

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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### AGENDA

#### BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)

**Date:** Thursday, March 24, 2022

**Time:** 7:00 PM

On September 16, 2021, the Governor signed AB 361, which amended certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings remotely via telephonically or by other electronic means under specified circumstances. Thus, pursuant to Government Code section 54953(e), the C/CAG Board and Committee meetings will be conducted via remote conferencing. Members of the public may observe or participate in the meeting remotely via one of the options below.

**Join Zoom Meeting**

<https://us02web.zoom.us/j/88380327253?pwd=OGIZMGkvV0lKaktSVIVDMHJvQk94UT09>

**Meeting ID: 883 8032 7253**

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**Meeting ID: 883 8032 7253**

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Persons who wish to address the C/CAG BPAC on an item to be considered at this meeting, or on items not on this agenda, are asked to submit written comments to [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org). Spoken public comments will also be accepted during the meeting through Zoom. Please see instructions for written and spoken public comments at the end of this agenda.

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1.	Call to Order	Action (Robinson)	No materials
2.	Review of Meeting Procedures	Information (Cheung)	No materials
3.	Public comment on items not on the agenda	Limited to 2 minutes per speaker.	No materials
4.	Approval of the Minutes from the January 27, 2022 Meeting	Action (Robinson)	Page 4-6

5.	Review and recommend the highest ranked Transportation Development Act (TDA) Article 3 FY 2022/23 Bicycle and Pedestrian project proposals to the C/CAG Board for funding allocation	Action (Shiramizu)	Page 7-10
6.	Review and recommend approval of the proposed process for the One Bay Area Grant Cycle 3 (OBAG 3) County & Local Program	Action (Lacap)	Page 11-71
7.	Review and recommend approval of requests for reallocation of Transportation Development Act (TDA) Article 3 FY 2019/20 funds	Action (Cheung)	Page 72-87
	7.1: City of Daly City		Page 72-25
	7.2: County of San Mateo		Page 76-79
	7.3: City of Redwood City		Page 80-81
	7.4 City of Half Moon Bay		Page 82-86
8.	Member Communications	Information (Robinson)	No materials
9.	Adjournment	Information (Robinson)	No materials

**The next regularly scheduled BPAC meeting will be on May 26, 2022.**

**PUBLIC NOTICING:** All notices of C/CAG regular BPAC meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Transit District Office, 1250 San Carlos Ave., San Carlos, CA, and on C/CAG’s website at: <http://www.ccag.ca.gov>.

**PUBLIC RECORDS:** Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Committee. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG’s website at: <http://www.ccag.ca.gov>. Please note that C/CAG’s office is temporarily closed to the public; please contact Audrey Shiramizu at [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org) for inspection of public records.

**PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS:** Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Audrey Shiramizu at [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org), five working days prior to the meeting date.

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org).
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with the three minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG BPAC members, made publicly available on the C/CAG website along with the agenda, and read aloud by C/CAG staff during the meeting. We cannot guarantee that emails received less than 2 hours before the meeting will be read during the meeting, but such emails will be included in the administrative record of the meeting.

Spoken comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The C/CAG BPAC meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When C/CAG Staff or Chair call for the item on which you wish to speak, click on “raise hand.” Staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak.
5. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact C/CAG staff:

Transportation Program Specialist: Audrey Shiramizu ([ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org))

**City/County Association of Governments of San Mateo County (C/CAG)**  
**Bicycle and Pedestrian Advisory Committee (BPAC)**  
**Meeting Minutes**  
**January 27, 2022**

**1. Call to Order**

Chair Robinson called the meeting to order at 7:00 PM.

<b>Name</b>	<b>Agency</b>	<b>Jan 2022</b>
<b><u>Public</u></b>		
Malcolm Robinson - Chair	San Bruno	X
Alan Uy	Daly City	X
Angela Hey	Portola Valley	X
Brian Levenson	Daly City	X
Justin Yuen	South San Francisco	X
Marina Fraser	Half Moon Bay	
Matthew Self	County of San Mateo	X
<b><u>Elected</u></b>		
Ann Schneider – Vice Chair	Millbrae	X
Emily Beach	Burlingame	X
Flor Nicolas*	South San Francisco	X
Mary Bier	Pacifica	X
Patrick Sullivan	Foster City	X
Vacant Seat		
Vacant Seat		
Vacant Seat		

\*This was Member Flor Nicolas’s first meeting.

The BPAC members in attendance at the January 27 meeting is listed above.

Others attending the meeting were: Andrew Wong - City of Burlingame, Robert Ovadia - Town of Atherton, Ryan Marquez – City of Pacifica, Hugh Louch - City of Menlo Park, Jared Barrilleaux – City of Belmont, Evan Cai, Vatsal Patel - City of San Carlos, David Mahama – DKS, Humza Javed - City of East Palo Alto, Jeff Chou – South San Francisco, Laurel Mathews, Karen Kinser - City of Brisbane, Atul Patel, Tom Williams - City of Millbrae, Harry Yip - County of San Mateo, Laurel Matthew - Town of Colma, Lisha Mai and others not noted.

Staff attending: Kaki Cheung, Sean Charpentier - C/CAG.

**2. Review of Meeting Procedures**

C/CAG staff Kaki Cheung reviewed procedures related to how the meeting would be conducted via Zoom.

**3. Public Comment on items not on the agenda**

None.

**4. Review and approval of 2022 Bicycle and Pedestrian Advisory Committee Meeting Calendar**

*Motion: Member Sullivan motioned to approve. Member Bier seconded the motion. Roll call was taken. All in attendance voted to approve. The motion passed.*

**5. Approval of the Minutes from the July 22, 2021 Committee meeting**

No comments were received for the meeting minutes.

*Motion: Member Fraser motioned to approve. Member Self seconded the motion. Roll call was taken. Members Nicolas and Bier abstained. All other members in attendance voted to approve. The motion passed.*

**6. Approval of the Minutes from the September 23, 2021 Committee meeting**

No comments were received for the meeting minutes.

*Motion: Member Self motioned to approve. Member Beach seconded the motion. Roll call was taken. Members Robinson and Nicolas abstained. All other members in attendance voted to approve. The motion passed.*

**7. Receive presentations from the Transportation Development Act Article 3 Applicants for Fiscal Year 2022/23 Cycle**

TDA 3 Article 3 funds are made available through state funds and distributed by the Metropolitan Transportation Commission (MTC) to C/CAG on a formulaic basis. The total amount available for FY 2022/23 is \$2.25M.

C/CAG received 12 applications for bicycle and pedestrian projects in the TDA Article 3 Fiscal Year 22/23 Cycle, totaling a request of \$3.32M. All project applicants presented their proposals to the Committee. Each applicant was allowed five minutes for the presentation and three minutes for questions from the Committee.

After the presentations, staff shared the timeline for scoring applications and the Committee discussed different methods for presenting the scores at a future meeting.

## **8. Member Communications**

C/CAG Executive Director Sean Charpentier noted that C/CAG is recruiting for three elected officials to participate on the Committee. C/CAG distributed a notice to members and encourages members to solicit interested parties.

C/CAG Executive Director Sean Charpentier also noted that these new members may be added at the next C/CAG Board Meeting on February 11, ahead of the next BPAC meeting on March 24. The Committee discussed whether the new members should score and/or vote on the TDA Article 3 applications. Member Hey suggested that if new members want to vote, they should watch this meeting recording and review all application files. Member Beach commented that the Committee should not expect new members to vote as they may have limited time and/or bandwidth.

Vice Chair Schneider mentioned that Senate Bill 330 focused on affordable housing does not require new community benefits, including safe pedestrian infrastructure like sidewalks, to be built. Vice Chair suggested that the Committee members alert legislators of the inadvertent effects on bicycle and pedestrian safety caused by the affordable housing laws.

