements, geographic minimums, and CTA nomination targets.

- **Board Approval:** Signed/certified documentation of CTA governing body action approving the project nomination list.
- **Outreach Documentation:** Materials verifying CTA compliance with outreach requirements as described above.
- **Application Materials:** For each nominated project, the regional application form, Complete Streets Checklist, and CMAQ air quality input form, and any other supplemental materials or attachments provided by the applicant, when applicable.

MTC Evaluation

MTC is responsible for evaluation of CTA nominations, air quality benefit calculations, final project scoring, program balancing, and project selection via Commission action.

Criteria and Scoring

MTC will consider the following criteria when evaluating OBAG 4 county program nominations:

- **CTA Priorities (75 points):** CTA scores normalized across counties.
- **Regional Alignment (10 points):** Support for *Plan Bay Area 2050+* strategies, the Regional Safety/Vision Zero Policy (MTC Resolution No. 4400), the Complete Streets Policy (MTC Resolution No. 4493), the Bay Area Transit Transformation Action Plan, and the regional Transit Priority Policy for Roadways (anticipated).
- **Federal Performance Goals (5 points):** Improvements to safety, infrastructure condition, system reliability, freight movement and economic vitality, congestion reduction, and environmental sustainability (23 U.S.C. § 105(b)).
- **Deliverability and Risk (10 points):** Sponsor capacity and expertise, recent delivery of regional funds, and risks to the project schedule or delivery plan.
- **Air Quality Benefits (10 points):** The relative cost-effectiveness in reducing criteria air pollutants, for CMAQ-eligible projects for the purpose of assigning CMAQ funding consistent with federal requirements.

Program Balancing

Nominated projects will be initially prioritized based on total project score as detailed above. However, to achieve investment thresholds and ensure a balanced program of projects, MTC staff may adjust project prioritization based on the following factors:

- County geographic minimums (PDA- and TOC-supportive investments).
- Relative STP and CMAQ availability and project eligibility.
- Overall program balance, including variety of project types, equitable investments, and geographic spread.

MTC staff will coordinate with CTA staff to solicit comments and feedback on the draft OBAG 4 county program of projects, and may refine the recommended awards accordingly.

Project Selection

The Commission will consider the recommended OBAG 4 county program of projects in early 2027. Eligible projects nominated by CTAs but not initially awarded by the Commission will be considered if additional county program capacity becomes available. Approved projects and any subsequent revisions by the Commission will be detailed in Attachment B-2.

OBAG 4 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 4 REGIONAL PROGRAMS		\$360,000,000	\$0
1. PLANNING AND IMPLEMENTATION			
<u>Regional Planning and Program Implementation (Added)</u>	<u>MTC</u>	<u>\$40,000,000</u>	
1. PLANNING AND IMPLEMENTATION		\$40,000,000	\$0
2. GROWTH FRAMEWORK			
<u>Growth Framework Balance (Added)</u>	<u>TBD</u>	<u>\$35,000,000</u>	
2. GROWTH FRAMEWORK		\$35,000,000	\$0
3. ENVIRONMENT			
<u>Environment Balance (Added)</u>	<u>TBD</u>	<u>\$90,000,000</u>	
3. ENVIRONMENT		\$90,000,000	\$0
4. COMPLETE STREETS			
<u>Complete Streets Balance (Added)</u>	<u>TDB</u>	<u>\$30,000,000</u>	
4. COMPLETE STREETS		\$30,000,000	\$0
5. MULTIMODAL NETWORKS			
<u>Multimodal Networks Balance (Added)</u>	<u>TBD</u>	<u>\$115,000,000</u>	
5. MULTIMODAL NETWORKS		\$115,000,000	\$0
6. SET-ASIDES			
TOC Set-Aside	TBD	\$45,000,000	
North Bay Augmentation	TBD	\$5,000,000	
6. SET-ASIDES		\$50,000,000	\$0
OBAG 4 REGIONAL PROGRAMS	TOTAL:	\$360,000,000	\$0

**Attachment B-2
MTC Resolution No. 4740
OBAG 4 County Programs
FY 2026-27 through FY 2029-30
February 2026**

MTC Res. No. 4740 Attachment B-2
Adopted: 01/28/26-C
Revised: 02/25/26-C

OBAG 4 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
OBAG 4 COUNTY PROGRAMS		\$360,000,000
ALAMEDA COUNTY		
CTA Planning		
ACTC: Planning and Implementation Base (Added)	MTC	\$5,368,000
ALAMEDA COUNTY		\$5,368,000
CONTRA COSTA COUNTY		
CTA Planning		
CCTA: Planning and Implementation Base (Added)	MTC	\$4,868,000
CONTRA COSTA COUNTY		\$4,868,000
MARIN COUNTY		
CTA Planning		
TAM: Planning and Implementation Base (Added)	MTC	\$3,850,000
MARIN COUNTY		\$3,850,000
NAPA COUNTY		
CTA Planning		
NVTA: Planning and Implementation Base (Added)	MTC	\$3,850,000
NAPA COUNTY		\$3,850,000
SAN FRANCISCO COUNTY		
CTA Planning		
SFCTA: Planning and Implementation Base (Added)	MTC	\$4,957,000
SAN FRANCISCO COUNTY		\$4,957,000
SAN MATEO COUNTY		
CTA Planning		
C/CAG: Planning and Implementation Base (Added)	MTC	\$4,558,000
SAN MATEO COUNTY		\$4,558,000
SANTA CLARA COUNTY		
CTA Planning		
VTA: Planning and Implementation Base (Added)	MTC	\$5,849,000
SANTA CLARA COUNTY		\$5,849,000
SOLANO COUNTY		
CTA Planning		
STA: Planning and Implementation Base (Added)	MTC	\$3,850,000
SOLANO COUNTY		\$3,850,000
SONOMA COUNTY		
CTA Planning		
SCTCA: Planning and Implementation Base (Added)	MTC	\$3,850,000
SONOMA COUNTY		\$3,850,000
UNPROGRAMMED BALANCE		\$319,000,000
OBAG 4 COUNTY PROGRAMS	TOTAL:	\$360,000,000

