

TRANSPAC Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County

TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, JANUARY 27, 2022
9:00 A.M. to 11:00 A.M.

**TELECONFERENCING SPECIAL NOTICE – PUBLIC MEETING
GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO
CONFERENCE**

Pursuant to the Ralph M. Brown Act provisions under Assembly Bill 361, which went into effect on October 1, 2021 meetings of the TRANSPAC Board and TAC will be held utilizing video and teleconference as the State and County continue to recommend measures to promote social distancing. Options for observing the meeting and participating in public comment are provided below:

Video Conference Access: Please click the link at the noticed meeting time:

<https://us02web.zoom.us/j/81272516135?pwd=Mnd5NlZUKzVkMU5jcU02Ky9pOGJIZz09>

Meeting ID: 812 7251 6135 and Password: 552165.

Phone Access: To observe the meeting by phone, please call at the noticed meeting time 1 (669) 900 6883, then enter the Meeting ID: 812 7251 6135 and Password: 552165.

Public Comments: Public comment may be provided by submitting written comments to tiffany@graybowenscott.com by 3 p.m. on the day before the meeting, which will be read during Public Comment or on the related item when Public Comment is called and entered into the record. To comment by video conference, click the “Raise Your Hand” button to request to speak when the Public Comment period is opened on an Agenda item. After the allotted time, you will then be requested to mute your microphone. To comment by phone, indicate the “Raise Your Hand” icon by pressing “*9” to request to speak when the public comment is opened on an Agenda item. After the allotted time, you will then be requested to mute your microphone. Please begin by stating your name and indicate whether you are speaking for yourself or an organization.

Americans with Disabilities Act (ADA): This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact TRANSPAC via email or phone at tiffany@graybowenscott.com or (925) 937-0980 during regular business hours at least 48 hours prior to the time of the meeting.

1. CONVENE MEETING / VIRTUAL MEETING ACCESS GUIDELINES / SELF-INTRODUCTIONS.

2. PUBLIC COMMENT. Members of the public may address the Committee on any item not on the agenda.

3. Minutes

- a. **Minutes of the November 18, 2021 Meeting** 🌀 **Page 5**
- b. **Minutes of the December 16, 2021 Meeting** 🌀 **Page 11**
- c. **Minutes of the January 13, 2022 Meeting** 🌀 **Page 13**

ACTION RECOMMENDATION: Approve Minutes

Attachments: TAC minutes from the November 18, 2021, December 16, 2021, January 13, 2022 meetings

4. TRANSPAC COMMITTEE APPOINTMENTS – CCTA TCC APPOINTMENT FOR THE TERM ENDING DECEMBER 31, 2023. TRANSPAC is represented on the Contra Costa Transportation Authority's (CCTA) Technical Coordinating Committee (TCC) by three (3) primary representatives and one (1) alternate. Due to recent staffing changes the City Concord has requested a new staff member to replace the existing primary representative seat. The TRANSPAC TAC is requested to approve the appointment of a new primary representative for the term ending March 31, 2023. 🌀 **Page 17**

ACTION RECOMMENDATION: Approve the appointment of Saravana Suthanthira to serve as a primary representative on the TCC for the term ending March 31, 2023.

Attachment: Staff Report

5. TRANSPAC COMMITTEE APPOINTMENTS – CCTA CBPAC APPOINTMENT FOR THE TERM JANUARY 1, 2022 TO DECEMBER 31, 2023. The current TRANSPAC appointments to the Contra Costa Transportation Authority (CCTA) Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) are through the term of December 31, 2023. The two TRANSPAC staff representative were previously approved and one vacancy remains for the TRANSPAC citizen representative. 🌀 **Page 19**

ACTION RECOMMENDATION: Approve the appointment of Scott Simmons to the CBPAC as a citizen representative for the term January 1, 2022 to December 31, 2023.

Attachment: Staff Report

6. MEASURE J LINE 20A FUNDS PROGRAM – FY 2022/2023 AND FY 2023/2024

PROGRAMMING CYCLE. The CCTA Measure J line 20a program provides funds for Transportation Services for Seniors & People with Disabilities in the TRANSPAC area. TRANSPAC is responsible for recommendations on how the Line Item 20a funds are to be used. The TRANSPAC Board approved the program guidelines and release of a call for projects in December. Measure J Line 20a funds are expected to generate about \$950,000 over the two-year programming period. Program applications were requested to be submitted by January 21, 2022. Application information will be available at the meeting to initiate discussion on the review and evaluation of the funding requests. (INFORMATION).

🌀 **Page 23**

Attachment: Staff Report

7. POLICY FRAMEWORK DISCUSSION FOR ONE BAY AREA GRANT CYCLE 3 (OBAG 3)

PROGRAM IN CONTRA COSTA COUNTY. Contra Costa Transportation Authority (CCTA) staff will provide information about the Metropolitan Transportation Commission (MTC) OBAG3 program. MTC has been distributing federal funds in the Bay Area region through similar programming policy (OBAG and OBAG2). The distribution of certain future federal funds (from the recently signed infrastructure bill) that are delegated for programming by MTC are expected to be covered under the OBAG3 policy. (INFORMATION). 🌀 **Page 33**

Attachment: Staff Report

8. GRANT FUNDING OPPORTUNITIES. This agenda item is intended to provide an opportunity to review and discuss grant opportunities. Additional information will be available at the meeting (INFORMATION) 🌀 **Page 82**

9. COMMITTEE UPDATES:

- a. Technical Coordinating Committee (TCC): The last meeting was held on January 20, 2022. The next meeting is scheduled for February 17, 2022.
- b. Countywide Bicycle & Pedestrian Advisory Committee (CBPAC): The agenda for the January 24, 2022 CBPAC meeting can be found here:
<https://ccta.primegov.com/Portal/Meeting?compiledMeetingDocumentFileId=13689>

- c. Paratransit Coordinating Council (PCC): The agenda for the January 24, 2022 CBPAC meeting can be found here:
<https://ccta.primegov.com/Portal/Meeting?compiledMeetingDocumentFileId=13770>

10. CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) MEETING CALENDAR:

The CCTA Calendar for January 2022 to April 2022, may be downloaded at:
<https://ccta.primegov.com/Portal/viewer?id=18286&type=2>

11. MEMBER COMMENTS

12. NEXT MEETING: FEBRUARY 24, 2022

TRANSPAC TAC MEETING SUMMARY MINUTES

MEETING DATE: November 18, 2021

MEMBERS PRESENT: Lynne Filson, Martinez; Ruby Horta, County Connection; Edric Kwan, Martinez; Kirsten Riker, 511 Contra Costa; Robert Sarmiento, Contra Costa County; Andy Smith, Walnut Creek; Saravana Suthanthira, Concord

STAFF PRESENT: Matt Todd, TRANSPAC Managing Director; and Margaret Strubel, TRANSPAC Clerk

GUESTS/PRESENTERS: None

MINUTES PREPARED BY: Margaret Strubel, TRANSPAC Clerk

1. CONVENE MEETING / VIRTUAL MEETING ACCESS GUIDELINES/ SELF-INTRODUCTIONS.

Managing Director Matt Todd called the meeting to order at 9:02 A.M. Ms. Strubel presented the virtual meeting access guidelines. Mr. Kwan stated that he could only attend one hour and Ms. Filson would represent Martinez in his absence.

