

O BAG 4 and TLC & PBTF Cycle-3 Coordinated Call For Projects

TRANSPAC TAC
April 29, 2026

One Bay Area Grants Cycle 4 (OBAG 4)

- Purpose of OBAG is to collaboratively implement Plan Bay Area priorities for transportation, housing, and the environment
- Invest local and regional funds to improve connectivity, equity and sustainability
- Incorporates Transit Oriented Communities (TOC) and Transit Priority Policies
- Federal funds
- County Share of OBAG Funds
 - CTA Administered (CCTA)
 - Contra Costa Base Planning: \$4.9m
 - County Award Target: \$43.4m (submit 120% of target: \$52.1m)
 - Requires call for projects
 - Local match required (11.47%)
 - Project sponsors must meet OBAG compliance requirements
 - 80% of projects must be within 1-mile radius of TOC or PDA geographies
 - Project submittals due to MTC October 31, 2026

Measure J TLC & PBTF (Programs 12 & 13) Cycle 3

- **Measure J Program 12 (5%) – Contra Costa Transportation for Livable Communities (CC-TLC)** funds are to be used on projects that encourage the use of alternatives to the single occupant vehicle (est. \$32.6m)
 - Pedestrian, bicycle and streetscape facilities
 - Traffic calming
 - Transit access improvements.
 - Allocations are subject to compliance with the GMP and previous funding decisions
- **Measure J Program 13 (1.5%) – Pedestrian, Bicycle and Trail Facilities (PBTF)** funds are to be used for construction, including regional trails throughout Contra Costa (est. \$12m)
- West County receives additional funds (TLC-25 & PBTF-26 Cycle 3)
- EBRPD (PBTF) non-competitive share per subregion
- Local funds (non-Federal)

Other Funding Sources in Coordinated Call For Projects

- MTC CARE Program – REAP Funds for Community-Based Transportation Plan implementation
 - \$3.1m available for Contra Costa projects
 - Funded under OBAG 4
 - Schedule concurrent with OBAG 4
- Air District TFCA “Additional Bikeway Funding”
 - \$3.5m available for bicycle infrastructure in Contra Costa County
 - bikeways, bike lanes, paths, & trails to support cleaner transportation options
 - Projects will need to meet TFCA cost-effectiveness
 - Submittals due October 2026

Proposed Coordinated Call For Projects

Single Application for projects seeking funding through:

- OBAG 4 County Program
 - CARE Program (CBTP Projects)
- Air District TFCA “Additional Bikeway Funding”
- TLC (Programs 12 and 25)
- PBTF (Programs 13 and 26)

Proposed Process

- TCC develops coordinated call for projects, OBAG priorities, screens applications
- CCTA issues Call for Projects
 - Separate schedule for OBAG/TFCA vs. TLC/PBTF
- RTPCs responsible for TLC criteria
- CBPAC responsible for PBTF priorities (except Prog. 26)
- EBRPD share programmed annually with RTPC concurrence
- Run select projects through TFCA cost-effectiveness formula
- Direct CBTP project funding to CARE
- Submit OBAG 4 project list to MTC
- Document outreach

Proposed Coordinated Call For Projects

Proposed Program Criteria

- Incorporate new OBAG 4 requirements into OBAG 3
- All projects must meet OBAG 4 County Program eligibility requirements
- Continue to focus Federal OBAG funds on Countywide projects and programs that benefit all jurisdictions:
 - Countywide Smart Signals Program Phase 2
 - Countywide Programmatic Safe Routes to School (SRTS) – Non-Infrastructure
 - Countywide Transportation Demand Management (TDM) Program
 - Countywide Student Transportation Program
 - Countywide Electric Vehicle Blueprint Implementation
 - Livable Streets Policy Implementation (5-Star Projects, Transformative Visions)
- Build on TLC & PBTF Cycle-2 Eligibility and Criteria

O BAG 4 Program Guidelines (MTC)

CTA Criteria

- **Needs and benefits:** with consideration for safety, multi-modal access, emissions, resilience, stormwater, and state of good repair
- **Local priority/community support:** demonstrated through CBTPs, PDA plans, other local plans, letters of support, etc.
- **Equity impacts:** including benefits to EPCs or similar local designations, ADA Transition Plan alignment, etc.
- **Other:** optional additional criteria