Attachment B-3
MTC Resolution No. 4740
OBAG 4 Transit Operations Program
FY 2026-27 through FY 2029-30
January 2026

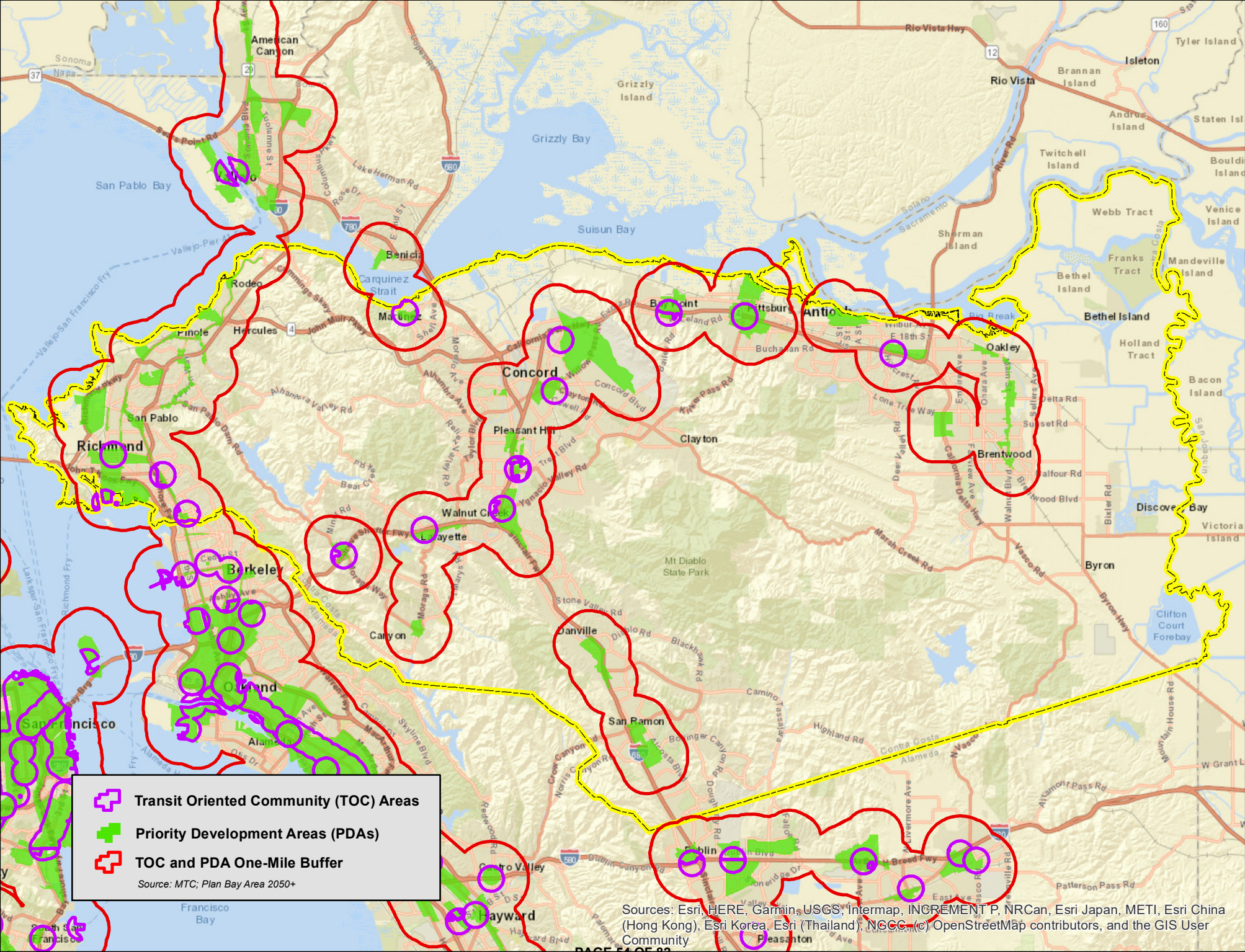
MTC Res. No. 4740 Attachment B-3
Supersedes MTC Res. No. 4678 Attachment B
 Adopted: 1/28/26-C

OBAG 4 Transit Operations Program Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 4 TRANSIT OPERATIONS PROGRAM			
40' and 60' Motor Coach Replacement Procurement (for Transit Operations)	SFMTA	\$12,300,496	
Light Rail Vehicle Procurement (for Transit Operations)	SFMTA	\$6,901,617	
Preventive Maintenance	SFMTA	\$14,098,258	
Regional Vanpool Program (for SFMTA Preventive Maintenance)	MTC	\$7,864,051	
Transbay Core Capacity (for Transit Operations)	BART	\$60,000,000	
OBAG 4 TRANSIT OPERATIONS PROGRAM		\$101,164,422	