## **9. Adjournment**

Chair Robinson adjourned the meeting at 9:48 PM.

## C/CAG AGENDA REPORT

Date: March 24, 2022  
To: Bicycle and Pedestrian Advisory Committee  
From: Audrey Shiramizu, Transportation Programs Specialist  
Subject: Review and recommend the highest ranked Transportation Development Act (TDA) Article 3 FY 2022/23 Bicycle and Pedestrian project proposals to the C/CAG Board for funding allocation

(For further information, contact Audrey Shiramizu at [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org))

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### RECOMMENDATION

That the C/CAG Bicycle and Pedestrian Advisory Committee reviews and recommends the highest ranked Transportation Development Act (TDA) Article 3 FY 2022/2023 Bicycle and Pedestrian project proposals to the C/CAG Board for funding allocation.

### FISCAL IMPACT

The budget for the FY 22/23 Cycle of the TDA Article 3 program is \$2.25M. The proposals with the highest average scores will be recommended to receive funding.

### SOURCE OF FUNDS

TDA Article 3 funds are derived from the following sources:

- Local Transportation Funds (LTF), derived from a ¼ cent of the general sales tax collected statewide
- State Transit Assistance Fund (STA), derived from the statewide sales tax on gasoline and diesel fuel.

### BACKGROUND

At the March 25, 2021 meeting, the Committee recommended that staff includes Quick Build projects as eligible project types, promote project readiness in the application, keep the non-infrastructure elements to only planning, and to include history of funding and equity as the criteria in scoring. At the July 22, 2021 meeting, the Committee approved the Call for Projects schedule and application packet. The TDA Article 3 Notice of Call for Projects was released on September 13, 2021, soliciting local jurisdictions to submit applications for bicycle and pedestrian related projects. Applications were due on November 15, 2021.

C/CAG received one planning application and 11 capital applications from a total of 12 jurisdictions, seeking a total of \$3.32M. Of the \$2.25M available for this grant, an amount of

\$300,000 is available to fund planning projects. The remaining \$1,950,000 is set aside for capital projects. Any unused planning funds can be moved to the capital project category. The maximum grant amount that can be awarded for a planning project is \$100,000 and for a capital project is \$400,000.

On December 16, 2021, Committee members received all applicant materials. At the January 27, 2022 meeting, the Committee received presentations from each of the twelve applicants describing their proposed projects. By the scoring deadline, 11 of the 14 Committee members submitted ranking (three members either chose to abstain or did not submit scores). The Committee score sheets are part of public records and can be found on the C/CAG Committee website (<https://ccag.ca.gov/committees/bicycle-and-pedestrian-advisory-committee>). A summary of the projects and average scores, ranked highest to lowest, is shown in Attachment 1.

If the average project scores are to remain as shown in Attachment 1, C/CAG could fully fund the one planning project proposal and the top six-ranked capital projects.

At the January 2022 meeting, Committee members requested an opportunity to discuss the projects and adjust their individual scores, if desired. The project review and voting process for the March 24, 2022 meeting is described below. Note that generally, staff recommends to avoid changing scoring unless there is extenuating information.

1. Staff will display the scoring results on screen, including the average scores and each of the 11 Committee members' individual scores.
2. The Committee will review and verbally discuss the projects.
3. Committee members will have one opportunity at the meeting to update their scores following the discussion. Staff recommend that only the 11 Committee members who have previously submitted scores prior to the March 24, 2022 meeting should make adjustments.
4. If a Committee member wishes to modify the scores, they will have to verbally announce the change for the public record. Staff will update and document the scores on screen. Please note that Committee members are not required to update their scores if no changes are needed.
5. The Committee will review all the scoring changes. If a member sees a change that they did not request, the member will alert staff.
6. After Committee reviews the updated scores, staff will present the final average scores and display the final project ranking. Note - staff might request that the Committee move to the next agenda item while the scores are being recalculated.
7. The highest-scoring projects will be recommended for funding up to the amounts available for planning and capital projects.
8. A Committee member will then make a motion to approve the project recommendations, and a second Committee member will second the motion. All Committee members can vote on this motion, including those that did not participate in the scoring process.

The C/CAG Board will be asked to review and approve the Committee's final recommendations at the April 14, 2022 meeting.



**ATTACHMENTS:**

1. Project ranking summary (as of March 18, 2022)
2. Committee member scores (available at <https://ccag.ca.gov/committees/bicycle-and-pedestrian-advisory-committee>)

Attachment 1: Project ranking summary (as of March 18, 2022)

	Applicant	Average Score	Project Funding Requested	Cumulative
<i>Planning Project Proposals</i>				
1	<b>Colma Bicycle and Pedestrian Master Plan</b> <i>Plan to envision a safer, more connected active transportation system in Colma.</i>	68.3	\$90,000	\$90,000
<i>Capital Project Proposals</i>				
1	<b>South San Francisco: Hillside Boulevard Road Diet Improvements</b> <i>Separated bike lanes, signalized intersection, crosswalks, ADA curb ramps &amp; extensions.</i>	80.0	\$400,000	\$490,000
2	<b>Burlingame: Murchison Drive, Trousdale Drive, Davis Drive Bicycle Route</b> <i>Adding approx. 1.3 miles of bicycle facilities in support of Safe Routes to School.</i>	75.3	\$400,000	\$890,000
3	<b>Brisbane: Alley Walkway – Alvarado St to San Benito Rd</b> <i>Concrete stairway path, lighting bollards, a handrail, crosswalk, signage.</i>	74.7	\$240,000	\$1,130,000
4	<b>San Carlos: San Carlos Ave. Pedestrian Safety Improvement Project Phase III</b> <i>Sidewalk, curb/gutter, bike lane in an unimproved segment in major thoroughfare.</i>	70.1	\$400,000	\$1,530,000
5	<b>East Palo Alto: University Ave &amp; Michigan Ave Intersection Improvements</b> <i>ADA bulbouts, median improvement, Rectangular Rapid-Flashing Beacon (RRFB), striping, signs.</i>	69.5	\$360,000	\$1,890,000
6	<b>Pacifica: Palmetto &amp; Esplanade Ave. Bicycle &amp; Pedestrian Improvement Project</b> <i>1.4 miles of Class II bicycle lanes and 0.5 miles of Class IIIB bicycle boulevards.</i>	68.1	\$335,160	\$2,225,160
7	<b>Millbrae: Skyline Boulevard Bicycle and Pedestrian Improvements</b> <i>New crosswalks and a Class IV bike facility.</i>	67.7	\$400,000	\$2,625,160
8	<b>County of San Mateo: Sand Hill Road/I-280 Bike Lane Improvements</b> <i>Extension of green bike lanes on Sand Hill Road overpass.</i>	66.8	\$320,000	\$2,945,160
9	<b>Atherton: Alameda de las Pulgas/Stockbridge Ave Ped. Crossing Improvements</b> <i>Crosswalk, RRFB, and connected led advance warning signs.</i>	60.5	\$90,000	\$3,035,160
10	<b>Menlo Park: Van Buren/Ringwood Pedestrian/Bicycle Crossing Improvement</b> <i>Enhanced pedestrian and bicycle crossing of Van Buren Rd at Ringwood Road.</i>	59.3	\$110,000	\$3,145,160
11	<b>Belmont: Ralston Ave Class I Improvements</b> <i>Class I maintenance including ADA improvements, gutter, curb, seal, slurry, asphalt overlay.</i>	58.1	\$175,500	\$3,320,660
		<b>Total</b>	\$3,320,660	-

## C/CAG AGENDA REPORT

Date: March 24, 2022

To: Bicycle and Pedestrian Advisory Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Review and recommend approval of the proposed process for the One Bay Area Grant Cycle 3 (OBAG 3) County & Local Program

(For further information or questions contact Jeff Lacap at [jlacap@smcgov.org](mailto:jlacap@smcgov.org))

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### RECOMMENDATION

That the Bicycle and Pedestrian Advisory Committee reviews and recommends approval of the proposed process for the Bay Area Grant Cycle 3 (OBAG 3) County & Local Program.