MTC Criteria

- **Regional alignment:** support for *Plan Bay Area* strategies, safety/vision zero, complete streets, transit priority/transformation
- **Federal performance:** safety, asset management, congestion, reliability, economy, environment
- **Deliverability and risk:** sponsor capacity/expertise, recent delivery, risks to project schedule/delivery plan
- **Air quality benefits:** for CMAQ assignment only

O BAG 4 Program Guidelines (MTC)

Sponsor Requirements*

- **State housing law:** Housing Element certification, APR reports, other state housing laws
- **Safety planning:** LRSP or equivalent *updated at least every 5 years*
- **Pavement management:** PMP certification, LSR survey
- **Performance reporting:** traffic counts for FHWA HPMS

**Apply to jurisdiction sponsors and any sponsors delivering a capital project on behalf of a jurisdiction*

Project Requirements

- **Eligibility:** federal STP/CMAQ funds, Plan Bay Area consistency, air quality exempt, local match, minimum size
- **Application:** using MTC form
- **Complete Streets checklist:** includes BPAC review *and transit agency coordination*
- **Air quality inputs:** for CMAQ-eligible projects *requesting \$1M+*
- **Post-award requirements:** RLS, TIP inclusion, AOP participation

Local Requirement Compliance Status

OBAG 4 County Program Compliance Status

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

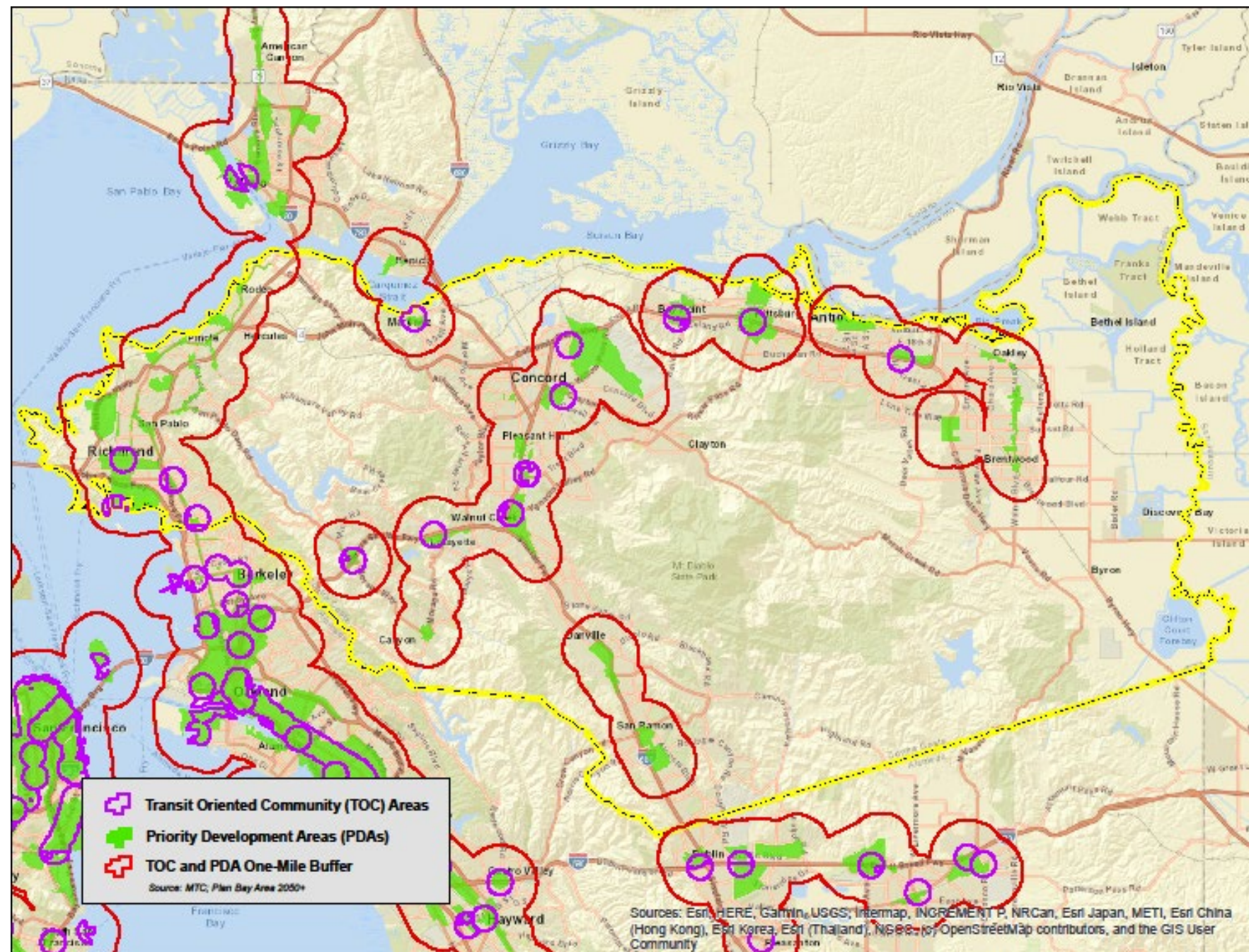
Non-Compliance Enforcement

Enforcement Action	Policy Excerpt
Delay Funds	MTC will deprioritize county awards for inclusion in the Annual Obligation Plan (AOP) from sponsors with minor or initial compliance issues.
Withhold Funds	MTC will withhold or reverse TIP programming for county awards from sponsors with substantial and/or sustained compliance issues.
Rescind Funds	MTC will rescind and reprogram county awards from noncompliant sponsors that do not, or are unable to, develop a reasonable plan to comply and deliver funds within the OBAG 4 period.

Sponsor Requirement Applicability

Sponsor Type	Project Type	Project Location	Requirements Applicability
Jurisdiction	Any	Within sponsor jurisdiction	Apply to sponsor jurisdiction
Jurisdiction	Capital (any phase)	Substantially outside sponsor jurisdiction (>10%)	Apply to all local jurisdictions with substantial project area
Transit Agency	Non-transit capital (any phase)	Local jurisdiction(s)	Apply to all local jurisdictions within project area