OBAG 4 County Program Compliance Status

County	Jurisdiction	Housing Element <i>Updated 02/2026</i>	Annual Progress Report <i>Updated 02/2026</i>	State Housing Laws <i>Updated 02/2026</i>	Local Roadway Safety Plan <i>Updated 01/2026</i>	PMP Certification <i>Updated 03/2026</i>	LSR Survey <i>Updated 06/2025</i>	HPMS Traffic Count Data <i>Updated 05/2025</i>	Overall Compliance <i>Updated 03/2026</i>
Contra Costa	Antioch	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified with Pending	Responded 2025	Responded 2024	Compliant
Contra Costa	Brentwood	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Expired	Responded 2025	Responded 2024	Noncompliant
Contra Costa	Clayton	In Review	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified	Responded 2025	Responded 2024	Noncompliant
Contra Costa	Concord	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified with Pending	Responded 2025	Responded 2024	Compliant
Contra Costa	Contra Costa County	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified with Pending	Responded 2025	Responded 2024	Compliant
Contra Costa	Danville	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Expired	Responded 2025	Responded 2024	Noncompliant
Contra Costa	El Cerrito	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified with Pending	Responded 2025	Responded 2024	Compliant
Contra Costa	Hercules	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified with Pending	Responded 2025	Responded 2024	Compliant
Contra Costa	Lafayette	Certified	Submitted 2024	No Violations Identified	Current Plan (2023)	Certified	Responded 2025	Responded 2024	Compliant
Contra Costa	Martinez	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified	Responded 2025	Responded 2024	Compliant
Contra Costa	Moraga	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified with Pending	Responded 2025	Responded 2024	Compliant
Contra Costa	Oakley	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Expired	Responded 2025	Responded 2024	Noncompliant
Contra Costa	Orinda	Certified	Submitted 2024	No Violations Identified	Current Plan (2023)	Certified	Responded 2025	Responded 2024	Compliant
Contra Costa	Pinole	Certified	Submitted 2024	No Violations Identified	Current Plan (2023)	Expired	Responded 2025	Responded 2024	Noncompliant
Contra Costa	Pittsburg	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified with Pending	Responded 2025	Responded 2024	Compliant
Contra Costa	Pleasant Hill	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified	Responded 2025	No Response 2024	Noncompliant
Contra Costa	Richmond	Certified	Submitted 2024	No Violations Identified	Current Plan (2023)	Certified with Pending	Responded 2025	Responded 2024	Compliant
Contra Costa	San Pablo	Certified	Submitted 2024	No Violations Identified	Current Plan (2023)	Certified with Pending	Responded 2025	Responded 2024	Compliant
Contra Costa	San Ramon	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified	Responded 2025	Responded 2024	Compliant
Contra Costa	Walnut Creek	Certified	Submitted 2024	No Violations Identified	Current Plan (2023)	Certified	Responded 2025	Responded 2024	Compliant



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



OBAG 3: Application Form for Local Public Agency - Active Transportation & Safety (ATS) Program

The Countywide Call for Projects for the One Bay Area Grant (OBAG 3) ATS program requires a clear and completed:

- Application (online)
- Complete Streets Checklist (<https://mtc.ca.gov/planning/transportation/complete-streets> and Presentation to CBPAC Guidance here: <https://docs.google.com/document/d/14355c1gRQ9tSVYysXNMXjt8N1h616m75vqwSIQmp7RI/edit?usp=sharing>),
- mapping and GIS files (Application-related program/project location mapping files; Updated jurisdiction-wide bike & walkway route designations & Level-of-Traffic-Stress/type/class (existing vs. proposed); LRSP data, curb ramp conditions, CIP data; Transit routes/frequency, bike/roll trip counts data, if available; Preferred long-term data-sharing: https://docs.google.com/spreadsheets/d/1o3NT0G9NFYnhf0ygphjDGLrOJZ4GRtb1yEa5_JQDOK0/edit?usp=sharing),
- Project Information Form (Project Description guidelines here <<https://docs.google.com/document/d/1iLGFgKib07yffCiePqJGmS7T2f89JfvRa5gCRV6C6U/edit?usp=sharing>>),
- Project Funding Plan (template here which integrates Section-4 form <<https://docs.google.com/spreadsheets/d/1cEy8fD7z3zqy3w8VF78sYJNMu8olTgh-/edit?usp=sharing&ouid=118291287617767795126&rtpof=true&sd=true>>),
- supporting attachments,
- references

(e.g., Policy Resolution, similar to template here <<https://docs.google.com/document/d/1irBqf-lvwf-iaPotyFKP2HkAjqwwJkLR/edit?usp=sharing&ouid=118291287617767795126&rtpof=true&sd=true>>, that prioritizes Safety before Speed throughout scoping, project delivery, and maintenance; yellow- highlighted policy statements from General Plan excerpts) and all other required materials, in electronic format, are due and must be submitted, by the Applicant or Project Sponsor, before **5 PM on Friday, July 15, 2022**. A question in the Application Form below will remind each respondent that each Applicant must electronically submit all application materials (in a single combined PDF packet with numbered attachments, and all application files organized in folder structure), here: <https://spaces.hightail.com/uplink/cclarke>

The Authority's OBAG 3 Call for Projects, Program Policy, intent, screening requirements, and scoring criteria are available at <https://ccta.net/planning/one-bay-area-grant-3/>. Please adhere to the information stated in the Scoring Sheet/Criteria in each Application. Each program/project application packet (single, combined PDF) of attachments should be no more than 20 pages, excluding the online Application itself. Application forms are available for each jurisdiction to complete online via Microsoft Forms (not PDF). Hardcopy applications and materials will not be accepted, in the spirit of the Authority's Paperless Policy.

Clear Form

Applicant Workshops were held for OBAG 3 on June 7 and June 8, 2022, with slides and supporting materials emailed afterward. A portion of the in-person agenda on June 8th included a roundtable discussion, and small group breakouts, to encourage and discuss multi-jurisdiction project bundling. On July 13th (to be confirmed), a public workshop will be held to request additional input from the general public along with representatives from planning, public works, and maintenance personnel, emergency services (e.g., fire department), bikeway design professionals, people with disabilities, and advocacy groups.

Please contact the Contra Costa Transportation Authority's Associate Transportation Planner Colin Clarke at 925-256-4726 or cclarke@ccta.net for questions on the application process.

* Required

Project Information

1. Countywide Grant Application/Project Name:

*

2. Countywide Grant Application/Project Phase(s):

*

e.g., Design & Construction, or which & total years funded if Programmatic Application. Not Eligible: Design-Only phase.

3. (2018) Countywide Bicycle & Pedestrian Plan - Project Number(s). If "Not Applicable," state whether the jurisdiction formally will request that this program/project be added to the CBPP Project List (last adopted July 2018).

*

4. Project Sponsor/ Lead Applicant Agency (Requester/Recipient/Processor of Funding):

*

5. Partner Agency/Agency(ies) or Co-Sponsor(s):

*

(Select all that apply)

- East Bay Regional Park District (EBRPD) Contra Costa Water District (CCWD), e.g., canal modernization project right-of-way to relocate water pipeline underground and create accessible surface area
- Adjacent Jurisdiction (geographic)
- Other Jurisdiction in Contra Costa or Alameda County (e.g., transit agency)
- County of Contra Costa, e.g., flood control channel right-of-way (Public Works Dept)
- Public Health professional(s), e.g., Contra Costa Health Services
- PG&E: Pacific Gas & Electric
- Private Company Name (Applicant will provide it below, e.g., Union Pacific Railroad)
- Other

6. Sponsor Single Point of Contact:

*

Please include contact name, phone numbers (mobile, office desk, remote work), and email.