### FISCAL IMPACT

Other than staff time, there is not any direct fiscal impact to C/CAG at this time. Upon C/CAG and MTC approval, the OBAG 3 County & Local Program funds will be allocated to project sponsors directly.

### SOURCE OF FUNDS

Federal funds are allocated by MTC via the OBAG 3 County & Local Program, including Congestion Mitigation and Air Quality (CMAQ) funds and Surface Transportation Program (STP) funds.

### BACKGROUND

The One Bay Area Grant (OBAG) program is the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and other fund programs throughout the San Francisco Bay Area. The Metropolitan Transportation Commission (MTC) established the OBAG program in 2013 to strengthen the connection between transportation investments and regional goals for focused growth in Priority Development Areas (PDAs), places near public transit that are planned for new homes, jobs, and community amenities.

On January 26, 2022, MTC adopted Resolution 4505 outlining and approving the OBAG Cycle 3 (OBAG 3) Grant Program. A total of \$750 million will be available in the region, with a 50/50 funding split between the Regional and County & Local Programs. This funding will be available over a four-year horizon, from FY 2022-23 through FY 2025-26. The OBAG 3 policy considerations are oriented around preserving the effectiveness of past OBAG programs. This includes focusing investments in PDAs and incorporating recent policy initiatives such as regional safety/vision zero policies and other strategies from Plan Bay Area 2050, and addresses federal programming requirements. MTC will directly administer the Regional Program and

C/CAG, as the County Transportation Agency (CTA) for San Mateo County, will assist MTC in administering the County & Local Program. The C/CAG Technical Advisory Committee and Congestion Management and Environmental Quality Committee have received updates to the OBAG 3 Program earlier this year.

General highlights of the adopted OBAG 3 program guidelines and jurisdictional eligibility requirements can be found in Attachment 1.

MTC has proposed the following major changes from the previous cycles:

- MTC will have a larger role in the County & Local Program's call for projects and final project selection, per federal programming requirements that do not allow for formula distribution. Similar to the process used for last year's Safe and Seamless Mobility Quick-strike Program, MTC will adopt guidance and nomination targets. The Commission will then select projects based on initial county screening and prioritization, in addition to incorporating other regional considerations. The CTA ranking and prioritization will account for 75% of the regional ranking.
- County funding/nomination targets will not represent a guaranteed minimum funding level for counties. Counties will be able to request up to 120% of the established target.
- A focus on investments in PDAs continues, maintaining the existing OBAG requirement for a minimum of 70% of funds to be programmed to PDA supportive projects.
- For OBAG 3, the framework includes a uniform definition for PDA-supportive projects: projects are to be located within one mile of a PDA; with allowance for exceptions on a case-by-case basis.
- A broad range of project types allowed, but with an emphasis on:
  - Bicycle/pedestrian, Safe Route to School, and other safety efforts
  - Projects within Equity Priority Areas or that otherwise benefit equity
  - Transit access or other improvements to accelerate transit-oriented development.
- Existing policy compliance requirements are maintained with updates incorporated to align with current state housing laws and planned updates to MTC's Active Transportation Plan and Complete Streets Policy. A new policy compliance requirement has been added for jurisdictions to have a completed Local Road Safety Plan (LRSP) by December 31, 2023.
- MTC staff anticipates the STP/CMAQ apportionments from the recently enacted federal surface transportation authorization, Infrastructure Investment and Jobs Act (IIJA) or Bipartisan Infrastructure Law (BIL), will exceed the \$750 million in programming capacity currently estimated for the four-year OBAG 3 framework. MTC has indicated that programming guidelines from these new funding sources will be determined at a later time.
- There are no guaranteed funding levels allocated to each program category found within OBAG 3, per federal programming requirements. For example, this cycle does not allow the allocation of Local Streets and Roads Maintenance Program funds to member agencies by formula.
- Similar to the OBAG Cycle 2 program, CTAs cannot remove MTC required criteria, but will be able to include additional criteria. The expedited timeline from MTC does not allow staff to return to the committees for additional review of this proposed San Mateo County OBAG Cycle 3 framework. Any proposed additions to the framework or the

project evaluation factors described below are subject to revisions and approval by MTC staff. Staff will return to the committee with the tailored process along with the MTC application template in April.

- The program categories and eligible projects under OBAG 3 can be found in Attachment 1.

### *County & Local Program*

MTC has recently released proposed revisions to its OBAG 3 Framework, Resolution 4505, to include draft county specific OBAG 3 guidelines and funding/project nomination targets. The Commission is expected to adopt the guidelines in late March along with providing an application template to be used across the region. Below is a summary of the proposed revisions. The March 9, 2022 MTC Programming and Allocations Committee staff report is included in this staff report as Attachment 2.

### *Nomination Targets*

A major change, per federal programming requirements, is the prohibition on the formula distribution of the OBAG funds. Counties do not receive a fixed amount of funding, but rather a “target” and final funding determinations are made by MTC.

For policy continuity and consistency, MTC used the same factors and overall weights that were used in prior OBAG cycles to develop county nomination targets, incorporating the most recently available data. County targets are based on the same formula from OBAG 2: population (50%), recent housing production (30%) and planned growth, and housing affordability (Regional Housing Needs Assessment (RHNA) data (20%). However, for OBAG 3, the resulting targets do not imply or guarantee funding amounts or relative shares to any individual county.

San Mateo County has a nomination target of \$37,054,000; this amount represents 120% of the available funding capacity for the County & Local Program. With a total of \$340 million available for programming region-wide, the nomination target for the call for projects totals \$408 million (120%). MTC will award \$340 million to projects selected from the larger nomination pool.

### *Evaluation Criteria*

To prioritize projects that align with regional plans and policies, C/CAG is required to use the following criteria and give additional weight to projects that:

1. Are located in PDAs or Transit-Rich Areas (TRAs), identified in locally adopted plans for PDAs, or support preservation of Priority Production Areas (PPAs)
2. Are located in jurisdictions with affordable housing protection, preservation, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness
3. Invest in historically underserved communities, including projects prioritized in a Community-Based Transportation Planning (CBTP) or Participatory Budgeting process,

or projects located within Equity Priority Communities with demonstrated community support

4. Address federal performance management requirements by supporting regional performance goals for roadway safety, asset management, environmental sustainability, or system performance
5. Implement multiple Plan Bay Area 2050 strategies
6. Demonstrate consistency with other regional plans and policies, including the Regional Safety/Vision Zero policy, Equity Platform, Regional Active Transportation Plan, Transit Oriented Communities (TOC) policy update, and the Blue Ribbon Transit Transformation Action Plan
7. Demonstrate public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color
8. Can be completed in accordance with MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised) and can meet all OBAG 3 deadlines, and federal and state delivery requirements

In addition, MTC's Resolution 4505 includes the following guidance that CTA's (like C/CAG) are "**encouraged**" (emphasis added) to submit nomination lists that align with the following regional goals:

1. A regional target of \$200 million for Active Transportation Projects. There is \$340 million for County and Local Program, and MTC has a regional target of \$200 million for Active Transportation, which equals a target of 59% for Active Transportation.
2. A \$25 million regionwide target for Safe Route to School programs and projects.
3. Fund source targets for County and Local Program proportional to overall composition of OBAG 3 funding, estimated to be 60% Surface Transportation STP and 40% CMAQ funds.

#### *OBAG 3 County & Local Program – Proposed San Mateo County Framework*

As a reminder, the final adoption of the OBAG 3 guidelines and the application template by MTC will not be finalized until the end of March; there may be additional changes and updates from MTC that may affect the proposed changes to the guidelines C/CAG has recommended below.

