WCCTAC | West Contra Costa Transportation Advisory Committee

TECHNICAL ADVISORY COMMITTEE
MEETING NOTICE & AGENDA

El Cerrito

Hercules

Pinole

Richmond

San Pablo

Contra Costa County

AC Transit

BART

WestCAT

DATE & TIME: Thursday, February 10, 2022 • 9:00 AM – 11:00 AM

REMOTE ACCESS: https://us02web.zoom.us/j/7321058840?pwd=c1dMVjJydl-BoYk0yYWVVZVlmWHZ4Zz09

MEETING ID#: 732 105 8840   **PASSWORD (if requested):** WCCTAC2020

Remote Participation Only
As a result of the COVID-19 public health emergency, including the County Health Officer and Governor's directives, **there will be no physical location for the TAC Meeting**. TAC members will attend via teleconference and members of the public are invited to attend the meeting and **participate remotely**.

Pursuant to the Governor's Executive Order N-29-20, TAC members: Yvetteh Ortiz, Mike Roberts, Sanjay Mishra, Denee Evans, Alan Panganiban, Rob Thompson, Nathan Landau, Jamar Stamps, and Celestine Do may be attending this meeting via teleconference, as may WCCTAC Alternate TAC Members. Any votes conducted during the teleconferencing session will be conducted by roll call.

The public may observe and address the WCCTAC TAC in the following ways:

Phone Participation
Dial one of the following numbers, enter the participant PIN followed by # to confirm:
+1 669 900 6833
Meeting ID: 732 105 8840
Password: 066620

Public Comment
Members of the public may address the TAC during the initial public comment portion of the meeting or during the comment period for agenda items.

Participants may use the chat function on Zoom or physically raise their hands to indicate if they wish to speak on a particular item.

Written Comment (accepted until the start of the meeting, unless otherwise noted on the meeting agenda). Public comments received by 5:00 p.m. on the evening before the TAC meeting date will be provided to the WCCTAC TAC and heard before TAC action. Comments may be submitted by email to creilly@wcctac.org

Comments may also be submitted via e-mail to creilly@wcctac.org at any time prior to closure of the public comment portion of the item(s) under consideration. All written comments will be included in the record.

Reading of Public Comments: WCCTAC staff will read aloud email comments received during the meeting that include the subject line "FOR THE RECORD" as well as the item number for comment, provided that the reading shall not exceed three (3) minutes, or such other time as the TAC may provide.

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1. **CALL TO ORDER and MEMBER ROLL CALL**
   Estimated Time*: **9:00 AM,** (5 minutes)

2. **PUBLIC COMMENT**
   Estimated Time*: **9:05 AM,** (5 minutes)

   The public is welcome to address the TAC on any item that is not listed on the agenda. Please fill out a speaker card and hand it to staff. Please limit your comments to 3 minutes. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The WCCTAC TAC may direct staff to investigate and/or schedule certain matters for consideration at a future TAC meeting.

3. **CONSENT CALENDAR**
   Estimated Time*: **9:10 AM,** (5 minutes)

   A. **Minutes from January 13, 2022**
      Recommendation: Approve as presented
      Attachment: Yes

4. **REGULAR AGENDA ITEMS**

   A. **One Bay Area Grant Cycle 3 (OBAG 3) Program – Policy Framework for Contra Costa County**
      Description: CCTA is proposing a program framework for OBAG 3 which focuses on two project types: 1) Active Transportation and Safety - Projects of Countywide Significance (ATS-PCS) program; and 2) Countywide Smart Signals project. CCTA staff will review and discuss this proposed framework with the TAC.
      Recommendation: Receive information and comment as needed.
      Attachment: Yes
      Presenter/Lead Staff: John Hoang, CCTA Staff
      Estimated Time*: **9:15 AM,** (20 minutes)

   B. **West County Action Plan Update**
      Description: This is the third round of WCCTAC TAC discussion regarding the West County Action Plan Update. The consultant will present, for review and comment, a menu of draft Regional Transportation Objectives (RTOs) for the preliminary Routes of Regional Significance. The outcome of the discussion will provide the information to model the RTOs on the Routes of Regional Significance, which will inform the drafting of actions. Actions will be discussed at a future meeting.

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* Estimated time for consideration is given as a service to the public. Please be advised that an item on the agenda may be considered earlier or later than the estimated time.

Recommendation: Receive information and participate in the discussion of draft RTOs

Attachment: Yes

Presenter/Lead Staff: David Early and Torina Wilson, Placeworks staff

Estimated Time*: **9:35 AM,** (75 minutes)

5. **STANDING ITEMS**

    A. **Technical Coordinating Committee (TCC) Report**
Description: TCC representatives will report on the last TCC meeting.

       Recommendation: None.