2. PUBLIC COMMENT.

There was no public comment.

3. MINUTES OF THE OCTOBER 28, 2021 MEETING.

The minutes of the October 28, 2021 meeting were approved by consensus.

6. COORDINATED PROJECT DELIVERY.

Mr. Todd presented this item after item number 3 so that Mr. Kwan could participate in the discussion.

Mr. Kwan gave a presentation about his experience about Coordinated Project Delivery in relation to the proposed coordination for a street rehabilitation project proposed to be undertaken by Martinez, Clayton, and Pittsburg. This project began before Mr. Kwan's tenure and so he researched the history of this project. He said that this project was identified to carry risk so a strong MOU was suggested to be created between the cities. However, this was not done early enough in the process. Mr. Kwan suggested that in order to develop a stronger MOU, the city attorney needed to be involved sooner. The Martinez city attorney suggested not to partner with the other cities due to the clear process of handling construction claims and other

costs. It did go out to bid, but this ended up as just a Martinez project. Mr. Kwan stated that partnering is not impossible, but is based on trust, good faith, compromise, and a strong MOU with partnering agencies. He had experience with partnering in various scenarios in Moraga, partnering with Lafayette and Orinda. Each scenario was different and level of involvement depended on the comfort level of each city. He said it is important to aligning types of projects (such as pavement) to obtain better pricing and have fewer impacts to public. He said the Moraga attorney did understand the benefits of partnering.

Mr. Todd asked about how the other attorneys for Clayton and Pittsburg viewed the risk of partnering, but Mr. Kwan did not have any insight into this. Mr. Kwan did not know if the two agencies went out to bid separately.

Ms. Suthanthira asked for more detail about the situation with Martinez. Ms. Filson said that a new city attorney became involved late in the process and felt that there was not sufficient language in the MOU to cover the risk. Ms. Filson said that attorneys had looked at the MOU early in the process and agreed to it.

Mr. Todd said that TRANSPAC is looking at working at partnering in the future for undetermined projects. Mr. Kwan offered to send a copy of the MOU for reference.

4. MEASURE J LINE 20A FUNDS PROGRAM - FY 2022/2023 AND FY 2023/2024 PROGRAMMING CYCLE.

Managing Director Matt Todd detailed the background of the Measure J Line 20A program provides funds for Transportation Services for Seniors & People with Disabilities in the TRANSPAC area. He noted that the programs funded are used by seniors and other individuals that cannot use available services and who are generally considered to be underserved. TRANSPAC is responsible for recommendations on how the Measure J Line 20a funds are to be used in Central County and have put out a call for projects every two years. COVID-19 has disrupted this cycle, but a call for projects is now needed for funding starting July 1, 2022.

Mr. Todd said he expects more requests than available funds with which to fully fund the program requests. Considering this, he said the Board discussed establishing selection criteria. He said that the TAC discussed several options: a maximum funding request; a matching requirement; the cost of trips provided (with a comparison to LINK services); mobility management provision; sharing of resources. These ideas were presented to the Board; the Board added equity priority areas and communities of concern to this list. He said he is working to have a breakdown of the cost data in the TRANSPAC area and the county as a whole to have more accurate cost per trip numbers. Since March 2020, the effects of COVID-19 have also changed the services and how they operate.

Mr. Todd started a conversation about the match and directed attention to a cost summary of the last call for projects. He said that many past applications show a match. He noted that possible options could be agencies with a large budget could have a match or there could be a mandatory match with an exemption for certain agencies.

Mr. Smith said he wants to make sure a match or any other criteria aligns with the Board's policy goals; he believes this goal should be to serve as many people as possible. He said that he did not want to have criteria that will hold some programs at bay. Mr. Todd said that this would allow for a diverse set of programs to be funded and allow the members to make funding decisions for more efficient use of funds. Mr. Todd said he was looking for tools to measure the programs for those agencies that do not have a match. Mr. Smith said there could be a question on the application about types of services provided.

Mr. Smith said he likes the current wording to allow for subjectivity for the TAC and the Board to make decisions.

Mr. Kwan said the funding is meant to serve the right people; closing the gap is the focus. He said a match is good because it stretches the funding further. He said a measurement can be how many trips are provided, which will give a dollar per trip metric. Mr. Smith agreed and asked to add a question about type of service and cost per person to help balance out the scoring of a project.

Mr. Todd said a question could be added which will help identify the reasons why an agency does not have a match and if they have looked for funding elsewhere. This would avoid an agency budget disclosure. He said, however, that because of the number of programs in previous calls providing matching funds, a match requirement will probably not be very helpful criteria.

Ms. Suthanthira said a match is problematic so it would be good to have an open-ended question as large agencies could have more issues than small agencies. She asked a formula for the funds and about data for seniors in each city, if this data could be considered into the distribution. Mr. Todd said that there is no guarantee of a percentage of funds. He also stated that this is not just city based, but that many non-profits apply for the funding as well. He stated that there is not a good way to measure quantitative across all the programs.

Ms. Riker is concerned if the TRANSPAC area is being adequately covered and if the programs are required to coordinate this coverage. Mr. Todd said that he was not aware of organized coordination. He referred to the packet and noted that there is not a lot of overlap of coverage and discussed some of the services in detail.

Mr. Kwan said other successful programs could be studied, but Mr. Todd noted he is not aware of a similar program.

Mr. Smith said that there is nothing in the application form requesting proof of eligibility. He noted that there are non-profit and not for profit entities and the meaning of these terms should

be clarified as well as individuals served. Mr. Todd said he believes all are eligible, but said he would look at non-profit codes to ensure the language is correct on the application.

Mr. Todd moved the discussion to caps on amounts requested. Mr. Smith said he worried about an arbitrary cap that could punish a very good candidate program. Mr. Smith also suggested a question that would measure the diversity of population served.

Mr. Todd presented three bonus criteria: serving equity priority communities; an active mobility management component, working with other programs; and a program sharing resources. Mr. Smith and Ms. Riker indicated support for these concepts. Ms. Riker added that programs could be funded up to 90%, then the remaining 10% of funding could depend on the answers to the bonus questions. Mr. Smith discussed prioritizing and set aside funding for the bonus criteria for this to serve the greatest number of residents with the greatest need, such as the Monument Corridor.

Mr. Todd said that the application will be flexible but the criteria will make this complex. He summed up the feedback for the decision-making framework:

- Matching funds. Not much support for using an agency budget level to further define match requirements
- Qualitative approach. If lack of match or a minimal match, require explanation.
- Design the application so consistent cost information is received.
- Concerns regarding a cap on funding requests>
- Cost per trip.
- Equity priority communities.
- Mobility management.
- Sharing resources.
- Definition of eligible applicants.

Mr. Todd said that the feedback to the Board can be that the members are focused on funding diverse programs and will have an application with a framework that is both flexible but has criteria that can collect measurable data.