#### Project Phase Eligibility

While OBAG 3 guidelines provided by MTC allow for all project phases to be eligible for funding, C/CAG staff proposes to continue the requirement from the previous cycle of OBAG:

- Projects eligible for OBAG 3 cannot be a design only project. Project funds may cover some design cost, but project must include a fully funded construction phase.

## Local Match

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.

Staff propose the following match requirements:

- 11.47% local match for projects wholly or mostly within an Equity Priority Community or C/CAG Comprehensive Bicycle and Pedestrian Plan Equity Focus Areas with a score of 8 or higher.
- 20% local match for all other projects.

For more information on the Equity Focus Area scores, please visit:

<https://tooledesign.github.io/F0066-San-Mateo-CCAG/>

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.

## Minimum/Maximum Grant Size

C/CAG staff proposes to raise the required minimum grant size from \$250,000 to \$500,000 and place a maximum grant size to \$5,000,000. The purpose of the grant minimum and maximum 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. As context, below is a summary of the maximum and minimum requirements of recent Calls for Projects.

- TDA Article 3 (C/CAG): Available grant amount of \$1.9M and capital maximum of \$400,000
- Local Sales Tax (SMCTA Bike/Ped): Available grant amount of \$7.7M and capital maximum of \$2M for large infrastructure projects

## C/CAG Comprehensive Bicycle and Pedestrian Plan Equity Focus Areas

The recently adopted C/CAG Comprehensive Bicycle and Pedestrian Plan identified Equity Focus Areas throughout the county. These key areas in the county are identified to focus bicycle and pedestrian investments and improving access in traditionally underserved and disadvantaged communities. C/CAG staff proposes to award additional points to a project located in an Equity Focus Area with a score of 8 or greater. In addition, the MTC criteria requires giving additional points to projects within Equity Priority Communities.

The project sponsor should demonstrate how the project will support advancement of affordable and accessible transportation in their communities. The project sponsor will be asked to describe how the project addresses the needs of low-income groups, communities of color, people with disabilities, elderly population (ages 75 and older), zero vehicle household, single parent families, limited English proficiency, and those who are rent-burdened.

Evaluation Panel

C/CAG staff is currently exploring the composition of an evaluation panel to score project nominations and develop a recommended program of projects to submit to MTC for the OBAG 3 program.

In the previous cycle of OBAG, there were multiple project categories that were reviewed by different entities. The Local Streets and Roads Maintenance and Rehabilitation Program, funds were distributed via a formula to jurisdictions. The Bicycle and Pedestrian Improvement Program project applications were reviewed by the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC). The Transportation for Livable Communities project applications were reviewed by staff from C/CAG, San Mateo County Transportation Authority, and San Mateo County Transit District.

Also, as noted above, pursuant to the MTC, C/CAG is “**encouraged**” to have 59% of the investment be in active transportation.

Staff are exploring two options for OBAG 3:

Option 1: A hybrid panel comprised of partners agencies, a few BPAC members, and C/CAG staff.

Option 2: The C/CAG BPAC would serve as the main evaluation panel.

In both options, C/CAG staff would perform the initial project screening and complete or verify scoring such as project readiness, local match amount and etc.

Regardless of which option gets selected, project sponsors will have to bring the MTC Complete Streets checklist for the BPAC to review, as part of OBAG 3 requirements.

Due to the compressed schedule and timeline, either option might require special Committee meetings.

A tentative schedule for Option 2 would look like the following:

Call for Projects Application Period (assuming 45 days)	May – Mid-June 2022
Initial project application screening by C/CAG Staff	Late June - First week of July 2022
BPAC scores project applications and reviews MTC Complete Streets Checklist required for each application	Last three weeks of July 2022
Present recommendations to C/CAG Committees (requires special BPAC meeting)	Early August 2022
Project nomination list approved by the C/CAG Board	September 2022
OBAG 3 prioritized nominations due to MTC	September 30, 2022

Public Outreach

C/CAG will be expected to inform stakeholders and the public about the opportunities to comment on project ideas and to “assist” community –based organizations, Equity Priority



Communities, and any other underserved community interested in having project submitted for funding.

To comply with outreach requirements, C/CAG plans on utilizing committee and board meetings to allow for public input. In addition, C/CAG plans to host public workshops regarding funding opportunities and to solicit project ideas, to adhere to the MTC outreach policy. Further, staff proposes to perform additional outreach in the form of informational mailings and online virtual workshops to community-based organizations.

C/CAG staff may need to direct/refer any public entities, with project ideas, to partner with a local jurisdiction.

### Local Roadway Safety Plan

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 the OBAG 3 County & Local Program funding by December 31, 2023.

C/CAG staff proposes to augment its planning activities amount to include funding to complete a countywide LRSP. This countywide plan will make all member agencies eligible for OBAG 3 funds. Although approximately half of the jurisdictions currently have an LRSP in place, the proposed countywide LRSP would incorporate existing information from existing LRSPs in the county.

### Safe Routes to School Program

In previous cycles of the Safe Routes to School Program under OBAG, funding was distributed based on total enrollment in each respective county. Under OBAG 2, funding was directed entirely to the San Mateo County Office of Education (SMCOE) for administration and implementation of the program. C/CAG staff proposes to continue its long-standing partnership with SMCOE and proposed to set aside funding to continue to SRTS program in San Mateo County. C/CAG also directs Measure M funding to augment SMCOE's implementation of the SRTS program. Staff proposes setting aside up to \$1.5M for the SRTS program.

A summary of proposed set asides can be found in the table below.

Countywide LRSP	\$ 300,000
SRTS	\$ 1,500,000
Specific OBAG 3 Project Nominations	\$ 35,254,000
<b>Total</b>	<b>\$ 37,054,000</b>

Below is the tentative schedule highlighting both C/CAG and MTC actions:

*OBAG 3 County & Local Program – Proposed San Mateo County Timeline*

<b>C/CAG Action</b>	<b>Tentative Dates</b>	<b>MTC Action</b>
- Present proposed OBAG 3 Framework and Process to C/CAG CMP TAC, CMEQ, and BPAC Committee for review and recommendation	March 2022	- MTC Commission approval of OBAG 3 Program Guidelines and Nomination Targets
- C/CAG Board approval of OBAG 3 Framework and Process	April 2022	- MTC Staff to review and approve of CTA proposed OBAG 3 Process
- OBAG 3 County & Local Program Call for Projects Issued to Local Jurisdictions and Agencies	May 2022	- Release OBAG 3 Call for Project Nominations
- Call for Projects Application Period (approximately 45-60 days)	May – June 2022	
- OBAG 3 screening, scoring, and development of project nominations for MTC - BPAC review of MTC Complete Streets Checklists for OBAG 3 nominated projects	July – August 2022	
- Present recommendations to C/CAG Committees	August 2022	
- Project nomination list approved by the C/CAG Board	September 2022	
- OBAG 3 prioritized nominations due to MTC	September 30, 2022	
	October – December 2022	- MTC evaluation of OBAG 3 project nomination lists from CTAs - CMAQ emissions benefits and cost effectiveness analysis - MTC & CTA discussions of preliminary staff recommendation
- Project sponsors to submit project information into the TIP	January 2023	- MTC Commission approval of County & Local program of projects

*Recommendation*

On March 17, 2022, the C/CAG Congestion Management Program Technical Advisory Committee recommended approval of the proposed process for the OBAG 3 County and Local Program, and included in the motion support for the option for a hybrid panel to evaluate project nominations be selected.

C/CAG staff requests that the Bicycle and Pedestrian Advisory Committee reviews and recommends approval of the proposed process for the One Bay Area Grant Cycle 3 (OBAG 3) County & Local Program. It should be noted that MTC staff will need to approve C/CAG's OBAG 3 processes prior to initiating the call for projects activities in May.