7. Single Point of Contact's Supervisor:

*

Please include contact name, phone numbers (mobile, office desk, remote work), and email.

8. RTPC Region for Geographic Location of Site(s):

*

(Regional Transportation Planning Advisory Committee to the Authority)

9. Project Location(s) and Boundaries:

*

*Please include the applicable geographic RTPC region/subarea, *and* also specific boundaries (e.g., intersections, cross-streets, corridors, N/S/E/W limits of a project area) mapped in GIS files/format.*

10. Brief Project Description:

*

(application attachments may include a longer version than typed)

Guidelines here:

<https://docs.google.com/document/d/1iLGFgKib07yffCiuePqJGmS7T2f89JfvRa5gCRV6C6U/edit?usp=sharing>



Program Eligibility

11. Select the OBAG 3 federal fund source(s) for which the project is eligible:

Federal Fund Eligibility

Is the final scope eligible for federal transportation funds?

Note - projects eligible for CMAQ funding must provide inputs for air quality improvement calculations, using templates provided on the OBAG 3 webpage (<https://mtc.ca.gov/obag3>)

- Surface Transportation Block Grant (STP) Program (See FHWA fact sheet: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm>)
- Congestion Mitigation & Air Quality Improvement (CMAQ) Program (See FHWA fact sheet: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm>, and tools: https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/)

12. Select the eligible project type(s) below, referring to the Authority's OBAG 3 Program policy (Attachment-A / Call for Projects), MTC Complete Streets Policy Resolution 4493 (<https://mtc.legistar.com/LegislationDetail.aspx?ID=5518024&GUID=F0D771EA-EEBF-4080-A9FE-303DF0DF3100&Options=&Search=>), and MTC Resolution No. 4505 (revised dated (June 22 &) March 23, 2022, <https://mtc.ca.gov/digital-library/5022630-mtc-resolution-no-4505>) for detailed eligibility guidelines:

Eligible Project Type, Criterion 4, 6, & 12

Is the final scope an eligible proposal type?

(Select all final scope components that apply)

- Growth Framework Implementation** - PDA Planning Grant
- Growth Framework Implementation** - Local Planning Grant (for other *Plan Bay Area 2050* Growth Geographies, https://www.planbayarea.org/sites/default/files/documents/PBA2050_Growth_Geographies_Oct2021_0.pdf, for open data, <https://opendata.mtc.ca.gov/datasets/plan-bay-area-2050-growth-geographies/explore?location=37.985450%2C-122.000287%2C12.00>)

Complete Streets, Sustainable Streets, & Community Choice - Quick-Build (materials or method)

Complete Streets, Sustainable Streets, & Community Choice - Net New Class I Bicycling Facility (provide linear feet & width)

Complete Streets, Sustainable Streets, & Community Choice - Net New Class IV Bicycling Facility (provide linear feet & width)

Complete Streets, Sustainable Streets, & Community Choice - Pedestrian Infrastructure

Complete Streets, Sustainable Streets, & Community Choice - Safe Routes to School Non- Infrastructure (programmatic SRTS-NI)

Complete Streets, Sustainable Streets, & Community Choice - SRTS Infrastructure Project or Bike/Walk Audit (to result in Project List)

Complete Streets, Sustainable Streets, & Community Choice - Safety Project

Complete Streets, Sustainable Streets, & Community Choice - Complete Streets Improvements & Multi-Modal

Complete Streets, Sustainable Streets, & Community Choice - Sustainable Streets Improvements (e.g., stormwater management, low-impact development techniques)

Complete Streets, Sustainable Streets, & Community Choice - Streetscape Improvements

Complete Streets, Sustainable Streets, & Community Choice - Local Streets and Roads Rehabilitation or Maintenance (e.g., repaving)

Complete Streets, Sustainable Streets, & Community Choice - Gap Closure (e.g., specify whether bikeway or walkway; provide linear feet & width)

Complete Streets, Sustainable Streets, & Community Choice - Net New Curb Ramp (provide number of ramps & whether diagonal to support a Pedestrian Scramble, or 90-degrees to enable straight pathway to receiving ramp)

Complete Streets, Sustainable Streets, & Community Choice - Net New Wayfinding Sign(s) or Pavement Marking(s), etc.

Complete Streets, Sustainable Streets, & Community Choice - Rural Roadway Improvement (or FAS: Federal-Aid Secondary)

Complete Streets, Sustainable Streets, & Community Choice - Community-Based Transportation Plan (CBTP) or Participatory Budgeting (PB) Process in an Equity Priority Community (EPC), <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>

Complete Streets, Sustainable Streets, & Community Choice - CBTP/PB Project Implementation

Climate, Conservation, & Resilience - Transportation Demand Management (TDM) Program or Bicycle/Pedestrian Program

Climate, Conservation, & Resilience - Mobility Hub

Climate, Conservation, & Resilience - Parking or Curb Management

Climate, Conservation, & Resilience - Mobility/Bikeshare Capital Improvement

Climate, Conservation, & Resilience - Improvements to access Open Space, Park(s), or (Passive or Active) Recreation

Climate, Conservation, & Resilience - Regional Advance Mitigation Planning (RAMP)

Multimodal Systems Operations & Performance - Transit Capital Improvement

Multimodal Systems Operations & Performance - Transit Station Improvement

Multimodal Systems Operations & Performance - Bay Area Transit Transformation Action Plan Implementation, https://mtc.ca.gov/sites/default/files/documents/2021-09/Transit_Action_Plan_1.pdf

- Multimodal Systems Operations & Performance** - Active Operational Management
- Multimodal Systems Operations & Performance** - Mobility Management and Coordination
- Multimodal Systems Operations & Performance** – Bundled Project/Application (final scope in two or more jurisdictions)

Policy Alignment

13. Select the Federal performance measures that are supported by the project

(<https://mtc.ca.gov/planning/transportation/federal-performance-targets>):

Federal Performance Goals, Criterion 1, 2, 6, & 11

How will the final scope support Federal performance measures?