Transit Agency	Transit capital or non-infrastructure	Any	<i>Jurisdiction compliance requirements do not apply</i>
CTA	Capital (any phase)	Local jurisdiction(s)	Apply to all local jurisdictions within project area
CTA	Non-infrastructure	Any	<i>Jurisdiction compliance requirements do not apply</i>

80% TOC and PDA Investment Threshold



Program Eligibility

OBAG Cycle-3 Adopted	OBAG Cycle-4 Proposed	TLC Cycle-2 Adopted	TLC Cycle-3 Proposed	PBTF Cycle-2 Adopted	PBTF Cycle-3 Proposed	TFCA Proposed	ATP-8 MTC Adopted
Information/ Data-Sharing encouraged • GIS • Project webpage	Required, as available: • GIS shapefile/ layers or other geospatial data, or APIs • Project webpage with Grant referenced Encouraged: • Invitation to groundbreaking & ribbon cutting events (if applicable)	N/A	Same as OBAG-4	N/A	Same as OBAG-4	Same as OBAG-4	
# of applications per Applicant • 2 typically (city, WCCTAC, transit agency, or special district), or • 4 (BART & County, i.e., one per subregion)	Same as OBAG-3 • option to self- nominate which fund/program	Unlimited; >\$400,000 for the competitive share; >\$100,000 for LSRP, FAS, & SRTS; up to \$5m	Same as OBAG-4	Unlimited; >\$100,000 & average grant must be >\$500,000	Same as OBAG-4	one per jurisdiction (as lead agency) up to \$3.5m	

	OBAG Cycle-3 Adopted	OBAG Cycle-4 Proposed	TLC Cycle-2 Adopted	TLC Cycle-3 Proposed	PBTF Cycle-2 Adopted	PBTF Cycle-3 Proposed	TFCA Proposed	ATP-8 MTC Adopted
Program Eligibility	Local Road Safety Plan (LRSP) update adoption within 5-yrs - an equity- & Safe Systems-approach plan - Agency to provide (ranked & bundled) project list	Same as OBAG-3 Local Vision Zero policy moved to Scoring Criteria	No LRSP required (15% scoring for Safety)	Same as OBAG-4	No LRSP required (15% scoring for Safety)	Same as OBAG-4	Same as OBAG-4	Same as OBAG-4
	<u>Micromobility Policies</u> “jurisdiction-wide adopted regulations that allow, or at least avoid any (un)intentional ban of, electric micromobility devices (e.g., scooters, e-bikes) to be used for transportation access.” “infrastructure or facilities projects that primarily benefit people walking or bicycling/rolling (micromobility) or accessing transit.”	Same as OBAG-3	Devices commercially unavailable at scale	Same as OBAG-4	Devices commercially unavailable at scale	Same as OBAG-4	Same as OBAG-4	N/A