Mr. Smith said that the biggest problem is finding quantitative criteria and asked if the Board is requesting quantitative metrics. Mr. Todd said that the Board has not been specific, but does want to understand quantitatively how the funding will be awarded. Mr. Todd said that quantitative evaluation was not as critical for past decisions due to the ability to fund the program requests. The last cycle relied on program reserves and cost savings for the funded program. Mr. Smith said that the cap could be the easiest to use for evaluation and can help the TAC arrive at a good recommendation for the Board.

Ms. Filson asked if the qualitative questions could be put on the application, such as: what would happen if you are not fully funded; if we can only partially fund your program, what is the minimum required to make your program viable; and other questions mentioned during this

discussion. She said that this could provide information to help hone decisions. Mr. Todd said that he would add a question similar to this in the application and would have a question regarding a match and a list of other possible funding sources.

5. TRANSPAC COMMITTEE APPOINTMENTS – CCTA CBPAC APPOINTMENT FOR THE TERM JANUARY 1, 2022 TO DECEMBER 31, 2023.

Mr. Todd noted that the two-year term of the CBPAC appointments will end December 31, 2021. There are three positions that will need appointments: public agency staff, public agency alternate, and a citizen representative. He said that both Ozzy Arce with Walnut Creek (primary representative) and Lynne Filson (alternate representative) have expressed interest in continuing to serve on the committee. Mr. Todd has been in contact with David German, the citizen representative, and he has indicated that he will not be able to serve in the citizen representative position on the CCTA CBPAC committee.

Mr. Todd requested nominations from the members for any individuals from the TRANSPAC area that want to be considered for the citizen representative appointment. He detailed the aspects of the CBPAC Committee including that this person would represent TRANSPAC at the CCTA meetings, which meet about 6 times a year.

Mr. Smith asked if there had been outreach to community and advocacy groups. Mr. Todd said he had not as he had just recently learned about Mr. German. Mr. Smith said he would mention this at his transportation meeting and asked for information about the position. Mr. Todd said he would give information to the members to share with interested people. Ms. Riker said she would place a notice on 511. Mr. Todd said that staff could place a notice on the TRANSPAC website.

The committee recommended the nominations of Ozzy Arce as primary representative and Lynne Filson as alternate representative to the CCTA CBPAC committee to the Board by consensus.

7. GRANT FUNDING OPPORTUNITIES.

Mr. Todd noted that there is only one grant fund in the packet.

8. COMMITTEE UPDATES.

Mr. Todd said that all committees have been canceled.

9. UPCOMING CCTA MEETINGS.

Mr. Todd said this meeting link is included in the agenda. Mr. Sarmiento said the CBPAC was rescheduled to the fifth Monday of the month.

10. MEMBER COMMENTS.

Mr. Todd said that Councilmember Ross was involved in the Countywide BPAC and wanted to know about bike routes from Martinez to Hercules. Mr. Todd is speaking to Caltrans about routes; there may be an item on this at the Board meeting.

Mr. Todd said there is a special TAC meeting to discuss the Action Plan on December 16th from 2:00-4:00p.m. Ms. Suthanthira asked about the Action Plan and Mr. Todd said that feedback was due tomorrow. Mr. Smith said that this meeting overlaps with the TCC meeting and Mr. Todd said he would check about this conflict.

11. ADJOURN/NEXT MEETING: The meeting adjourned at 10:33 A.M. The next regular meeting is scheduled for January 27, 2022.

MEETING DATE: December 16, 2021

MEMBERS PRESENT: Robert Sarmiento, Contra Costa County; Ricki Wells, BART; Lynne Filson, Martinez; Edric Kwan, Martinez; Melody Reeb, County Connection; and Kirsten Riker, 511 Contra Costa

STAFF PRESENT: Matt Todd, TRANSPAC Managing Director; and Margaret Strubel, TRANSPAC Clerk

GUESTS/PRESENTERS: Matt Kelly, CCTA; John Hoang, CCTA; Lindsey Klein, Placeworks; David Early, Placeworks; Torina Wilson, Placeworks; and Debora Allen, BART Director, District 1, Contra Costa

MINUTES PREPARED BY: Margaret Strubel, TRANSPAC Clerk

Managing Director Matt Todd called the meeting to order at 2:05 P.M. Introductions followed.

1. CONVENE MEETING / VIRTUAL MEETING ACCESS GUIDELINES / SELF-INTRODUCTIONS.

Ms. Strubel presented the guidelines.

2. PUBLIC COMMENT.

There was no public comment.

3. CENTRAL COUNTY ACTION PLAN UPDATE– PLAN GOALS AND REGIONAL ROUTES.

A survey of the members was sent, and this time was considered to be an open time for all, but it was noted that member attendance was not as robust as expected. Mr. Early and Mr. Kelly said that it is important to have all the jurisdictions in the room, representing the majority of the population, for the discussion. Ms. Filson, Mr. Kwan and Mr. Sarmiento agreed to move the meeting to January. The Placeworks team requested the meeting to be completed before 1/20/2022. Mr. Early said he would draft an email to be sent to the members to help with scheduling and Mr. Todd would poll the members for availability in January. Director Allen requested she be notified of the new meeting time. Mr. Sarmiento requested that John Cunningham be included in the future meeting.

Director Allen provided comments on the Action Plan goals, especially number 2, to expand transit. She spoke about the BART mission: safe, clean, reliable, and affordable transit, and said that these should be worked into the goals. She reasoned that these are the basic, important elements that the public expects in order to drive a decision to take BART or other transit. Mr. Kelly said this language was in the 2019/2020 TEP. Mr. Early said he would change the slide to include Commissioner Allen’s edits for the January meeting as well as presenting this to the other RTPCs. Mr. Todd also noted a comment about the term, “transit first,” and would propose a fuller definition in the documents or provide another way to describe the full package of what the term

means and the benefits it provides. Mr. Early said that there has been other similar feedback about this term and this would be considered; Director Allen agreed.

4. MEMBER COMMENTS.

There were no member comments.

5. ADJOURN/NEXT MEETING.

The meeting adjourned at 2:31 P.M. Staff will work to reschedule this special TRANSPAC TAC meeting to January. The next regular meeting of the TRANSPAC TAC is scheduled for January 27, 2021.

MEETING DATE: January 13, 2022

MEMBERS PRESENT: Andy Smith, Walnut Creek; Saravana Suthanthira, Concord; Robert Sarmiento, Contra Costa County; Jaime Rodriguez, Pleasant Hill; Kamala Parks, BART; Lynne Filson, Martinez; Kirsten Riker, 511 Contra Costa; Jim Allison, Caltrans/Capital Corridor

STAFF PRESENT: Matt Todd, TRANSPAC Managing Director; Tiffany Gephart, TRANSPAC Clerk

GUESTS/PRESENTERS: Matt Kelly, CCTA, John Hoang, CCTA; Colin Clarke CCTA; David Early, Placeworks; Torina Wilson, Placeworks;

MINUTES PREPARED BY: Tiffany Gephart, TRANSPAC Clerk

1. CONVENE MEETING / VIRTUAL MEETING ACCESS GUIDELINES / SELF-INTRODUCTIONS.

Managing Director Matt Todd called the meeting to order at 1:06 P.M. Introductions followed.