       Attachment: No

       Presenter/Lead Staff: WCCTAC's TCC Representatives & WCCTAC Staff

       Estimated Time*: **10:50 am** (5 minutes)

    B. **Staff and TAC Member Announcements**
Description: TAC members or WCCTAC staff can make general comments or announcements

       Recommendation: Receive update.

       Attachment: No

       Presenter/Lead Staff: WCCTAC Staff and TAC Members

       Estimated Time*: **10:55 am** (5 minutes)

6. **ADJOURNMENT**
Description / Recommendation: Adjourn to the next regularly scheduled meeting of the TAC on Thursday, March 10, 2022. (The next meeting of the WCCTAC Board is Friday, February 25, 2022.)

    *Estimated Time***: 11:00 am**

- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC TAC meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.210.5930 prior to the meeting.
- If you have special transportation requirements and would like to attend the meeting, please call the phone number above at least 48 hours in advance to make arrangements.
- Handouts provided at the meeting are available upon request and may also be viewed at WCC-TAC's office.
- Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
- A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.

* Estimated time for consideration is given as a service to the public. Please be advised that an item on the agenda may be considered earlier or later than the estimated time.

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WCCTAC TAC Meeting Action Minutes

MEETING DATE: January 13, 2022

MEMBERS PRESENT: Robert Sarmiento, Contra Costa County; Yvetteh Ortiz, El Cerrito; Rob Reber, Hercules; Celestine Do, BART; Denee Evans, Richmond; Allan Panganiban, San Pablo; Rob Thompson, WestCAT; Sanjay Mishra, Pinole; Nathan Landau, AC Transit.

GUESTS: Misha Kaur, Pinole; Katheryn Vo and Carissa Lee, AC Transit; Jim Allison, Capitol Corridor; David Early and Torina Wilson, PlaceWorks; John Hoang, CCTA; Bike East Bay and Rama's Iphone

STAFF PRESENT: John Nemeth, Coire Reilly, Joanna Pallock, Leah Greenblat

ACTIONS LISTED BY: WCCTAC Staff

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Call to Order	The meeting was called to order at 9:02 AM
2.	Public Comment	None.
	Consent Calendar: a. Action Minutes from November 18, 2021– Approve as presented. b. Action Minutes from December 13, 2021 – Approve as presented.	Kaur moved, Panganiban seconded, and the motion to approve the Consent Calendar was approved with Sarmiento and Thompson abstaining.
Regular Agenda Items		
4A.	WCCTAC Funding for AC Transit Bus Shelter Maintenance	Carissa Lee, of AC Transit, provided an overview of the situation with Clear Channel's bus shelter maintenance contract. She noted that AC Transit has funding to pursue a one-year sole source contract for shelter maintenance, but that a long-term shelter maintenance strategy

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
		must be developed. Since AC Transit no longer required immediate funding from local jurisdiction, the TAC agreed to table the prospect of using Measure J 28b funds. The TAC agreement that there should be a countywide discussion about shelter maintenance over the long-term.
4B.	West County Action Plan Update	John Hoang, of CCTA, introduced the item and David Early, of Placeworks, made a presentation. The TAC provided comments on the revised goals for the West Contra Costa Action Plan.
5A.	TCC Update	There was no update since there was no TCC meeting.
5B.	Staff and TAC Member Announcements	There were no announcements made.
6.	Adjournment	The meeting adjourned at 10:59 AM.

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	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). 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. 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. Staff is proposing that the Authority take the lead on

	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.

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.	• Regional planning & fund programming activities • OBAG 3 project implementation	$50
Growth Framework Implementation	• 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	• 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	• 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	• 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	• Countywide planning, programming, and outreach activities	$35
Growth Framework Implementation	• Regionwide call for projects, with projects selected for funding by MTC	$340

Program Category	County & Local Programs Details	Funding (millions)
Climate, Conservation, and Resilience	• 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 *County and Local Program*	• **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
	• 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* *County and Local Program*	To maintain funding eligibility, by December 31, 2023, local jurisdictions must: • 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. In addition, throughout the funding cycle, local jurisdictions must: • 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
	surveys, and participate in providing annual updated information to the Highway Performance Monitoring System (HPMS). • 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.	
	• 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
Project nomination and selection process** *County and Local Program*	• 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, *Plan Bay Area (PBA) 2050.* • 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
	• 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 *PBA 2050*, and to advance **federal performance-based programming**.	Clarification of process
CMAQ funding** *All programs*	• MTC will complete an **emissions benefits and cost effectiveness assessment** on all projects prior to project selection for CMAQ funding.	New
Equity Opportunities *All programs*	• An **equity lens** will be woven throughout the OBAG 3 program. • **Increased investment levels** for Community Based Transportation Plans (CBTPs) and **dedicated funding** to develop and implement Participatory Budgeting (PB) processes and 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
	• **$200 million regionwide** investment target for bicycle/pedestrian improvements and programs, including Safe Routes to School (SRTS) programs.	New
Active Transportation & Safety *All programs*	• **$25 million regionwide** investment target for SRTS programs and projects. Align program focus areas and investments with: • **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.	Modified
Performance-Based Programming** *All programs*	Align investments and focus areas with: • **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
	• Program revenues for **regional planning, programming** and OBAG 3 project implementation.	No change
Planning and programming activities *All programs*	• 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** • 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** • Commission programming of funds to various Regional Programs
May 2022	**County & Local Program – Call for Project Nominations** • MTC releases call for project nominations to CTAs
September 2022	**County & Local Program – Project Nominations Deadline** • CTAs submit prioritized nominations to MTC (120% the county investment target)
October – December 2022	**County & Local Program – Regional Project Evaluation & Project Prioritization** • 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** • 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