Scoring Criteria & Project Competitiveness

OBAG Cycle-3 Adopted	OBAG Cycle-4 Proposed	TLC Cycle-2 Adopted	TLC Cycle-3 Proposed	PBTF Cycle-2 Adopted	PBTF Cycle-3 Proposed	TFCA Proposed	ATP-8 MTC Adopted
<u>Safety & Injury Prevention</u> 12/75 = 16%	C-VZWG subcommittee of CBPAC recommended significant increase, e.g., 30/75 = 40%. - Additional points for locally adopted Vision Zero policy consistent with guidance - along High-Injury Network (HIN) as portion of max score - Proven countermeasures. Quantify estimated KSIs from proposal + 1, 2, 3 (at right)	5/52 = 9.6%	1) Add and/or supplement scoring with HIN location context. If on HIN, add a point? If not on HIN, zero additional points? 2) LTS factor: by how much would a project reduce LTS?	15%	3) Apply Crash Modification Factor (CMF) to catalog extent of proposed improvements that will reduce potential crashes, injury and fatality, and by how much.	Same as OBAG-4	Y
<u>Public Health Outcomes</u> 7/75 = 9.3%	Same as OBAG-3	Refer to criterion above +5/52 = 9.6% for Sustainability	Same	Refer to criterion above	Same	Same	
<u>Prioritizing Livable Public Space</u> 3/75 = 4%	Same as OBAG-3	N/A	Same as OBAG-4	N/A	Same as OBAG-4	Same as OBAG-4	N/A

Scoring Criteria & Project Competitiveness

OBAG Cycle-3 Adopted	OBAG Cycle-4 Proposed	TLC Cycle-2 Adopted	TLC Cycle-3 Proposed	PBTF Cycle-2 Adopted	PBTF Cycle-3 Proposed	TFCA Proposed	ATP-8 MTC Adopted
<u>Local Community and Policy Support</u> 5/75 = 6.7% Resolution of Local Support for Grant Proposal (Project) Countywide Plans/Policies & Goals <u>Consistency Determination</u> , e.g., in adopted General Plan, Specific/Area Plan, LRSP, SRTS, CBPP, CCTSAP, Subregional Action Plan (GMP)	Generally the Same Resolution of Local Support for Grant Proposal (Project) + FMS	5/52 = 9.6% Project has NEPA clearance or 35% design = 6/52 = 11.5%; Project has Preliminary Engineering or conceptual design = 3/52 = 5.8% Same as OBAG-2	Same as OBAG-4	5%	Same as OBAG-4	Same as OBAG-4	
<u>Regional Policy Alignment and Focus on MTC Housing & Plan Bay Area 2050+ objectives</u> 6/75 = 8% Housing Anti-Displacement Policies	Same as OBAG-3	Y, e.g., for Countywide or Regional Significance, e.g., Pedestrian Priority Area, CBPP-LSBN, or MTC-AT Network	Same as OBAG-4	10% for Countywide or Regional Significance, e.g., Pedestrian Priority Area, CBPP-LSBN, or MTC-AT Network	Same as OBAG-4	Same as OBAG-4	

Scoring Criteria & Project Competitiveness

OBAG Cycle-3 Adopted	OBAG Cycle-4 Proposed	TLC Cycle-2 Adopted	TLC Cycle-3 Proposed	PBTF Cycle-2 Adopted	PBTF Cycle-3 Proposed	TFCA Proposed	ATP-8 MTC Adopted
<u>Improve System/Network Connectivity</u> 7/75 = 9.3%	15/75 = 20%	5%	Same as OBAG-4	15%	Same as OBAG-4	Same as OBAG-4	
<u>Range and number of users</u> 7/75 = 9.3%	Same as OBAG-3	10% + Destinations served: 15%	Same as OBAG-4	10% + Destinations served: 15%	Same as OBAG-4	Same as OBAG-4	
<u>Latent Demand</u> 6/75 = 8%	Same as OBAG-3	5%	Same as OBAG-4	5%	Same as OBAG-4	Same as OBAG-4	
<u>Increase Transit Ridership</u> 2/75 = 2.7%	Same as OBAG-3 C-VZWG subcommittee of CBPAC had recommended significant increase, but Transit agencies are concerned reduced routes & service would affect scoring	10%	Same as OBAG-4	10%	Same as OBAG-4	Same as OBAG-4	