**ATTACHMENTS**

1. OBAG 3 Framework and Eligibility Highlights
2. Draft - MTC Resolution No.4505 project selection criteria and programming policy for OBAG 3

## OBAG 3 Framework and Eligibility Highlights

### OBAG 3 Program Principles:

- 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.

### OBAG 3 Program Categories:

- Planning & Program Implementation;
- Growth Framework Implementation;
- Climate, Conservation, and Resilience;
- Complete Streets and Community Choice; and
- Multimodal Systems Operations and Performance

**OBAG 3 Investments by Program Category (in millions):**

Category	Objective	Regional Program	County & Local Program (Region wide)
Planning & Program Implementation	Carry out federal performance-based planning and programming and deliver OBAG 3 projects and programs	\$50	\$35
Growth Framework Implementation	Support and assist local efforts to create a range of housing options in PDAs and select PBA 2050 Growth Geographies	\$25	\$340
Climate, Conservation & Resilience	Reduce vehicle emissions through accelerated electrification and travel demand management, protect and expand access to open space, and increase resiliency to climate change impacts	\$98	
Complete Streets & Community Choice	Support improvements to all mobility options, with emphasis on achieving an integrated, efficient, and reliable public transit network	\$54	
Multimodal System Operations & Performance	Improve and maintain local streets and roads for all users, with emphasis on safety, community support, and Equity Priority Community (EPC) investments	\$149	
Regional/County Totals (may not add due to rounding)		\$375	\$375
<b>OBAG 3 Program Total</b>		<b>\$750</b>	

MTC will directly administer the Regional Program through programs that will provide investments towards each Program Category. For the County Program, local jurisdictions, transit agencies, and County Transportation Agencies (CTAs) may apply for funding for a variety of project types and program categories

**Program Sponsor Requirements**

Bay Area cities, counties, transit agencies, federally-recognized Tribal governments, and CTAs are eligible to apply for OBAG 3 County & Local Program funds. Cities and counties must meet the following requirements to receive program funding:

- Have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-31 Regional Housing Needs Allocation (RHNA) cycle by December 31, 2023, and maintain certification throughout the OBAG 3 program period;
- Submit Housing Element Annual Reports to HCD each year by the April 1 deadline throughout the OBAG 3 program period;

- Adopt a resolution self-certifying compliance with state housing laws related to surplus lands, accessory dwelling units, and density bonuses by December 31, 2023;
- Maintain ongoing compliance with the Housing Accountability Act (as determined by MTC staff) throughout the OBAG 3 program period;
- Adopt a Local Roadway Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines, by December 31, 2023;
- 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); and
- 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.

The above requirements do not apply to sponsors with no general plan or land use authority, such as CTAs or transit agencies under a Joint Powers Agreement (JPA) or special district.

In addition, all recipients of OBAG 3 funding, including public agencies without land use authority as well as federally-recognized Tribal governments, are required to:

- 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; and
- Comply with MTC’s Regional Project Delivery Policy (MTC Resolution No. 3606), including identification of a staff position to serve 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.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

March 9, 2022

Agenda Item 3a - 22-0343

**MTC Resolution No. 4505, Revised**

**Subject:**

Revisions to the One Bay Area Grant program (OBAG 3) to adopt guidelines for the County & Local Program call for projects.

**Background:**

The OBAG 3 program, adopted by the Commission in January 2022, establishes the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for FY 2022-23 through FY 2025-26.

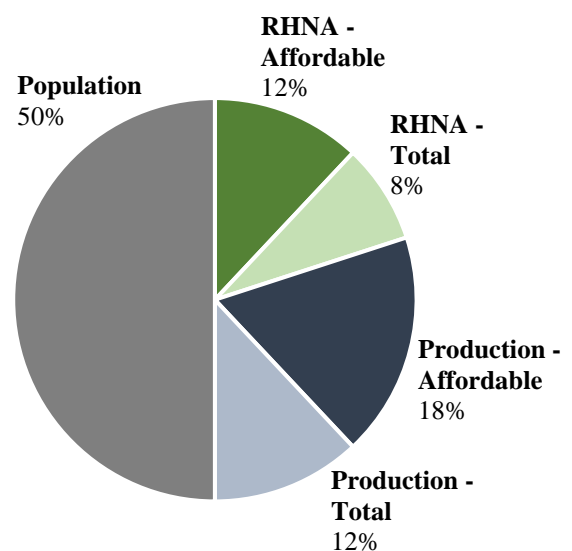
This month, staff recommends adoption of the County & Local Program guidelines for the regionwide competitive call for projects process, administered and selected by MTC in coordination with the nine Bay Area County Transportation Agencies (CTAs). The guidelines provide additional details on the procedures and project selection criteria outlined in the overall OBAG 3 programming framework, and can be reviewed in full in Appendix A-1 to the program resolution.

***Nomination Targets***

The call for projects guidelines include nomination targets for each county, which establish the maximum funding request that each CTA may submit to MTC in project nominations. For policy continuity and consistency, MTC staff recommend using the same factors and overall weights that were used in prior OBAG cycles to develop nomination targets, with only minimal changes to incorporate the most recently available data. However, for OBAG 3, the resulting targets do not imply or guarantee funding amounts or relative shares to any individual county or jurisdiction.

The factors, relative weighting, and source information used in developing the proposed nomination targets for each county are as follows:

- **Population:** 50% of the nomination target is based on a county's share of the regional population, using 2021 population estimates from the California Department of Finance.
- **Housing Production:** 30% of the nomination target is based on a county's share of regional



housing production during the current and previous Regional Housing Needs Allocation (RHNA) cycles (2007 to 2019), using building permit data compiled by the Association of Bay Area Governments (ABAG). Similar to OBAG 2, permitted units in each jurisdiction are capped at RHNA totals.

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

To ensure a sufficient pool of project nominations for regional project selection, MTC is soliciting nominations for 120% of the available funding capacity for the County & Local Program. With a total of \$340 million available for programming, the nomination target for the call for projects totals \$408 million (120%). MTC will award \$340 million to projects selected from the larger nomination pool.

The nomination target for each CTA, calculated using the factors described above, and totaling the 120% nomination target total, is shown in the following table.

<b>County</b>	<b>Nomination Target %</b>	<b>Nomination Target \$</b>
Alameda	20.3%	\$82,827,000
Contra Costa	13.9%	\$56,775,000
Marin	2.8%	\$11,544,000
Napa	1.5%	\$6,143,000
San Francisco	15.2%	\$62,138,000
San Mateo	9.1%	\$37,054,000
Santa Clara	26.8%	\$109,385,000
Solano	4.7%	\$19,159,000
Sonoma	5.6%	\$22,975,000
<b>CTA Nomination Totals</b>		<b>\$408,000,000</b>
120% available funds		
<b>Funds Available</b>		<b>\$340,000,000</b>
County & Local Program		



Note: MTC will award \$340 million to projects selected from the \$408 million nomination pool.

### ***Outreach Requirements***

The guidelines establish the public engagement and outreach requirements for MTC and the CTAs. Prior to issuing the call for projects within their county, each CTA is required to develop a public outreach and engagement plan, in coordination with MTC staff to ensure it satisfies applicable federal and regional requirements. In addition, prior to the September 30, 2022 project nomination deadline, CTAs are required to provide detailed documentation demonstrating compliance with the program's outreach requirements.

### ***County Screening, Evaluation, and Nominations***

Following MTC's release of the call for project nominations on May 1, 2022, CTAs will solicit project applications within their counties and conduct an initial screening and prioritization of projects.

### **Priority Development Area (PDA) Minimum Investments**

In submitting project nominations to MTC, CTAs must meet the minimum PDA investment thresholds for their respective counties. For the North Bay counties of Marin, Napa, Solano, and Sonoma, the overall PDA supportive nominations must total 50% or more of the CTA's total funding request for that county. For the remaining counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara, 70% or more of each CTA's funding request must consist of PDA supportive projects.