2. PUBLIC COMMENT.

There were no public comments.

3. CENTRAL COUNTY ACTION PLAN UPDATE – PLAN GOALS AND REGIONAL ROUTES.

John Hoang Introduced David Early and Torina Wilson from Placeworks. David Early provided an update of the five Contra Costa Action Plans that are expected to conclude in 2022. He noted that the Countywide Transportation Plan (CTP) will be updated by 2023. The new emphasis for Action Plans is the reduction in VMT, multi-modal transportation and equity, safety and climate change. He further noted that the plans will build on the 2020 Transportation Expenditure Plan (TEP) and include innovative new technology, a holistic multimodal approach (transit first) and integrated corridor management.

Mr. Early commented that the Action Plans implement the Measure J Growth Management program by addressing transportation issues of today, quantitative service objectives, identifying regional routes and providing growth management program compliance metrics. Mr. Early provided an overview of the Project Schedule. He noted two additional meetings will be scheduled in February, and March/April roughly to build consensus around countywide projects.

Saravana Suthanthira asked how the Action Plan informs the CTP. Mr. Early reiterated that the Action Plans identify the projects and programs that will go into the CTP and identify the expenditure components of the CTP.

Mr. Early reviewed Action Plan definitions and structure. Kamala Parks noted that there is a movement away from prioritizing vehicles as a mode however Roadways are listed first in the chapter structure and asked if this order is sending the right signal. Mr. Early commented that the order is based on what CCTA has done historically and welcomes input on the order of priority. Mr. Early noted that he would like to keep the three types of networks together, but they could come either first or last and the order within the three networks could change as well based on TAC input.

Ms. Suthanthira commented that roadways are not only for autos but also for transit and bicycle and pedestrian access, they serve all modes. She further commented that maintenance of roadways should be prioritized.

Ms. Parks commented that it may make sense to have a motorized vehicle chapter that separates out the specific traffic issues, making it clear that roadways are multi-modal but focusing on vehicle traffic where necessary. Mr. Early suggested roadway network and motorized vehicles as separate chapters.

Mr. Todd commented that TRANSPAC cities may need more time on the Subregional Transportation Mitigation Program (STMP) and that aspect of the Action Plan. Mr. Todd also noted that there have been no requests for a revision. Mr. Early noted that he would find place for it in one of the chapters (either 10, 11 or separate chapter). Mr. Early noted that there may be a way to pull apart the networks (Roadway and Bicycle/Pedestrian) and then the modes be discussed separately within those networks (vehicle, bicycle, and pedestrian).

Ms. Suthanthira requested that a sub-section be included in the 1st chapter on the relationship between the CTP and the Action Plan. Mr. Early noted that he would incorporate the suggestion. Jaime Rodriguez noted that pedestrian needs are often neglected when combining bicycle and pedestrian facilities together as they are listed in the action plan. He suggested that the categories be separated out.

Mr. Rodriguez suggested a Technology Chapter. Subcategories can include Connected Vehicles and Micro Mobility.

Mr. Early went on to present existing goals, proposed revisions to existing goals and new goals. There were some comments on the order of priority of the goals. Mr. Early noted that the order of the goals can change.

Ms. Ryker commented that the revised language in Goal 4, could be worded as expanding low-emission and other new technologies but to not remove the low-emission term. Ms. Suthanthira

suggested using the low-emission/new technologies goal under climate change. Mr. Todd asked the TAC if lowering emissions should be its own goal.

Jim Allison asked about having a goal that would focus on utilization of transit hubs and add it to Goal 2 or 3 ...'such as the emergence of transit hubs'. Mr. Early commented that not all examples need to be listed in the overarching goal. Mr. Sarmiento suggested changing Goal 3 to state "Encourage land use decisions that decrease single-occupant vehicle travel and VMT". Based on further comments, Mr. Early noted that he would rewrite the clause in Goal 3 based on comments and seek additional comment.

Colin Clarke asked the committee if they would like to replace "new technologies" with "VMT-reducing and GHG-reducing" modes. He noted that Bicycles, for example are an old technology, not new, but important in the multi-modal context.

Mr. Early requested comment on the proposed new goals. Ms. Park proposed revising the phrasing in Goal 7 to state, "Ensure a safe and low-stress transportation system for all modes of travel". Ms. Suthanthira commented that Goal 8 is vague, she further asked for clarity on goal 9 as both goals 8 and 9 are climate change related. Ms. Suthanthira asked to further define the term equitable in the context of Goal 10. Mr. Early noted that he would further define that goal. Based on further discussion, Mr. Early suggested changing the phrasing in Goal 8 to state "Minimize the impacts of transportation on the climate".

Ms. Suthanthira asked to further comment on the proposed revisions to existing goals. Upon discussing Ms. Suthanthira's comments, Mr. Early requested that she email suggested language.

Mr. Early provided an overview the routes of regional significance, roadway and bicycle and pedestrian route improvement maps. Andy Smith commented that he was concerned about adding Marsh Creek Road as a route of regional significance and designating it as a commuter corridor that may draw commuters away from other modes. Mr. Early noted that TRANSPLAN requested that Marsh Creek Road be added as a route of regional significance and asked Mr. Sarmiento if he had any additional comment as he was also at the TRANSPLAN meeting. Mr. Sarmiento commented that he would bring this recommendation back to TRANSPLAN to for further comment. Mr. Smith suggested that Clayton staff be included in the conversation. Mr. Smith asked where the future facilities came from on the Bicycle and Pedestrian Map. Mr. Early commented that the suggestions come from the Countywide Bike Plan and the database that was created.

Mr. Smith commented asked about the future bicycle facility connecting the canal trail to the Limeridge area. Colin Clarke noted that this is a new surface area proposal and is part of the Contra Costa Water District (CCWD) Canal Modernization Project to put the drinking water in a pipeline underground and open the surface area to new use. TRANSPLAN has included this in their proposal to include Bicycle and Pedestrian right of way and automated transit. Mr. Smith asked if CCWD is suggesting a new pipeline through the open space area. Mr. Smith noted that residents may have concerns about that area.

Mr. Sarmiento asked if there has been any discussion about an emphasis on separated facilities (Class 1 and Class 4). Mr. Early commented that CCTA has a Bike Plan that emphasized low-stress facilities and that there is a strong desire to create Class 2 facilities if they can't be Class 4. Mr. Early requested that the TAC annotate the maps to note any errors or suggestions.

Ms. Suthanthira asked what the cities responsibility is if a roadway is identified as a route of regional significance. Mr. Early commented that the cities will have objectives in terms of congestion or LOS management and will identify and implement improvements over time.

Mr. Sarmiento asked if Willow Pass Road south of SR4 should be included as a route of regional significance. Ms. Suthanthira commented that it needs to be considered and noted that she would further discuss it with her Concord staff. Ms. Ryker noted that the City of Pleasant Hill should be included in the discussion. Ms. Ryker also commented that Monument Blvd should be added to the discussion.

Ms. Ryker noted that the Canal and Iron Horse trails have existing bicycle congestion and commented that the cities would hopefully approach the water districts to gather funds and cover the canals and expand those trails.