Scoring Criteria & Project Competitiveness

OBAG Cycle-3 Adopted	OBAG Cycle-4 Proposed	TLC Cycle-2 Adopted	TLC Cycle-3 Proposed	PBTF Cycle-2 Adopted	PBTF Cycle-3 Proposed	TFCA Proposed	ATP-8 MTC Adopted
<u>Project Cost and Funding Match Percentage from Applicant</u> 8/75 = 10.7% 11.47% Local Match required	Same as OBAG-3	100% or greater = $5/52 = 9.6\%$ 80%–100% = $4/52 = 7.7\%$ 55%–79% = $3/52$ = 5.8% 35%–54% = $2/52$ = 3.8% 11.47%–34% = $1/52 = 1.9\%$ Minimum 11.47% Local Match	11.47% Local Match <i>encouraged (higher scoring/rankin g: Deliverability, Readiness, Feasibility, & Lifecycle (of Proposal)</i>	10% of score: Leverage other fund sources	Same as TLC-3	Same as TLC-3	11.47% Local Match <u>required</u> for ATP & CARE; ATP waiver for DACs/EPCs, SRTS, NI; waiver for CON phase if all pre-CON non-Fed/ATP; not Toll Credits
<u>Bundled Projects</u> 4/75 = 5.3%	Same as OBAG-3	Refer to criterion below	Same as OBAG-4	Refer to criterion below	Same as OBAG-4	Same as OBAG-4	N/A
<u>Grant Deliverability, Sponsor Readiness, & Overall Implementation Feasibility</u> 8/75 = 10.7%	Same as OBAG-3 SB-71 law-eligible (replaced SB-922) environmental review streamlining (CEQA)	+ $6/52 = 11.5\%$ + Cost- Effectiveness 8% + Sponsor Delivery Record during past cycle: No failures = $6/52 = 11.5\%$; More than 1 failure = 0	Same as OBAG-4	5%	Same as OBAG-4	Same as OBAG-4	