(Select all goals that apply)

- Safety: Significantly reduce traffic fatalities and serious injuries for all users on all public roads and improve the safety of all public transportation systems (select this option for Public Health Outcomes or Programmatic, e.g., SRTS-NI or TDM) * *Which of the FHWA "proven countermeasure(s)" or "crash modification/reduction factor(s)" will be included in the final scope to reduce maximum potential vehicle speed during construction and future operation?*
- Infrastructure Condition: Improve the pavement condition on the Interstate and National Highway System (NHS) and NHS bridges and maintain the condition of public transit assets in a state of good repair.
- Congestion Reduction: Significantly reduce congestion on the NHS in urbanized areas. System Reliability: Improve the reliability of the Interstate system and NHS.
- Freight Movement and Economic Vitality: Improve the reliability of the Interstate system for truck travel. * *Will the final scope improve access to jobs, or the reliability of Freights/Goods Movement by cargo bicycle, electric bicycle, and improve Economic Access/Vitality? * How many family & cargo sized bicycle parking spaces will be added?*


Environmental Sustainability: Maximize emission reductions from CMAQ-funded projects. (select this option for programmatic or Public Health outcomes) * To which extent will the application reduce air pollution & greenhouse gas emissions? State whether application/project is in an area of non-attainment status, Air Quality Conformity Analysis, or Community Air Risk Evaluation Program status, or Air Pollution Cancer Risk status, or Area Highly Impacted by Air Pollution.

14. In one to three paragraphs per selection above, describe how the application/project will support the selected Federal performance measure(s), including responses to any questions below or contained in selection(s) above:

- To which Level-of-Traffic-Stress (LTS 1 through 4) will the project construct a segment that is part of a future safer, more contiguous countywide Low-Traffic-Stress Network? (mainly Class I bicycle facilities)
- To which extent is the systemic / Safe Systems approach (e.g., SSI intersection analysis) integrated into the final scope? e.g., a specific crash type addressed in multiple locations via careful site selection/planning?
- To which extent will the final scope reduce the maximum potential Speed (observed/actual instead of "posted speed limit") of vehicles?
- To which extent will the severity of each potential collision be reduced by way of kinetic energy transfer that will result from the project?
- Will the final scope add a new Roundabout? or Turbo-Roundabout?
- To which extent will the individual & regional economic costs (2020) per incident (e.g., including repair/recovery) be reduced by the proposal? (e.g., refer to MTC regional safety data webtool for Local Public Agencies here: <https://BayViz.mysidewalk.com>)
- To which extent will the cumulative "Plan Countermeasures" (e.g., Leading Pedestrian Interval) be effective after the final scope is completed, to move toward Vision Zero? (e.g., refer to MTC regional safety data webtool for Local Public Agencies here: <https://BayViz.mysidewalk.com>)
- Quantify the estimated reduction in severity of each collision.
- Which of the Countywide Vision Zero toolbox actions are included in the proposal? (<https://ccta.net/planning/countywide-vision-zero/>)

- Is the proposal located along or within a particular proximity of a High-Injury Network corridor, High Risk (or Exposure) Network segment, emergency evacuation route, and/or a CTP or GMP Action Plan-designated Regional Route of Significance? (latest) moving toward more proactive, Safe Systems approach, such as road characteristics?
- Which of the FHWA “proven countermeasure(s)” or “crash modification/reduction factor(s)” (<https://www.cmfclearinghouse.org/>) will be included in the final scope to reduce maximum potential vehicle Speed during construction and future operation? How has the City Attorney committed to using the law known as Assembly Bill 43?
- Which of the Common Countywide Collision Pattern(s) from 2008 – 2017 SWITRS data will be eliminated or reduced because of the final proposal scope: speeding, driving under the influence, Contraflow bike riding, seniors and/or youth (vulnerable populations), highway interchange(s), trail crossing(s), channelized right turn slip- lanes, skewed intersection(s), unprotected left turns at signal, red light violation?
- Will the final scope significantly reduce bicycling or pedestrian fatalities and/or severe injuries? Can an estimate be quantified?
- Will the final scope improve the pavement condition on an off-street trail or walkway and maintain the condition of public transit assets in a state of good repair?
- To which extent has and/or will the program address the topics above?

Federal Performance Goals, Criterion 1 & 2 (continued)



15. In two or three paragraphs, describe how the project supports *Plan Bay Area 2050* Strategies (<https://www.planbayarea.org/finalplan2050>) and/or Implementation Plan (<https://www.planbayarea.org/2050-plan/final-plan-bay-area-2050/chapter-7-final-implementation-plan>):

Plan Bay Area 2050 Strategies

How does the final scope align with Plan Bay Area 2050 and outcomes such as Public Health?

16. Select the regional plans and policies with which the application/project is aligned:

Regional Policy Alignment

How does the final scope align with other regional policies and plans?

- MTC's Regional Safety/Vision Zero Policy, <https://mtc.ca.gov/planning/transportation/bicycle-pedestrian-micromobility/regional-safetyvision-zero>

- MTC's Equity Platform, <https://mtc.ca.gov/about-mtc/what-mtc/equity-platform>

- MTC's Regional Active Transportation Plan, <https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan>

- MTC's Transit-Oriented Communities Policy, <https://mtc.ca.gov/planning/land-use/transit-oriented-development-tod-policy>

- Bay Area Transit Transformation Action Plan, https://mtc.ca.gov/sites/default/files/documents/2021-09/Transit_Action_Plan_1.pdf

- County Climate Action Plan

- Countywide Bicycle and Pedestrian Plan (adopted)
- Locally Adopted Plan (e.g., Local Road Safety Plan, Jurisdiction-wide Active Transportation Plan)
- Locally Adopted Project List

17. In two or three paragraphs total, describe how the application/project aligns with the regional plans and/or policies selected above:

Regional Policy Alignment

How does the final scope align with other regional policies and plans?