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.

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

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

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

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

Table of Contents

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 LSRP 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 LSRP 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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MEMORANDUM

DATE	February 3, 2022
TO	Regional Transportation Planning Committee TAC Members
FROM	David Early and Torina Wilson, PlaceWorks Terence Zhao and Julie Morgan, Fehr & Peers Erin Vaca, DKS Associates on behalf of John Hoang and Matt Kelly, CCTA
SUBJECT	Menu of Regional Transportation Objectives (RTOs)

An essential element of the development of the new Action Plans will be to identify a set of "Regional Transportation Objectives" (RTOs, formerly called Multimodal Transportation Service Objectives or MTSOs) that can be used to evaluate success in achieving the goals of each Action Plan. These RTOs could also be carried forward into the Countywide Transportation Plan (CTP) to define the outcomes of that plan.

Historically, each RTPC has had latitude to select a set of MTSOs of its own choosing, and the various Action Plans have had differing MTSOs. This will still be the case, but PlaceWorks will be working with CCTA and the RTPCs to ensure that the new RTOs are as consistent as possible across the Action Plans, so as to allow the Action Plans to be as internally consistent as possible and to allow them to be combined and consolidated into the future CTP.

The new RTOs need to cover seven separate topics. They are:

- Roadways (Vehicles)
- Transit
- Bicycle and Pedestrian Travel
- Safety
- Climate Change
- Equity
- Technology

This memo presents ideas for the new RTOs by topic area. The ideas are drawn from several sources, including the MTSOs used in the currently adopted Action Plans, the Action Plan scope of work prepared by the PlaceWorks team and approved by the CCTA Authority Board, performance metrics used in Plan Bay Area 2050, the Countywide Bike/Ped Plan, the Vision Zero Plan, and work that PlaceWorks, Fehr & Peers, and DKS have done developing performance metrics in other regions.

MTSOs in the currently adopted Action Plans primarily cover roadways, and some subareas employ additional MTSOs addressing transit and climate change. In addition, some of the currently adopted

Action Plans provide guidance, but not specific metrics, addressing safety and bike/pedestrian topics. These existing MTSOs and other guidance were evaluated and considered for continued use in the updated Action Plans as RTOs.

Multiple MTSOs are not recommended for continuation for the reasons listed below:
» Undesired outcome resulting from implementation
» Incompatibility with local, regional, or State agency priorities
» Infeasible to monitor given data or resource limitations
» Indirect strategy to measure the desired outcome
» Too much specificity or a lack of specificity in comparison to other similar MTSOs
» Lack of influence on project implementation in the current Action Plan
» Computationally unwieldy in travel demand model
» Inability to forecast in a travel demand model

Some of the RTO options presented below are redundant. We propose to work with the RTPC TACs to select which ones to include in the Action Plans, with the goal that the RTOs will be consistent enough among the Action Plans that incorporation into the CTP is appropriate.

Roadway Level of Service: Freeways

EXISTING MTSOs RECOMMENDED FOR CONIDERATION AS NEW RTOS

■ Delay Index during non-peak hours and/or not peak direction.

■ Peak-hour Delay Index on freeway on-ramps.

EXISTING MTSOs NOT RECOMMENEDED TO BE MAINTAINED AS RTOs

■ ~~Peak hour travel speed.~~

■ ~~Duration of congestion.~~

Roadway Level of Service: Surface Roadways

EXISTING MTSOs RECOMMENEDED FOR CONSIDERATION AS NEW RTOs

■ Peak-hour intersection LOS.

■ Peak-hour segment LOS.

■ Peak hour, peak direction Delay Index.

■ Peak hour travel speed.