### **Evaluation Criteria**

To prioritize projects that align with regional plans and policies, CTAs must give additional weight to projects that:

1. Are located in PDAs or Transit-Rich Areas (TRAs), identified in locally adopted plans for PDAs, or support preservation of Priority Production Areas (PPAs);
2. Are located in jurisdictions with affordable housing protection, preservation, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness;
3. Invest in historically underserved communities, including projects prioritized in a Community-Based Transportation Planning (CBTP) or Participatory Budgeting process, or projects located within Equity Priority Communities with demonstrated community support;

4. Address federal performance management requirements by supporting regional performance goals for roadway safety, asset management, environmental sustainability, or system performance; and
5. Implement multiple Plan Bay Area 2050 strategies;
6. Demonstrate consistency with other regional plans and policies, including the Regional Safety/Vision Zero policy, Equity Platform, Regional Active Transportation Plan, Transit Oriented Communities (TOC) policy update, and the Blue Ribbon Transit Transformation Action Plan.
7. Demonstrate public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color.
8. Can be completed in accordance with MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised) and can meet all OBAG 3 deadlines, and federal and state delivery requirements.

In addition to these evaluation criteria, CTAs may include other local criteria into their prioritization processes. Additional project evaluation criteria must be approved by both MTC staff and the CTA's governing board prior to the release of the call for projects within the respective county.

#### County Nominations

After completing initial project screening and evaluations, CTAs will submit prioritized project nominations and required documentation to MTC by September 30, 2022. Prioritized nomination lists must be approved by the CTA's governing board prior to submission to MTC. On a case-by-case basis, as determined by MTC staff, CTAs may submit a draft prioritized nomination list by September 30, 2022 and submit the board approved nomination list and required documentation by October 31, 2022

#### ***Regional Project Evaluation and Selection***

An evaluation panel of MTC staff will evaluate all project nominations and develop a recommended program of projects for Commission consideration and approval.

#### Evaluation Criteria

Following an initial screening of projects for program eligibility, the evaluation panel will score projects using the following scoring rubric:

1. CTA Prioritization (75 points): Relative CTA project rank or score, which may be scaled and normalized across CTAs to allow for regionwide comparison.

2. Regional Impact (15 points): Alignment with Plan Bay Area 2050 strategies, anticipated effectiveness in advancing regional objectives, and contribution to regionally significant networks or facilities.
3. Deliverability (10 points): Sponsor capacity to deliver the project through the Federal-aid process, including consideration of prior performance of OBAG projects and anticipated risk to the project development schedule or funding plan.
4. Air Quality (10 points): Projects eligible for CMAQ funding will also be evaluated for estimated emissions benefits, including priority for projects that reduce fine particular matter (PM<sub>2.5</sub>), as well as the relative cost-effectiveness of the project to reduce transportation emissions.

#### Project Selection Process

All nominated projects will be scored by the evaluation panel, with CMAQ funding prioritized for high performing air quality improvement projects. After the initial regional evaluation process, MTC staff may adjust project prioritization based on the following policy and programming considerations:

- County-specific PDA investment thresholds;
- Regionwide investment targets in active transportation investments and Safe Routes to School (SRTS);
- Relative STP and CMAQ fund availability; and
- Overall program balancing for a variety of project types, equitable investments, and geographic spread.

Using this process, MTC staff will develop a recommended program of projects for Commission consideration and approval which is estimated in January 2023.

#### **Issues:**

- **Infrastructure Investment and Jobs Act (IIJA) Revenues:** Staff anticipates the STP/CMAQ apportionments from the recently enacted federal surface transportation authorization, IIJA or Bipartisan Infrastructure Law (BIL), will exceed the \$750 million in programming capacity currently estimated for the four-year OBAG 3 framework. The programming of additional STP/CMAQ funds will be considered through a future Commission action.
- **Active Transportation Investment:** The OBAG 3 framework established 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, as well as the project nominations submitted by each CTA, and may recommend adjusting this program-specific investment target accordingly.

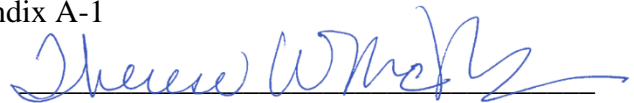
- **Federal Programming Requirements:** The County & Local Program Guidelines provide additional details on the process through which MTC will solicit, evaluate, and select projects for STP/CMAQ funds. Staff are confident that these guidelines satisfy the federal corrective action MTC received regarding its programming of STP/CMAQ funding. Staff will continue to work with federal and state partners to ensure the OBAG 3 programs are implemented consistent with federal requirements.

**Recommendations:**

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

**Attachments:**

- Presentation
- MTC Resolution No. 4505, Revised, Appendix A-1



Therese W. McMillan

Date: January 26, 2022  
W.I.: 1512  
Referred by: PAC  
Revised: 02/23/22-C 03/23/22-C

ABSTRACT

Resolution No. 4505, Revised

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.

On February 23, 2022, Attachment B-1 was revised to program \$30,000,000 in OBAG 3 Regional Multimodal Systems Operations and Performance Program funds to the Clipper C2 Capital project as part of an alternative funding plan for the project's Regional Measure 3 (RM3) funds.

On March 23, 2022, Appendix A-1 was added to incorporate guidelines for the County and Local Program call for projects.

Further discussion of the project selection criteria and programming policy is contained in memorandums to the Programming and Allocations Committee dated January 12, 2022; February 9, 2022 and March 9, 2022.

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4505

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

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

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

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

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

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

WHEREAS, MTC, in cooperation with transit operators, Caltrans, the Bay Area Air Quality Management District (BAAQMD), Bay Area County Transportation Agencies (CTAs), counties, cities, and interested stakeholders, has developed policies and procedures to be used in

the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A and B of this Resolution, incorporated herein as though set forth at length; and

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

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

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

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

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

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


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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, consisting of a large, stylized 'A' followed by a long horizontal line extending to the right.

---

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California and at other remote locations on January 26, 2022.



## **Appendix A-1: County & Local Program Call for Projects Guidelines**

The One Bay Area Grant (OBAG 3) County & Local Program funding is available to projects through a competitive call for projects process, administered and selected by MTC in coordination with the nine Bay Area County Transportation Agencies (CTAs). MTC is responsible for call for projects oversight and final project selection.

To receive County & Local Program funding, CTAs and project sponsors must adhere to all OBAG 3 programming policies, including the call for projects guidelines. In the case of any conflict or inconsistency between these guidelines (MTC Resolution No. 4505, Appendix A-1) and the OBAG 3 Project Selection and Programming Policies (MTC Resolution No. 4505, Attachment A), the Project Selection and Programming Policies will be given precedence.

### **Program Requirements**

#### ***Sponsor Requirements***

Bay Area cities, counties, transit agencies, federally-recognized Tribal governments, and CTAs are eligible to apply for OBAG 3 County & Local Program funds. Cities and counties must meet the following requirements to receive program funding:

- Have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-31 Regional Housing Needs Allocation (RHNA) cycle by December 31, 2023, and maintain certification throughout the OBAG 3 program period;
- Submit Housing Element Annual Reports to HCD each year by the April 1 deadline throughout the OBAG 3 program period;
- Adopt a resolution self-certifying compliance with state housing laws related to surplus lands, accessory dwelling units, and density bonuses by December 31, 2023;
- Maintain ongoing compliance with the Housing Accountability Act (as determined by MTC staff) throughout the OBAG 3 program period;
- Adopt a Local Roadway Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines, by December 31, 2023;
- 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); and
- 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.

The above requirements do not apply to sponsors with no general plan or land use authority, such as CTAs or transit agencies under a Joint Powers Agreement (JPA) or special district.