18. **Priority Development Area (PDA)** - Indicate the proposal's relationship to Plan Bay Area 2050

Growth Geographies

(https://www.planbayarea.org/sites/default/files/documents/PBA2050_Growth_Geographies_Oct2021_0.pdf):

Regional Growth Geographies, Criterion 6, 10, & 12

Does the final scope support PBA 2050 Growth Geographies?

(Select all that apply; definitions can be found here:

https://www.planbayarea.org/sites/default/files/pdfs_referenced/2019_Regional_Growth_Framework_Update_-_Whats_Changed_1.pdf)

- Meets MTC's definition of PDA-supportive (within one mile or less of a PDA boundary, <https://opendata.mtc.ca.gov/datasets/pba-2050-priority-development-areas-one-mile-buffer/explore>)

Does not meet definition of PDA-supportive, but has a clear and direct connection to implementation of a Priority Development Area(s)

Included in locally adopted PDA plan (e.g., Specific Plan, PDA Investment and Growth Strategy)

19. Priority Development Area (PDA) - Please describe why, and how, the proposal does not meet MTC's uniform definition of a PDA-supportive project, if applicable:

Regional Growth Geographies, Criterion 6, 10, & 12

Does the final scope support PBA 2050 Growth Geographies?

20. Priority Development Area (PDA) - Include a reference (and a yellow-highlighted relevant excerpt) for a locally adopted PDA plan, if applicable:

Regional Growth Geographies, Criterion 6, 10, & 12

Does the final scope support PBA 2050 Growth Geographies?

21. Transit-Rich Area (TRA)* or Connected Community - Indicate the proposal's relationship to Plan Bay Area 2050 Growth Geographies

(https://www.planbayarea.org/sites/default/files/documents/PBA2050_Growth_Geographies_Oct_2021_0.pdf):

Regional Growth Geographies, Criterion 6, 10, & 12

Does the final scope support PBA 2050 Growth Geographies?

(Select all that apply; definitions can be found here:

https://www.planbayarea.org/sites/default/files/pdfs_referenced/2019_Regional_Growth_Framework_Update_-_Whats_Changed_1.pdf)

**Reminder: Transit priority areas were identified by the Authority as a Common Countywide Collision Pattern in 2008-2017 SWITRS data.*

Within a TRA or otherwise supportive of a TRA (see Growth Geographies map, <https://opendata.mtc.ca.gov/datasets/plan-bay-area-2050-growth-geographies/explore>)

Within a Connected Community PDA or otherwise supportive

22. Transit Rich Area (TRA)* or Connected Community - If proposal is within a Connected Community PDA or otherwise supportive, please describe:

Regional Growth Geographies, Criterion 6, 10, & 12

Does the final scope support PBA 2050 Growth Geographies?

**Reminder: Transit priority areas were identified by the Authority as a Common Countywide Collision Pattern in 2008-2017 SWITRS data.*

23. Priority Production Area (PPA) - Indicate the proposal's relationship to Plan Bay Area 2050

Growth Geographies

(https://www.planbayarea.org/sites/default/files/documents/PBA2050_Growth_Geographies_Oct2021_0.pdf):

Regional Growth Geographies, Criterion 6, 10, & 12

Does the final scope support PBA 2050 Growth Geographies?

(Select all that apply; definitions can be found here:

https://www.planbayarea.org/sites/default/files/pdfs_referenced/2019_Regional_Growth_Framework_Update_-_Whats_Changed_1.pdf)

- Supports the preservation of industry, region-essential business, or middle-wage jobs, within a PPA (see Growth Geographies map, <https://opendata.mtc.ca.gov/datasets/plan-bay-area-2050-growth-geographies/explore>)

24. Priority Production Area (PPA) - If application/project supports the preservation of industry, region-essential business, or middle-wage jobs within a PPA, please describe:

Regional Growth Geographies, Criterion 6, 10, & 12

Does the final scope support PBA 2050 Growth Geographies?

25. Indicate how the application/project will invest in historically underserved communities, including *Plan Bay Area 2050 Equity Priority Communities (EPCs,*

<https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>):

Equity Priority Communities, Criterion 4, 7, & 8

- Located within and supportive of an EPC (see Equity Priority Communities map, <https://opendata.mtc.ca.gov/datasets/equity-priority-communities-plan-bay-area-2050/explore>)
- Not located within an EPC, but otherwise supportive of an EPS or other historically underserved community

26. Please describe how the application/project supports an EPC or other historically underserved community, if applicable:

Equity Priority Communities, Criterion 4, 7, & 8

27. Indicate if the application/project is located in a jurisdiction that has adopted policies which support the "3Ps" approach to affordable housing (<https://mtc.ca.gov/funding/investment-strategies-commitments/housing-solutions/housing-protection-preservation>) by listing the relevant adopted policies for each element of the 3Ps. Additional guidance and resources on affordable housing policies are provided on the OBAG 3 webpage (<https://mtc.ca.gov/obag3>):

Local Housing Policies, Criterion 10

- Protect current residents from displacement (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement).
- Preserve existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement).
- Produce new housing at all income levels.

28. Please list all applicable policies that support all elements of MTC's "3Ps" approach to affordable housing, selected above:

Local Housing Policies, Criterion 10

Local and Community Support

29. Indicate if the proposal has demonstrated community support through one or more of the following, particularly if located in a conventionally underserved community:

Community Support, Criterion 9

Which tools were used for outreach and engagement?

https://docs.google.com/spreadsheets/d/1PzOzOgj5T1e7_iuNjSrPOKRjhEVDtpxL/edit?usp=sharing&ouid=118291287617767795126&rtpof=true&sd=true

Which tools were used to demonstrate community benefits?

https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/

- Public outreach responses specific to this proposal, including comments received at public meetings or hearings, feedback from (virtual and/or in-person) community workshops, or survey responses.
- Proposal is consistent with an adopted local transportation plan (specify which, and the adoption date).