EXISTING MTSOs <u>NOT RECOMMENEDED</u> TO BE MAINTAINED AS RTOs

- ~~Maximum wait time on side streets.~~
- ~~Delay Index during non-peak hours and/or not peak direction.~~
- ~~Frequency and cause of unplanned lane closures of any type.~~
- ~~Average stopped delay at intersection.~~
- ~~Intersection volume-to-capacity ratio.~~

Transit

EXISTING MTSOs <u>RECOMMENDED</u> FOR CONSIDERATION AS NEW RTOs

- Hourly average loading factor (ratio of passengers to seats).
- Increased transit ridership (note this is considered "guidance" and is not a designated MTSO).
- Bus riders per service hour (note this is considered "guidance" and is not a designated MTSO).
- Average weekday BART riders (note this is considered "guidance" and is not a designated MTSO).

RECOMMENDED NEW RTOs

- Proportion of residents that live within a 10-minute walk of a high-frequency transit service (defined as 20-minute headways at peak hour).
- Proportion of residents that live within a Transit Priority Area.
- Proportion of bus routes of regional significance that exhibit on-time performance (defined as no more than five minutes behind schedule).
- Ratio of transit travel time to automobile travel time along key corridors.
- Total weekday boardings on transit services within the subregion.
- Mode share of transit trips.

Bike/Pedestrian

EXISTING GUIDANCE <u>RECOMMENDED</u> FOR CONSIDERATION AS NEW RTOS

There are no MTSOs concerning bicycle or pedestrian facilities that are currently being monitored in any existing Action Plan. There is, however, existing guidance that mimics an MTSO, and which serve as the basis for recommended new RTOs below. Existing guidance includes:

- Monitor pedestrian and bicycle volumes at crossings.

- Monitor auto volumes at crossings.

- Monitor average trail user delay at major road crossings.

- Monitor pavement condition over the entire trail.

- Monitor frequency of pedestrian or bicyclist injury.

- Maintain an inventory of available pedestrian and bicycle facilities.

- Monitor the frequency and cause of unplanned lane closures of any type.

- Monitor pavement condition over the entire trail.

RECOMMENDED NEW RTOs

- Proportion of designated bike/ped routes of regional significance that have been completed.

- Proportion of designated bike/ped routes of regional significance that operate at Level of Traffic Stress 1 or 2 (i.e., good ratings for low-stress bicycle usage), or that have a low-stress bicycle facility designated on an adjacent parallel street.

- Proportion of arterial roadway Routes of Regional Significance that contain all basic Complete Streets treatments (sidewalks, crosswalks, lighting, bicycle accommodations, transit amenities if applicable).

- Mode share of bicycling and walking.

Safety

There are no true MTSOs concerning safety in any existing Action Plan. There is, however, existing guidance that mimics an MTSO, and which serve as the basis for recommended new RTOs below. Existing guidance includes:

- Monitor vehicle crash frequency.

- Monitor pedestrian or bicycle injury crash frequency.

RECOMMENDED NEW RTOs

- Number of Killed or Seriously Injured (KSI) collisions.

- Number of bike- or ped-involved collisions.

Climate Change

EXISTING MTSOs RECOMMENEDED FOR CONSIDERATION AS NEW RTOs

- HOV lane utilization.

- Average vehicle occupancy.

EXISTING MTSOs <u>NOT RECOMMENEDED</u> TO BE MAINTAINED AS RTOs

- ~~Peak hour, peak direction HOV lane utilization~~.

RECOMMENDED NEW RTOs

- VMT per capita.

- Single-occupant vehicle mode share.

- Number of public EV chargers in the subregion.

- EV ownership in the subregion.

- Miles of Routes of Regional Significance estimated to be vulnerable to sea level rise.

- Percentage of vulnerable Routes of Regional Significance for which remediation plans or a mitigation approach have been created.

Equity

There are no MTSOs or guidance concerning equity in any existing Action Plans.

RECOMMENDED NEW RTOs

- Proportion of transportation investments (which could be measured as number of projects, or length of projects, or dollars spent) that occur in Equity Priority Communities (EPCs), compared to the proportion of all road miles or all population that is located in EPCs.

- Share of county's jobs that can be reached within a 20-minute walk or bike ride, a 30-minute drive, or a 45-minute transit trip, for EPC residents as compared to county residents as a whole.

- Average commute distance or time for EPC residents as compared to county residents as a whole.

- Time spent driving in congested conditions for EPC residents as compared to county residents as a whole.

- Proportion of the High Injury Network that is located in EPCs, compared to the proportion of all road miles located in EPCs.

- Proportion of collisions (could be all collisions, KSI collisions, or bike- or ped-involved collisions) that occur in EPCs, compared to the proportion of all road miles or all population that is located in EPCs.

Technology

There are no MTSOs or guidance concerning technology in any existing Action Plans.

RECOMMENDED NEW RTOs

- Use of shared vehicle TNCs.

- Number of shared scooters deployed.

- Number of shared electric bicycles deployed.

- Level of signal interconnection.

- Deployment of MaaS.