Mr. Todd also raised that TRANSPAC shares a Route of Regional Significance with SWAT (Pleasant Hill Road between Taylor and Highway 24) and that based on past action plans, the two areas may not have agreement on how the route is viewed. Mr. Early agreed and indicated this route may need further discussion as well.

It is also noted that comments were posted in the Zoom meeting chat and that Placeworks staff collected those comments for the record as well.

4. MEMBER COMMENTS.

There were no comments.

5. ADJOURN/NEXT MEETING.

The meeting adjourned at 3:05 P.M. The next regular meeting is scheduled for January 27, 2021.

TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: January 27, 2022

Subject:	TRANSPAC COMMITTEE APPOINTMENTS – CCTA TCC APPOINTMENT FOR THE TERM ENDING DECEMBER 31, 2023
Summary of Issues	TRANSPAC is represented on the Contra Costa Transportation Authority's (CCTA) Technical Coordinating Committee (TCC) by three (3) primary representatives and one (1) alternate. At the April 8, 2021, TRANSPAC Board meeting, appointments for all available TCC positions were approved for the term ending March 31, 2023. However, due to recent staffing changes, Saravana Suthanthira has been recommended to replace Abishek Parikh as a primary representative from the City of Concord as well as review the existing appointments.
Recommendations	Approve the appointment Saravana Suthanthira to serve as a primary representative on the TCC for the term ending March 31, 2023.
Financial Implications	No TRANSPAC financial implications.
Option(s)	Not recommend appointments.

Background

TRANSPAC is represented on the CCTA Technical Coordinating Committee (TCC) by three staff representatives and one alternate from the planning and engineering disciplines. The TCC provides advice on technical matters that may come before the CCTA. Members also act as the primary technical liaison between the CCTA and the RTPCs. The TCC reviews and comments on items including project design, scope and schedule; provide advice on the development of priority transportation improvement lists for submittal too the Metropolitan Transportation Commission (MTC) for projects proposed under certain federal transportation acts; reviews and comments on the Strategic Plan of the CCTA; reviews and comments on the CCTA Congestion Management Program; reviews RTPC Action Plans and the Countywide Transportation Plan; and reviews and comments on the CCTA Growth Management Plan Implementation Documents. The TCC may also form subcommittees for specific issues and is anticipated to meet about 10 times a year.

At the April 8, 2021 TRANSPAC Board meeting, Abhishek Parikh (Concord), Andy Smith (Walnut Creek), and Mario Moreno (Pleasant Hill) were appointed to primary positions and Lynne Filson (Clayton) as the alternate on the CCTA TCC for the term April 1, 2021 - March 31, 2023. Due to recent staffing changes, Saravana Suthanthira has been recommended to replace Abishek

Parikh as a primary representative from the City of Concord. At this meeting, it is requested that the TAC approve the appointment of Saravana Suthanthira to serve on the TCC for the term for the term ending March 31, 2023 and to review existing appointments

TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: January 27, 2021

Subject:	TRANSPAC COMMITTEE APPOINTMENTS – CCTA CBPAC APPOINTMENT FOR THE TERM JANUARY 1, 2022 TO DECEMBER 31, 2023
Summary of Issues	TRANSPAC is represented on the Contra Costa Transportation Authority (CCTA) Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) through three appointed representatives. The two TRANSPAC staff representatives were previously approved. David German served as the previous citizen representative on the CBPAC and is not able to serve another term. Scott Simmons has requested to be considered for the citizen representative position for the term through December 31, 2023.
Recommendation	Approve appointment of Scott Simmons to the CBPAC as a citizen representative for the term January 1, 2022 to December 31, 2023.
Financial Implications	No TRANSPAC financial implications.
Option(s)	Not recommend appointments.
Attachment(s)	A. Letter of interest from Scott Simmons

Background

TRANSPAC is represented on the Contra Costa Transportation Authority (CCTA) Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) by one TRANSPAC staff representative (and alternate) and one citizen representative. The purpose of the CBPAC is to advise the CCTA on bicycle and pedestrian issues and to help the CCTA carry out its responsibilities as a sales tax and congestion management agency. The CBPAC responsibilities include overseeing updates to the countywide bicycle and pedestrian Plan and other CCTA policy documents as well as helping to implement policies, to review and provide recommendations on applications for funding for bicycle and pedestrian projects and programs, and to address other bicycle or pedestrian issues facing the CCTA, Contra Costa and the region. The committee is expected to meet 5-6 times a year.

All the current appointments are through the term of December 31, 2023. TRANSPAC is represented by Ozzy Arce (Walnut Creek staff) as the primary representative and Lynne Filson (Martinez) as the alternate representative. David German previously served as a community representative but has indicated that he will not be able to continue serving on the committee. Scott Simmons has asked to be considered for the citizen representative seat. Staff has reached

out to Mr. Simmons and he has provided a letter of interest. TRANSPAC TAC is requested to review Mr. Simmons qualifications and consider his appointment to the CBPAC.

In addition, TRANSPAC staff have been informed that Ozzy Arce, who currently serves as a primary representative on the CCTA CBPAC, will be vacating his current staff position. The TRANSPAC TAC is requested to consider an additional appointment to fill the vacated primary representative seat.

From: [Tiffany Gephart](#)
To: [Tiffany Gephart](#)
Subject: FW: TRANSPAC - Bike Ped. Advisory Committee
Date: Friday, January 21, 2022 3:28:48 PM

From: Scott Simmons [REDACTED] >
Sent: Wednesday, December 8, 2021 5:17 PM
To: Matthew Todd <Matt@graybowenscott.com>
Subject: Re: TRANSPAC - Bike Ped. Advisory Committee

Hi Todd,

Great talking with you yesterday and thank you for the information about the citizen representative position. I would like to be considered for the position. Below is my statement of interest.

Let me know if you need more/less.

Thank you, Scott

Hello TRANSPAC,

My interest in the Bike/Ped citizen representative position stems from my life-long love of the outdoors. As an East Bay native who recently moved to Walnut Creek, I grew up in a family that spent most Sunday afternoons exploring the parks and trails of the Bay Area. I've been an avid hiker and cyclist since those early years. Throughout my career in Finance and Information Technology, I found lunch-time walks and post-work rides were often my most creative periods and always excellent stress relievers. I truly believe in the benefits of the outdoors. Having the opportunity to serve in a role to help implement and enhance the infrastructures that aid all of us and improve our community would be my ideal.

Thank you for your consideration.