30. Please list a (date of publication &) summary of public outreach responses, if applicable:

Community Support, Criterion 9

31. Please provide a description of the proposal's consistency with local plan(s), if applicable:

Community Support, Criterion 9

32. Indicate if the application/project has demonstrated support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, code and restrictions, urban renewal, and highway construction that divided low-income and communities of color. Resources for identifying impacted communities are available on the OBAG 3 webpage (<https://mtc.ca.gov/obag3>). Community support may be demonstrated through one or more of the following:

Community Support, Criterion 9

Which tools were used for outreach and engagement?

https://docs.google.com/spreadsheets/d/1PzOzOgj5T1e7_iuNjSrPOKRjhEVDtpxL/edit?usp=sharing&ouid=118291287617767795126&_rtpof=true&sd=true

Which tools were used to demonstrate community benefits?

https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/

- Prioritization of the proposal in a Community-Based Transportation Plan (CBTP) or Participatory Budgeting (PB) process
- Endorsement(s) from a Community-Based Organizations (CBO) representing historically underserved and potentially impacted communities
- Proposal is in an adopted Complete Streets Safety Assessment Study
- Proposal is consistent with a State, County, or Local Public Agency Greenhouse Gas Emissions Reduction Plan
- Proposal is in an Equity Priority Community (EPC), <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>
- Proposal is in an adopted Area Plan/Specific Plan

33. Please provide a CBTP or PB reference (Community-Based Transportation Plan or Participatory Budgeting process), if applicable:

Community Support, Criterion 9

34. Please provide a (date &) description of CBO (community-based organization) endorsement, if applicable:

Community Support, Criterion 9

Deliverability & Readiness

35. Describe the readiness of the application/project, including right-of-way (acquisition) impacts and the type/level of environmental document/clearance required:

Project Readiness, Criterion 5

- To which extent has the applicant committed annual operations & maintenance, repair, and lifecycle replacement costs after initial construction? e.g., At which frequency is the jurisdiction proposing to commit to maintenance of the new or improved facility, such as sweeping? (e.g., for safety)
- Is any necessary right-of-way already acquired?

36. If the application/project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent), environmental approval, and encroachment permit:

Project Readiness, Criterion 5

- Which month & year will the proposal (realistically) begin construction? (or program operation)

37. Describe the proposal’s delivery timeline and status, as well as the sponsor’s ability to meet the January 31, 2027 obligation deadline to be able to use Federal funds:

Deliverability, Criterion 5

- Will the final scope be consistent with the minimum criteria required in the state law effective since January 1, 2021, known as Senate Bill 288? (to streamline CEQA review and documentation, per guidelines here: <https://docs.google.com/document/d/1yvkhGGsWwojJo27DH9KfoODBHEkhOpg0MZ0tKwkJV0M/edit?usp=sharing>)

38. Identify any known barriers or risks to on-time delivery and schedule of the proposal, and how the Sponsor will mitigate and respond to those risks, if they arise:

Deliverability, Criterion 5

- Which issues could arise before implementation? (e.g., construction / "groundbreaking")
- Has a single jurisdiction committed to ensuring complete implementation of the final scope across multiple jurisdictions?

Project Cost & Funding

39. Does the application/project meet the minimum grant size requirements? An OBAG 3 grant application in Contra Costa must be a minimum of \$500,000. **If proposal does not meet grant requirements, please include below an exception request** (excluding staffing resources such as time, workload, or number of personnel) **to MTC's minimum grant size:**

Grant Minimum

40. To which extent will the Project Sponsor meet or exceed in providing a Local Match of at least 11.47% of the total Federally participating project cost?
(optional: notes on Local Match can be provided here, including quantifying the percentage of total project cost, per fund source, such as a private company, CCHS, CCWD, PG&E, etc.)

Local Match, Criterion 3

41. Please fill-out and submit a project cost and funding breakdown as part of this application. Template can be found (in Section-4.0 of the OBAG3 Program and) here:
https://docs.google.com/spreadsheets/d/1cEy8fD7z3zqy3w8VF78sYJNmu8oITgh-/edit?usp=sharing&_oiid=118291287617767795126&rtpof=true&sd=true

*

Please electronically submit here: <https://spaces.hightail.com/uplink/cclarke>

I understand



TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN TAC

FROM: TRANSPLAN Staff

DATE: April 21, 2026

SUBJECT: Fiscal Year 2026/2027 Proposed TRANSPLAN Work Program and Budget

Recommendation

REVIEW the proposed Fiscal Year 2026/2027 (“FY 2026/27”) TRANSPLAN Work Program and Budget, **REVISE** as necessary, and **APPROVE** for submission to the TRANSPLAN Committee.

Background

The TRANSPLAN Committee adopts a budget and work program annually. Some of the tasks from the previous work program will carry over. Current budget and proposed budget and work plan activities for the impending fiscal year are detailed in the following discussion.

Fiscal Year 2025/2026 Budget Report

For Fiscal Year 2025/2026 (“FY 2025/26”), each TRANSPLAN member agency was required to remit dues payments of \$4,886.10, for a total revenue of \$24,430.50. When combined with \$15,723.20 in actual Fiscal Year 2024/2025 surplus, the FY 2025/26 budget revenue totals \$40,153.70.

Total actual expenditures through the first three quarters of FY 2025/26 (July 2025 – March 2026) are approximately \$14,746.67. Revenue less actual and projected expenditures (\$5,000.00) for the remainder of FY 2025/26 results in a surplus of approximately \$19,407.03 ($\$24,430.50 + \$15,723.20 - \$14,746.67 - \$5,000.00$).

Activities

The attached work program proposes the set of tasks to be undertaken during the 2026/27 fiscal year. As is typical, some of the items are continuing items, with three modifications noted below:

***NEW* Transportation Expenditure Plan (TEP) Development.** CCTA is moving forward with development of a new Transportation Expenditure Plan for Contra Costa County. The RTPCs will be a venue for discussions related to the proposed TEP components.

***NEW* Micromobility Study to Develop a Model Ordinance and Agreement for Countywide Operations Framework.** CCTA is currently retaining a consultant to develop a model ordinance and agreement to support local and countywide micromobility programs. As part of the Study, outreach to the RTPCs will occur.