In addition, all recipients of OBAG 3 funding, including public agencies without land use authority as well as federally-recognized Tribal governments, are required to:

- 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; and

- Comply with MTC's Regional Project Delivery Policy (MTC Resolution No. 3606), including identification of a staff position to serve 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.

### ***Project Requirements***

Sponsors may apply to receive funding through the call for projects process for eligible project types, as detailed by program category in the County & Local Programs section of Attachment A. Projects must comply with OBAG 3 General Programming Policies, in addition to the programming policies specific to the County & Local Program.

For each project, sponsors must provide the following:

- A Complete Streets Checklist for each distinct project location using the Complete Streets web application (located at <https://completestreets.mtc.ca.gov/>). This checklist will be updated as part of MTC's Active Transportation Plan and Complete Streets Policy update, and sponsors will be required to complete the revised version, available by May 1, 2022. CTAs must make checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to project nomination. For projects that have already submitted a Complete Streets checklist for prior cycles of regional discretionary funding, sponsors may be required to complete an updated checklist or complete a second checklist review with their BPAC, as determined on a case-by-case basis by MTC staff.
- For projects eligible for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, the inputs necessary to assess the emissions benefits and cost-effectiveness of air quality improvements resulting from project implementation. Air quality calculation input forms are provided by project type on the OBAG 3 webpage (available at [www.mtc.ca.gov/obag3](http://www.mtc.ca.gov/obag3)) under "Partner Agency Resources."
- All projects selected by MTC for funding must provide a Resolution of Local Support, approved by the sponsor's governing body (template resolutions are available at <https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bayarea-grant-obag-3>).
- All projects selected by MTC for funding must submit a project application, through MTC's Fund Management System (FMS), including a copy of the approved Resolution of Local Support.

### ***PDA Minimum Investments***

CTA nomination lists must meet or exceed the minimum threshold established for PDA supportive investments. For the North Bay counties of Marin, Napa, Solano, and Sonoma, the overall PDA supportive nominations must total 50% or more of the CTA's total funding request for that county. For the remaining counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara, 70% or more of each CTA's funding request must consist of 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.

Projects which consist of countywide programs or activities, including funds dedicated to CTA planning and programming, are given partial credit towards each county's minimum investment threshold calculations (70% or 50%, in line with each county's minimum threshold).

## Nomination Targets

County nomination targets establish the maximum funding request that each CTA may make through County & Local Program project nominations. Similar to prior OBAG cycles, these targets are based on population, recent housing production and planned growth, and housing affordability. However, the OBAG 3 nomination targets do not commit or imply a guaranteed share of funding to any individual county or jurisdiction.

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

- **Population:** 50% of the nomination target is based on a county's share of the regional population, using 2021 population estimates from the California Department of Finance.
- **Housing Production:** 30% of the nomination target is based on a county's share of regional housing production during the current and previous Regional Housing Needs Allocation (RHNA) cycles (2007 to 2019), using building permit data compiled by the Association of Bay Area Governments (ABAG).
- **Planned Growth:** 20% of the nomination target is based on a county's share of regional housing allocations through the 2023-31 RHNA cycle.
- **Housing Affordability:** For housing production and RHNA factors, 60% of each factor is calculated based on the production or planned growth in affordable housing alone, while the remaining 40% considers all housing types. Affordable housing is defined as housing for very low-, low-, or moderate-income households, categories established by the California Department of Housing and Community Development (HCD) based on housing cost as a proportion of local area median income (AMI). For the purposes of calculating nomination targets, county-specific AMI values are used.
- **Planning and Implementation Balance:** Nomination targets may be further adjusted to ensure that no county receives a nomination target below the base planning amount programmed for that county. No such adjustments were necessary in developing the proposed nomination targets for OBAG 3.

The resulting nomination targets are detailed in the table below by county. CTAs may only nominate County & Local Program projects up to the target amounts listed below.

County	CTA	Nomination Share	Nomination Target
Alameda	Alameda County Transportation Commission	20.3%	\$82,827,000
Contra Costa	Contra Costa Transportation Authority	13.9%	\$56,775,000

Marin	Transportation Authority of Marin	2.8%	\$11,544,000
Napa	Napa Valley Transportation Authority	1.5%	\$6,143,000
San Francisco	San Francisco County Transportation Authority	15.2%	\$62,138,000
San Mateo	City/County Association of Governments of San Mateo County	9.1%	\$37,054,000
Santa Clara	Santa Clara Valley Transportation Authority	26.8%	\$109,385,000
Solano	Solano Transportation Authority	4.7%	\$19,159,000
Sonoma	Sonoma County Transportation Authority	5.6%	\$22,975,000
<b>CTA Nomination Totals (120% available funds)</b>			<b>\$408,000,000</b>
<b>Funds Available (County &amp; Local Program)</b>			<b>\$340,000,000</b>

In addition, CTAs are encouraged (but not required) to submit project nomination lists that align with the following regionwide County & Local Program funding targets and constraints:

- **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. Qualifying projects also contribute to the broader active transportation investment target described above.
- **Fund Source Eligibility:** Fund source targets for the County & Local Program are proportional to the overall composition of OBAG 3 funding, estimated to be 60% Surface Transportation Block Grant Program (STP) funds and 40% CMAQ funds. As CMAQ is the more restrictive fund source, in effect this constraint requires that at least 40%, or \$150 million, of County & Local Program funds be allocated to CMAQ-eligible projects.

## Outreach Requirements

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

CTAs should develop outreach plans consistent with this section, and each CTA must have their plan approved by MTC staff prior to initiating the call for projects activities in their respective county. In addition, CTAs are required to submit documentation to MTC demonstrating compliance with this section during the project nomination process. A list of acceptable outreach compliance documentation can be found below (page 7).

### **Public Engagement**

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

At a minimum, MTC and CTAs are required to:

- Execute effective and meaningful local outreach and engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, other relevant stakeholders, and the public through the project solicitation process;
- Explain the local call for projects process, informing stakeholders and the public about methods for public engagement; relevant key milestones; the timing and opportunities for public comments on project ideas, including all standing public meetings and any County & Local Program call for projects-specific events and/or meetings; and when decisions are to be made on the list of projects to be submitted to MTC;
- Hold public meetings and/or workshops at times that are conducive to public participation to solicit public input on project ideas to submit;
- When possible, schedule meetings/events at times and locations that prioritize participation from Equity Priority Communities and other communities that have historically been systematically left out of the decision-making process;
- Post notices of public meetings and hearing(s) on their agency website; include information on how to request language assistance for individuals with limited English proficiency, as well as reasonable accommodations for persons with disabilities. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at [mtc.ca.gov/about-mtc/public-participation/get-language-assistance](http://mtc.ca.gov/about-mtc/public-participation/get-language-assistance) or the Americans with Disabilities Act;
- Offer language assistance<sup>1</sup> and accommodations for people with disabilities on all collateral materials and meeting notices. Establish a reasonable amount of time to request assistance in advance and include this information in materials and meeting notices;
- Hold in-person public meetings, when health protocols allow for in-person meetings to be safely held, in central locations that are accessible via multiple transportation modes,

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<sup>1</sup> The Regional Housing Technical Assistance program has developed a useful reference document that outlines best practices for offering language translation services: [https://abag.ca.gov/sites/default/files/documents/2021-11/Best Practices Multilingual Engagement 10-2021.pdf](https://abag.ca.gov/sites/default/files/documents/2021-11/Best_Practices_Multilingual_Engagement_10-2021.pdf).

especially public transit, and ensure all locations are accessible to persons with disabilities;  
and

- Respond to written public comments, and whenever possible, post all written comments to the agency's website and summarize how public feedback impacted the decision-making process.