Scott Simmons
[REDACTED]
[REDACTED]

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TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: January 27, 2022

Subject:	MEASURE J LINE 20A FUNDS PROGRAM – FY 2022/2023 AND FY 2023/2024 PROGRAMMING CYCLE
Summary of Issues	The CCTA Measure J line 20a program provides funds for Transportation Services for Seniors & People with Disabilities in the TRANSPAC area. TRANSPAC is responsible for recommendations on how the Line Item 20a funds are to be used. The TRANSPAC Board approved the program guidelines and release of a call for projects in December. Measure J Line 20a funds are expected to generate about \$950,000 over the two-year programming period. Program applications were required to be submitted by January 21, 2022. Application information will be available at the meeting to initiate discussion on the review and evaluation of the funding requests.
Recommendations	None - For information only. Staff will provide an update on application submittals and schedule at the meeting.
Financial Implications	TRANSPAC is responsible for recommendations on how the Line Item 20a funds are to be used in the TRANSPAC subregion. The program resulting from the above process will commit Measure J revenue dedicated to projects that support transportation for seniors and people with disabilities for the two year period in the TRANSPAC subregion.
Attachment(s)	A. Measure 20A Program Guidelines B. Measure J TEP Program Description

Background

The Measure J Expenditure Plan includes a program, line 15: Transportation for Seniors & People with Disabilities. The name generally self-describes the activities that the program funds. There is an additional program in Measure J, line 20a: Additional Transportation Services for Seniors & People with Disabilities, which provides the TRANSPAC area an additional 0.5% for these types of services (approximately \$475,000 per year). TRANSPAC is responsible for recommendations on how the Line Item 20a funds are to be used.

TRANSPAC last issued a call for projects for the FY 2020/2021 and FY 2021/2022 period of program/project operations.

Measure J Line 20a funds are expected to generate about \$950,000 over the two-year programming period. Program applications were requested to be submitted by January 21, 2022. The attached material includes program guidelines.

A general summary of the applications received will be available at the meeting to initiate discussion on the review and evaluation of the funding requests.

Schedule

The schedule is proposed to approve the programming in June 2022 that will allow for services to be funded starting July 1, 2022.

December 2021	Board Approve CFP Material
	Release CFP Material to Potential Applicants
January 21, 2022	Applications Due
February – April 2022	Application Review
May 2022	Board Review Draft Program
June 2022	Board Approve Final Program

2022-2023 and 2023-2024

Call for Projects

TRANSPAC Measure J Line 20a Funds

Additional Transportation Services for Seniors and People with Disabilities

1. **TRANSPAC, the Regional Transportation Planning Committee for Central Contra Costa** is issuing a Call for Projects for Measure J Line 20a funds "*Additional Transportation Services for Seniors & People with Disabilities*" funded through the Measure J Transportation Sales Tax Expenditure Plan approved by Contra Costa voters (in 2004) for the two year period of FY 2022-2023 and 2023-2024.
2. **Funds will generally be used** in support of transportation services and related capital expenditures for seniors and people with disabilities provided by TRANSPAC jurisdictions and public and private non-profit agencies operating in the TRANSPAC area (map attached). Funds must be spent in a manner consistent with the Contra Costa Transportation Authority's Measure J *Program 15 Transportation for Seniors & People With Disabilities*¹. Examples of eligible expenditures include but are not necessarily limited to: vehicle purchase/lease/maintenance, mobility management activities, travel training, facilitation of countywide travel and integration with other public transit.
3. **According to Measure J**, in years when revenues have declined from the previous year, funds may be used for supplemental, existing, additional or modified service for seniors and people with disabilities; in years where funding allows for growth in service levels, these funds would be used for service enhancements for seniors and people with disabilities. TRANSPAC will determine if the use of funds proposed by operators meets these guidelines for the allocation of these funds.
4. **Eligible Applicants**: TRANSPAC jurisdictions, public non-profit and private non-profit transportation service agencies, duly designated by the State of California and operating in TRANSPAC area in Central Contra Costa may submit application(s) for operating funds for transportation services and/or capital funding projects necessary to continue and/or support existing services for twenty-four (24) months. Transportation services and projects must directly benefit seniors and disabled residents of Central Contra Costa (Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Unincorporated Central Contra Costa County). Please see attached map.

¹ Full program description is available in the Measure J Sales Tax Expenditure Plan:
<https://ccta.net/wp-content/uploads/2018/10/5297b121d5964.pdf>

5. **Funding Available:** The total funding available for this two-year grant/project period is estimated to be \$950,000 (\$475,000 annually).
6. **Evaluation Criteria:** Applications will be evaluated on the following criteria which should be addressed in the grant application:
 - Proposed service fills an identified gap in transportation/transit network.
 - Proposed service complements the transportation services provided by the County Connection LINK Americans with Disabilities Act paratransit service.
 - Does the proposal include any service coordination efforts with other accessible or fixed route transit operations, use of mobility management services, etc.
 - The costs of operations relative to the cost of the LINK Paratransit service
 - Per Revenue Hour
 - \$79.13 (FY 2018/2019)
 - \$132.14 (FY 2019/2020, impacted by COVID)
 - Per Passenger
 - \$45.38 (FY 2018/2019)
 - \$85.53 (FY 2019/2020, impacted by COVID)
 - Is the service currently being funded by the 20a program
 - Demonstration of the capacity, commitment and funding strategy to continue service beyond the grant period.
 - Though matching funds are not required, providing matching funding and leveraging other fund sources will be viewed favorably.
 - Equity analysis of the transportation services provided in the TRANSPAC Subregion
 - Specific services may be evaluated based on prior pilot program information (such as transportation network company (TNC) service)
7. **Applications:** Applicants are required to complete the attached application form and may attach additional information in support of the application. The TRANSPAC Board will request application review and a program recommendation from TRANSPAC TAC. The TRANSPAC Board will make funding recommendations to Contra Costa Transportation Authority (CCTA) and request allocation action(s).
 - a. Applications should be mailed, or emailed (preferred, pdf format), to:
Matt Todd, Managing Director
1211 Newell Avenue, Suite 200
Walnut Creek, CA 94596
matt@graybowenscott.com
 - b. Applications must be received by 3:00 pm on Friday, January 21, 2022.

- c. Electronic copies of the application will be available by download or email. Please contact Matt Todd, Managing Director, at matt@graybowenscott.com for the electronic version.
 - d. Faxed applications and late applications will not be accepted.
8. **Contra Costa Transportation Authority Allocation Process:** Successful applicants will be required to execute a Cooperative Funding Agreement with the CCTA and comply with all of its requirements, including, but not limited to, audits, compliance with the Measure J Expenditure Plan as it pertains to the project, insurance (see attachment Sample CCTA Grant Insurance Requirements on page 20 of the Call for Projects package) , indemnification, and reporting. Pursuant to CCTA policies and procedures established in the Cooperative Funding Agreement referenced above, project sponsors will be reimbursed for eligible, documented expenses pursuant to the approved program/project budget and scope, schedule and/or project description.
9. **Reports to TRANSPAC and the Contra Costa Transportation Authority:** First and second year grantees will be required to report on a quarterly basis to TRANSPAC and/or the CCTA on the transportation services and related capital projects funded through this Call for Projects. For grantees with two years of 20a grant funding history, the reporting requirement is semi-annually contingent upon no issues identified by TRANSPAC or CCTA.

15 Transportation for Seniors & People With Disabilities..... 5% (\$100 million)

Transportation for Seniors & People With Disabilities or “Paratransit” services can be broadly divided into two categories: (1) services required to be provided by transit operators under the Americans with Disabilities Act (ADA) to people with disabilities; and (2) services not required by law but desired by community interests, either for those with disabilities beyond the requirements of the ADA (for example, extra hours of service or greater geographic coverage), or for non-ADA seniors.