***NEW* TFCA Project Approvals Coordination.** The RTPCs will be requested to review and concur on the subregional TFCA project lists.

Proposed FY 2026/2027 Budget

This budget includes approximately ten hours of a Transportation Planner per month, two hours of secretarial time per month, and eight hours of the minutes-taker’s time per month. The budget also

includes \$1,800 for ongoing maintenance of the TRANSPLAN website, \$250 for office supplies and mailing costs, and a \$3,000 contingency reserve.

Whenever possible, individual TAC members assume liaison duties for various CCTA committees (e.g. Technical Coordinating Committee, Technical Model Working Group and Growth Management Program Working Group) and report any relevant activities to the full TAC. Essentially, the TAC's participation also helps to minimize TRANSPLAN's budget. Consistent with Committee direction from past years, staff will bill the jurisdictions for the difference in this year's actual cost (any overrun will be added to the 2025/26 invoice, or surplus will be deducted).

FY 2026/27's projected budget (Table 1) is \$44,742.40. When the previous year surplus of \$19,407.03 is applied towards the FY 2026/27 projected budget, the result is a total net budget of \$25,335.37. When divided by five, the dues payment for each of the five-member jurisdictions is **\$5,067.07**.

att: Draft Work Program for FY 2026/2027
Table 1: Proposed TRANSPLAN Budget for FY 2026/27

Draft Work Program for FY 2026/2027

Task 1: Monitor the Brentwood-Tracy Expressway (SR 239) Project. The Contra Costa Transportation Authority (CCTA) is the project manager; TRANSPLAN is a primary stakeholder. The public/external planning process for this effort began in 2011/12 and is now complete. CCTA is now working with Caltrans on the development of an environmental document for the project.

Task 2: Review/Monitor major land use proposals within East County for compliance with East County Action Plan for Routes of Regional Significance. This task will continue as an ongoing activity, required by Measure J and by TRANSPLAN's own procedures. It is part of the Measure J Growth Management Program.

Task 3: Review land use proposals outside of East County that meet the Measure J threshold requirements (100 or more new peak-period vehicle trips) for potential traffic impacts on East County routes of regional significance. This task will continue as an ongoing activity, similar to Task 2 above. It is part of the Measure J Growth Management Program.

Task 4: Facilitate collaboration between member jurisdictions and the Contra Costa Transportation Authority in conducting planning activities requiring sub-regional consultation. TRANSPLAN will provide ongoing assistance and local facilitation with CCTA, at a minimum for the State Route 4 Operational Improvements, the Congestion Management Program, the Measure J Strategic Plan, Measure J Growth Management Program ("GMP") (e.g. Countywide Transportation Plan/Action Plan for Routes of Regional Significance), the Countywide Bicycle and Pedestrian Plan, and various federal, state, regional and local funding programs. These efforts, while administered primarily by other agencies, require and benefit from local facilitation.

Task 5: Represent TRANSPLAN at meetings of CCTA as needed, including the monthly CCTA Board meetings and the monthly meetings of its two committees (the Administration and Projects Committee, and the Planning Committee). This task will continue.

Task 6: Participate as needed in refining the East County portion of the countywide travel demand forecasting model and/or in adapting the model for local application. Ongoing refinements, monitoring or consultation on the model are often required. The Measure J GMP requires local jurisdictions to consult with the Technical Advisory Committee ("TAC") when they use or adapt the model for local general plan amendments or CEQA review of large development proposals.

Task 7: Monitor Ferry Planning. Coordinate ferry service planning with member agencies, CCTA, the Water Emergency Transportation Authority, and other affected entities.

Task 8: Growth Management Program Compliance. Assist in administering the resolution of growth management compliance issues between member jurisdictions in cooperation with Contra Costa Transportation Authority staff per *TRANSPLAN Committee Administrative Procedures, Article III*.

Task 9: Concord Community Reuse Project: TRANSPLAN staff will monitor and report to the TAC and Committee on activities related to the subject project.

Task 10: Countywide Transportation Plan (CTP) Update: CCTA staff is updating the CTP. TRANSPLAN staff will assist in facilitating discussions on this item with the TAC and the Committee.

Task 11: Transportation Expenditure Plan (TEP) Development. CCTA is moving forward with development of a new Transportation Expenditure Plan for Contra Costa County. The RTPCs will be a venue for discussions related to the proposed TEP components.

Task 12: Countywide Emergency Evacuation Plan: The Contra Costa Countywide Emergency Evacuation Plan will conduct local-level evacuation compliance assessments and high-level evacuation

route capacity, safety, and viability analysis for the county, including the 19 cities/towns and unincorporated County.

Task 13: Micromobility Study to Develop a Model Ordinance and Agreement for Countywide Operations Framework. CCTA is currently retaining a consultant to develop a model ordinance and agreement to support local and countywide micromobility programs. As part of the Study, outreach to the RTPCs will occur.

Task 14: TFCA Project Approvals Coordination. The RTPCs will be requested to review and concur on the subregional TFCA project lists.

Table 1: Proposed TRANSPLAN Budget for FY 2026/27

Item	Proposed FY 2026/27 Budget	% of Proposed Budget
Transportation Planner (10 hours/month) [1]	\$29,492.40	66%
Secretary (2 hours/month) [2]	\$2,040.00	5%
Minutes Taking (8 hours/month) [3]	\$8,160.00	18%
Subtotal for Personnel Costs	\$39,692.40	
TRANSPLAN Website Ongoing Maintenance	\$1,800.00	4%
Offices Supplies and Services	\$250.00	1%
Contingency Reserve	\$3,000.00	7%
Total FY 2026/27 Budget	\$44,742.40	100% [4]
Previous Fiscal Year Surplus	\$19,407.03	
Net Total FY 2026/27 Budget	\$25,335.37	
Per Jurisdiction Contribution	\$5,067.07	

[1] Hourly rate is \$245.77.

[2] Hourly rate is \$85.00.

[3] Hourly rate is \$85.00.

[4] The sum of the percentages may not equal 100% due to rounding.