Proposed Schedule

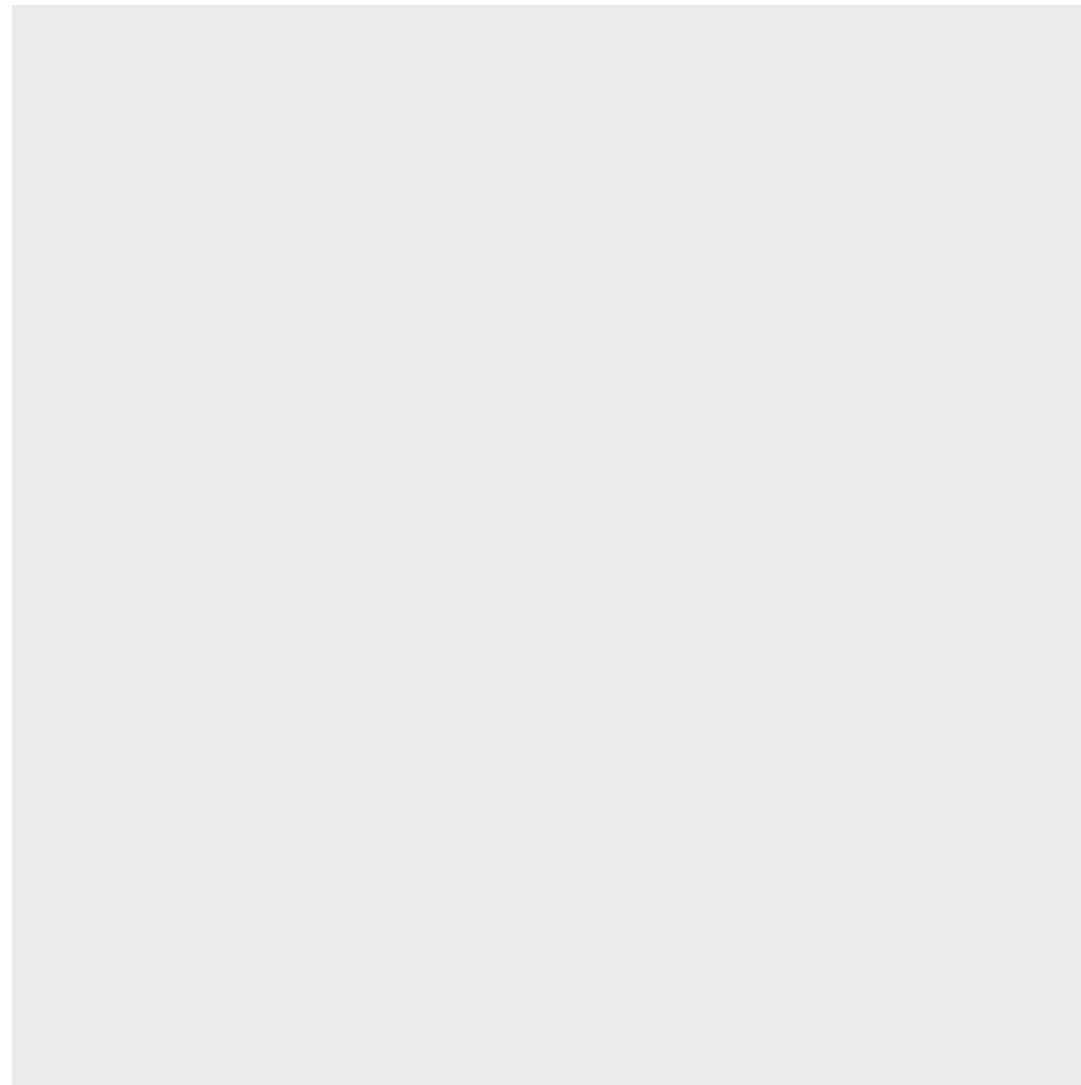
- **March 2026** Meet with MTC for concurrence on approach
- **April – May 2026** Develop Call for Projects Guidelines through TCC with RTPCs and CBPAC
- **April – May 2026** Meet with RTPC TACs to Discuss Call for Projects and TLC Program Criteria
- **May 2026** Meet with CBPAC to Discuss Call for Projects and PBTF Program Criteria
- **June 2026** Board Approves Release of Call for Projects
- **August 2026** OBAG Project Scoring
- **Aug – Sept 2026** TLC & PBTF Scoring through RTPCs and CBPAC
- **Fall 2026** RTPC Concurrence on TLC Projects
- **Fall 2026** CBPAC Concurrence on PBTF Projects
- **October 2026** CCTA Approved OBAG Nominations Due to MTC
- **Winter 2026** TLC-PBTF Competitive Program Approval by Board

Next Steps

- Establish TCC Subcommittee for Application Review
 - Recommended makeup:
 - One representative from each subregion (4)
 - One transit representative
- Visit RTPC TACs and CBPAC for Input on Development of Coordinated Call for Projects
- CCTA determines subregional allocations for TLC/PBTF with 2025 population (May)
- Return to TCC with Proposed Coordinated Call for Projects
- Coordinate Local OBAG 4 Compliance

Thank you!

Questions? Comments?



Extra Slides

Countywide Smart Signals Program - Potential Phase 2 Project



Draft Budget by Program

TLC-3

Subregion	TLC Funding Target (Program 12 & 25)
West	\$ 14,856,000 (includes Prg 25 for West County for \$5.6)
Central	\$ 10,769,000
Southwest	\$ 6,993,000
Total	\$ 32,617,000

PBTF-3

	PBTF Funding Target (Program 13 & 26)
Competitive Countywide	\$ 8,446,000 (includes Prg 26 for West County for \$287k)
EBRPD Share	\$ 3,587,000
Total	\$ 12,033,000

Draft Budget by Program

OBAG-4

	OBAG 4 Contra Costa Target	OBAG 4 Contra Costa Nomination Target (120%)
Base Planning and Implementation Amount	\$4,868,000	--
Add'l Planning and Implementation Amount	\$2,800,000	--
Federal Amount (STP/CMAQ) Available for Projects	\$40,618,000	\$48,741,600
Local Match (11.47%)	\$5,262,492	\$6,314,991
Total Amount Available for Projects	\$45,880,492	\$55,056,591

TLC Scoring Criteria

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