All current recipients of Measure C funds will continue to receive their FY 2008–09 share of the “base” Measure C allocation to continue existing programs if desired, subject to Authority confirmation that services are consistent with the relevant policies and procedures adopted by the Authority. Revenue growth above the base allocations will be utilized to expand paratransit services and providers eligible to receive these funds.

Paratransit funding will be increased from the current 2.97% to 3.5% of annual sales tax revenues for the first year of the new program, FY 2009–10. Thereafter, the percentage of annual sales tax revenues will increase by 0.10 % each year, to 5.9% in 2034 (based on a 25-year program). In 2003 dollars, this averages to 4.7% over the life of the program, which has been rounded to 5% to provide some flexibility and an opportunity to maintain a small reserve to offset the potential impact of economic cycles. The distribution of funding will be as follows:

- West County paratransit program allocations will start at 1.225% of annual sales tax revenues in FY 2009–10, and grow by 0.035% of annual revenues each year thereafter to 2.065% of annual revenues in FY 2033–34. (An additional increment of 0.65% of annual revenues is available for West County under its subregional program category.) In addition to the current providers, paratransit service provided by AC Transit and BART (East Bay Paratransit Consortium) in West County is an eligible recipient of program funds.
- Central County paratransit program allocations will start at 0.875% of annual sales tax revenues in FY 2009–10 and grow by 0.025% of annual revenues each year thereafter to 1.475% of annual revenues in FY 2033–34. (An additional increment of 0.5% of annual revenues is available for Central County under its subregional program category.)
- Southwest County paratransit program allocations will start at 0.595% of annual sales tax revenues in FY 2009–10 and grow by 0.017% of annual revenues each year thereafter to 1.003% of annual revenues in FY 2033–34.

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

- East County paratransit program allocations will start at 0.805% of annual sales tax revenues, and increase by 0.023% of annual revenues thereafter to 1.357% of annual revenues in FY 2033–34.

Transportation for Seniors & People with Disabilities funds shall be available for (a) managing the program, (b) retention of a mobility manager, (c) coordination with non-profit services, (d) establishment and/or maintenance of a comprehensive paratransit technology implementation plan, and (e) facilitation of countywide travel and integration with fixed route and BART specifically, as deemed feasible.

Additional funding to address non-ADA services, or increased demand beyond that anticipated, can be drawn from the “Subregional Transportation Needs Funds” category, based on the recommendations of individual subregions and a demonstration of the financial viability and stability of the programs proposed by prospective operator(s).

16 Express Bus..... 4.3% (\$86 million)

Provide express bus service and Bus Rapid Transit (BRT) service to transport commuters to and from residential areas, park & ride lots, BART stations/transit centers and key employment centers. Funds may be used for bus purchases, service operations and/or construction/management/operation of park & ride lots and other bus transit facilities. Reserves shall be accumulated for periodic replacement of vehicles consistent with standard replacement policies.

17 Commute Alternatives 1% (\$20 million)

This program will provide and promote alternatives to commuting in single occupant vehicles, including carpools, vanpools and transit.

Eligible types of projects may include but are not limited to: parking facilities, carpooling, vanpooling, transit, bicycle and pedestrian facilities (including sidewalks, lockers, racks, etc.), Guaranteed Ride Home, congestion mitigation programs, SchoolPool, and clean fuel vehicle projects. Program and project recommendations shall be made by each subregion for consideration and funding by the Authority.

18 Congestion Management, Transportation Planning, Facilities and Services..... 3% (\$60 million)

Implementation of the Authority’s GMP and countywide transportation planning program; the estimated incremental costs of performing the Congestion Management Agency (CMA) function currently billed to local jurisdictions; costs for programming federal and state funds; project monitoring; and the facilities and services needed to support the Authority and CMA functions.

Subregional Projects and Programs

The objective of the Subregional Projects and Programs category is to recognize the diversity of the county by allowing each subregion to propose projects and programs critical to addressing its local transportation needs. There are four subregions within Contra Costa: Central, West, Southwest and East County, each represented by a Regional Transportation Planning Committee (RTPC). Central County (the TRANSPAC subregion) includes Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and the unincorporated portions of Central County. West County (the WCCTAC subregion) includes El Cerrito, Hercules, Pinole, Richmond, San Pablo and the unincorporated portions of West County. Southwest County (the SWAT subregion) includes Danville, Lafayette, Moraga, Orinda, San Ramon and the unincorporated portions of Southwest County. East County (the TRANSPLAN subregion) includes Antioch, Brentwood, Oakley, Pittsburg and the unincorporated portions of East County.

Each subregion has identified specific projects and programs which include: school bus programs, safe routes to school activities, pedestrian and bicycle facilities, incremental transit services over the base program, incremental transportation services for seniors and people with disabilities over the base program, incremental local street and roads maintenance using the population and road-miles formula, major streets traffic flow, safety, and capacity improvements, and ferry services.

With respect to the Additional Bus Service Enhancements and Additional Transportation Services for Seniors and People with Disabilities Programs, the Authority will allocate funds on an annual basis. The relevant RTPC, in cooperation with the Authority, will establish subregional guidelines so that the additional revenues will fund additional service in Contra Costa. The guidelines may require reporting requirements and provisions such as maintenance of effort, operational efficiencies including greater coordination promoting and developing a seamless service, a specified minimum allowable farebox return on sales tax extension funded services, and reserves for capital replacement, etc. The relevant RTPC will determine if the operators meet the guidelines for allocation of the funds.

For an allocation to be made by the Authority for a subregional project and program, it must be included in the Authority's Strategic Plan.

CENTRAL COUNTY (TRANSPAC)

19a Additional Bus Service Enhancements..... 1.2% (\$24 million)

Funds will be used to enhance bus service in Central County, with services to be jointly identified by TRANSPAC and County Connection.

In years when revenues have declined from the previous year, funds may be used for enhanced, existing, additional and/or modified bus service; in years when funding allows for growth in service levels, these funds would be used

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

for bus service enhancements; and if County Connection's funding levels are restored to 2008 levels, these funds shall be used to enhance bus service. TRANSPAC will determine if the use of funds by County Connection or other operators meets these guidelines for the allocation of these funds.

20a Additional Transportation Services for Seniors and People & Disabilities..... 0.5% (\$10 million)

Funds will be used to supplement the services provided by the countywide transportation program for seniors & people with disabilities and may include provision of transit services to programs and activities. Funds shall be allocated annually as a percentage of total sales tax revenues, and are in addition to funds provided under the base program as described above.

In years when revenues have declined from the previous year, funds may be used for supplemental, existing, additional or modified service for seniors and people with disabilities; in years where funding allows for growth in service levels, these funds would be used for service enhancements for seniors and people with disabilities; and if funding levels are restored to 2008 levels, these funds shall be used to enhance services for seniors and people with disabilities. TRANSPAC will determine if the use of funds proposed by operators meets these guidelines for the allocation of these funds.

21a Safe Transportation for Children..... 0.5% (\$10 million)

TRANSPAC will identify specific projects which may include the SchoolPool and Transit Incentive Programs, pedestrian and bicycle facilities, sidewalk construction and signage, and other projects and activities to provide transportation to schools.

23a Additional Local Streets Maintenance and Improvements..... 1% (\$20 million)

These funds will be used to supplement the annual allocation of the 18% "Local Streets Maintenance & Improvements" program funds for jurisdictions in Central County. Allocations will be made to jurisdictions in TRANSPAC on an annual basis in June of each fiscal year for that ending fiscal year, without regard to compliance with the GMP. Each Jurisdiction shall receive an allocation using a formula of 50% based on population and 50% based on road miles.

24a Major Streets: Traffic Flow, Safety and Capacity Improvements..... 2.4% (\$48 million)

Improvements to major thoroughfares including but not limited to installation of bike facilities, traffic signals, widening, traffic calming and pedestrian safety improvements, shoulders, sidewalks, curbs and gutters, bus transit facility enhancements such as bus turnouts and passenger amenities, etc.

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TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: January 27, 2022

Subject:	POLICY FRAMEWORK DISCUSSION FOR ONE BAY AREA GRANT CYCLE 3 (OBAG 3) PROGRAM IN CONTRA COSTA COUNTY
Summary of Issues	Contra Costa Transportation Authority (CCTA) staff will provide information about the Metropolitan Transportation Commission (MTC) OBAG3 program. MTC has been distributing federal funds in the Bay Area region through similar programming policy (OBAG and OBAG2). The distribution of certain future federal funds (from the recently signed infrastructure bill) that are delegated for programming by MTC are expected to be covered under the OBAG3 policy.
Recommendation	None - For information only.
Attachment(s)	A. CCTA TCC Staff Report - Policy Framework Discussion for One Bay Area Grant Cycle 3(OBAG 3) Program in Contra Costa County – dated January 20, 2022

*Technical Coordinating Committee **STAFF REPORT***

Meeting Date: January 20, 2022

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

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

Background

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

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

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

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

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

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

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

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

Countywide Smart Signals Project

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

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

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

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

Schedule

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

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

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

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

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

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

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**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 12, 2022

Agenda Item 3a - 21- 1637

One Bay Area Grant (OBAG 3) Framework

Subject:

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

Background:

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

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

Program Principles

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

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

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

Revenue Estimates

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

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

Program Categories

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

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

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

Program Structure

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

Regional Programs

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

Table 1. OBAG 3 Regional Program Investments

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

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

Note: Totals may not add due to rounding.

County & Local Programs

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

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

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

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

Policy Provisions

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

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

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

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

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

Concurrent Programming Actions

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

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

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

Next Steps

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

Issues:

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

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

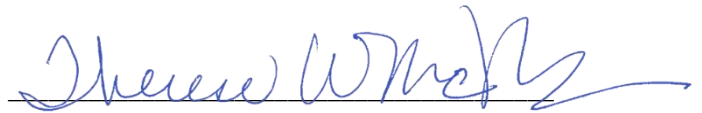
- **Active Transportation Investment:** The OBAG 3 proposal includes a \$200 million aspirational investment target that aligns with the aggressive mode shift and safety goals of *PBA 2050*. Staff will monitor the development of federal and state funding programs that support active transportation projects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

Recommendations:

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

Attachments:

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



Therese W. McMillan

OBAG 3 Program Principles

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

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

OBAG 3 – Key Program Provisions

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

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

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

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

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

OBAG 3 Implementation Schedule

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

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

ABSTRACT

Resolution No. 4505

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

The resolution includes the following attachments:

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4505

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

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

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

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

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

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

counties, cities, and interested stakeholders, has developed policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A and B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, will develop a program of projects to be funded with these funds for inclusion in the federal TIP, as set forth in Attachment B of this Resolution, incorporated herein as though set forth at length; and

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

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

RESOLVED that the funds assigned to MTC as the RTPA/MPO for programming and project selection shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures, and programming, consistent with implementation of the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be included in the federal TIP subject to final federal approval and requirements; and be it further

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including changes to project sponsor, updates to fund sources and distributions to reflect final funding criteria and availability; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are selected, revised, and included in the federal TIP; and be it further

RESOLVED that the Executive Director or designee is authorized to execute Advance Construction (AC) Authorizations with Caltrans and/or the Federal Highway Administration

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

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

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachments as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

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

Attachment A
Resolution No. 4505

One Bay Area Grant (OBAG 3) Program

Project Selection and Programming Policies

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

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Appendices

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

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

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

Background

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

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

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

Program Principles

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

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

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

Revenue Estimates

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

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

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

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

Program Categories

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

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

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

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

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

REGIONAL PROGRAMS

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

Planning & Program Implementation

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

Growth Framework Implementation

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

Climate, Conservation, and Resilience

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

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

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

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

Complete Streets and Community Choice

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

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

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

Multimodal Systems Operations and Performance

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

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

COUNTY & LOCAL PROGRAMS

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

Planning & Program Implementation

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

Growth Framework Implementation

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

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

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

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

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

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

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

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

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

Climate, Conservation, and Resilience

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

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

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

Complete Streets and Community Choice

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

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

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

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

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

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

(Continued)

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

Multimodal Systems Operations and Performance

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

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

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

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

Project Lists

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

Programming Policies

GENERAL POLICIES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

COUNTY & LOCAL PROGRAM POLICIES

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

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

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

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

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

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

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

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

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

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

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

POLICY CONSISTENCY

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

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

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

INSERT

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

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

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

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

OBAG 3 Regional Programs Project List

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

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

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

OBAG 3 County & Local Programs Project List

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

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Funding Opportunities Summary – 12/27/2021

Upcoming Funding Opportunities

Funding Program	Fund Source	Application Deadlines	Program and Contact Info
Caltrans Clean California Local Grant Program	S	February 1, 2022	The Clean California Local Grant Program is a part of a two-year program through which approximately \$296 million in funds will go to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to clean and enhance public spaces. Through the combination of adding beautification measures and art in public spaces along with the removal of litter and debris, this effort will enhance communities and improve spaces for walking and recreation. https://cleancalifornia.dot.ca.gov/local-grants/workshops-milestones
California Natural Resources Agency (CNRA) Urban Greening Program (Round 5)	S	Call for Projects: Tentative February 2022 Project Proposal Deadline: Tentative: March 2022	Funded by Cap-and-Trade revenues, the grant supports projects that aim to reduce GHGs by sequestering carbon, decreasing energy consumption, and reducing Vehicle Miles Traveled. The program seeks projects that reduce GHG emissions and provide multiple benefits. \$47.7 million in awards will be funded by this program. https://resources.ca.gov/grants/urban-greening/
Transformative Climate Communities (TCC) Planning and Implementation Grants (Round 4)	S	Call for Projects: Tentative February 14, 2022 Application Deadline: Tentative: June 10, 2022	The TCC program will provide funding for projects that reduce GHG emissions through the development and implementation of neighborhood-level transformative climate community plans that include multiple coordinated GHG emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities. https://sgc.ca.gov/programs/tcc/
Active Transportation Program (ATP) Cycle 6	S/F	Call for Projects: Tentative March 17, 2022 Application Deadline: Tentative: June 15, 2022	ATP Cycle 6 covers FY 23/24 to FY 26/27. Total funding availability is approximately \$445M. https://catc.ca.gov/programs/active-transportation-program