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

- Completed recently or concurrently (up to 12 month prior to the County & Local Program call for projects, with older but relevant outreach considered by MTC staff on a case-by-case basis);
- Sufficiently comprehensive to determine public support and priorities for transportation project types eligible for funding under OBAG 3 (for example, development of a Countywide Transportation Plan or Countywide Capital Improvement Program);
- Conducted in an accessible, equitable manner consistent with federal Title VI nondiscrimination requirements; and
- Supplemental to other, dedicated opportunities for public input on OBAG 3 County & Local Program funding specifically that meet the minimum outreach requirements detailed in the paragraph above.

### ***Agency Coordination***

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

### ***Title VI Responsibilities***

Call for projects processes must be consistent with Title VI of the Civil Rights Act, and the associated Executive Order on Environmental Justice (EO 12898), which together prohibit discrimination in federally-assisted programs on the basis of race, ethnicity, or income. Public outreach to, and involvement of, individuals in low income and communities of color covered under Title VI is critical to both local and regional decisions. MTC and CTAs are required to ensure that underserved communities are provided opportunities for access and input to the project submittal process. This may include, but is not limited to, the following:

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

### ***Resources and Documentation***

CTAs may refer to MTC's Public Participation Plan for further guidance on Title VI outreach strategies, found at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>. Additional

resources related to Title VI, civil rights compliance, and virtual participation are available from these agencies:

- FHWA at <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>;
- Caltrans at [http://www.dot.ca.gov/hq/LocalPrograms/DBE\\_CRLC.html#TitleVI](http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI);
- MTC at [http://www.mtc.ca.gov/get\\_involved/rights/index.htm](http://www.mtc.ca.gov/get_involved/rights/index.htm); and
- ABAG webinar: "Engage How To! Introduction to Remote Meeting Tools" at <https://abag.ca.gov/our-work/housing/regional-housing-technical-assistance/training>

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

- **Equity Consultant Bench:** for general support with outreach activities, available at [https://mtc.ca.gov/sites/default/files/documents/2021-07/Equity\\_Bench\\_Consultant\\_Catalog\\_2021.pdf](https://mtc.ca.gov/sites/default/files/documents/2021-07/Equity_Bench_Consultant_Catalog_2021.pdf); and
- **Translation and Interpreter Services Consultant Bench:** for translation, interpretation, and American Sign Language (ASL) services to ensure meaningful access by Limited English Proficiency (LEP) populations (as required under Title VI) and provide accessibility accommodations (as required by the Americans with Disabilities Act), available at <http://mtc.legistar.com/gateway.aspx?M=F&ID=5b527bad-4840-4614-8ce8-72d94770e4e6.pdf>.

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

To demonstrate compliance with outreach requirements, CTAs are required to submit the following documentation to MTC staff by September 30, 2022:

- A copy of the CTA's public outreach and engagement plan, developed in coordination with MTC;
- Copies or text of public notice(s) of opportunities for members of the public to provide input on County & Local Program criteria and/or project nominations, which must include information on how to request language assistance and accessibility accommodations;
- A list of CBOs or other organizations representing potentially impacted groups that the CTA contacted for input on the County & Local Program;
- Dates, times, and locations of public meetings, hearings, and/or workshops where opportunity for public input on the County & Local Program was afforded;
- A summary of public input received during the call for projects process, and how such feedback, and the results of any relevant prior outreach, was used in the CTA evaluation and decision-making process;
- A description of correspondence and/or meetings with all applicable local jurisdictions, transit agencies, and federally-recognized tribal governments informing each of the call for projects opportunity; and
- If information from prior or concurrent outreach efforts was incorporated into the CTA's call for projects process, a narrative description of these efforts, how the results informed project prioritization, and how the CTA met the minimum public involvement requirements for the OBAG 3 call for projects described above.

## County Screening and Evaluation

CTAs, in coordination with MTC, will solicit and collect project applications, screening applicants and projects for program eligibility, and initial scoring and/or ranking of projects. CTAs will develop individual application materials, deadlines, and processes for their county's call for projects, consistent with these overall program guidelines and subject to approval by MTC staff. At minimum, CTAs must incorporate the following regional criteria into their project evaluations.

- **Eligibility:** CTAs should screen potential sponsors and applications for eligibility with federal and regional requirements. Projects must be:
  - Eligible for STP or CMAQ funds, as detailed in 23 USC Sec. 133 and at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm> (STP), and in 23 USC Sec. 149 and at [http://www.fhwa.dot.gov/environment/air\\_quality/cmaq/policy\\_and\\_guidance/](http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/) (CMAQ);
  - Consistent with *Plan Bay Area 2050*, available at <https://www.planbayarea.org/>; and
  - Meet all OBAG 3 programming policy requirements described in these guidelines and in MTC Resolution 4505.
- **Alignment:** CTAs should evaluate projects for alignment with relevant federal and regional plans and policies. Additional weight should be given to projects that:
  - Are located in PDAs or Transit-Rich Areas (TRAs), identified in locally-adopted plans (e.g. Specific Plans) for PDAs, or support preservation of Priority Production Areas (PPAs), as defined in Chapter 1 of *Plan Bay Area 2050* and available for viewing or download at <https://opendata.mtc.ca.gov/datasets/MTC::plan-bay-area-2050-growth-geographies/about>;
  - Invest in historically underserved communities, which may include projects prioritized in a Community-Based Transportation Planning (CBTP) or Participatory Budgeting process, or projects located within Equity Priority Communities with demonstrated community support. Equity Priority Communities are defined in Chapter 1 *Plan Bay Area 2050* and described at <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>;
  - Are located in jurisdictions with affordable housing protection, preservation, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness;
  - Implement multiple *Plan Bay Area 2050* strategies, described throughout the Plan (in particular, Chapters 2-5), or implementation actions (Chapter 7);
  - Advance Federal Performance Management Goals for safety, asset management, environmental sustainability and system performance, as detailed in 23 USC Sec. 105(b) and at <https://www.fhwa.dot.gov/tpm/about/goals.cfm>;
  - Demonstrate consistency with one or more of the following regional plans and policies:
    - Regional Safety/Vision Zero Policy (MTC Resolution No. 4400): <https://mtc.ca.gov/tools-resources/digital-library/10a-20-0788-resono-4400-regional-safety-vz-policy.pdf>
    - Equity Platform: <https://mtc.ca.gov/about-mtc/what-mtc/equity-platform>



- Regional Active Transportation Plan (in development):  
<https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan>
- Transit Oriented Communities Policy (update pending):  
<https://mtc.ca.gov/planning/land-use/transit-oriented-development-tod-policy>
- Blue Ribbon Transit Transformation Action Plan:  
[https://mtc.ca.gov/sites/default/files/documents/2021-09/Transit\\_Action\\_Plan\\_1.pdf](https://mtc.ca.gov/sites/default/files/documents/2021-09/Transit_Action_Plan_1.pdf)
- **Community Support:** CTAs must prioritize project applications with demonstrated public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color. Community support may be determined through a variety of means, including (but not limited to):
  - Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, etc.; and
  - Endorsement by a Community-Based Organization (CBO) representing historically and potentially impacted populations.
- **Deliverability:** CTAs must evaluate applicants and projects for potential deliverability issues, deprioritizing or excluding projects as needed based on risk. CTAs should ensure that project sponsors have sufficient agency capacity and technical expertise to complete projects in accordance with MTC's Regional Project Delivery Policy (available at <https://mtc.ca.gov/funding/federal-funding/project-delivery>) and meet OBAG 3 deadlines. Project sponsors must be able to obligate OBAG 3 funds no later than January 31, 2027.

CTA project evaluation criteria must be approved by both MTC staff and the CTA's governing board prior to initiating the call for projects activities in their respective county. CTAs may develop separate evaluation frameworks by project type, but each such framework must meet the requirements of this section.

## Project Nominations

After completing initial project screening and evaluations, CTAs will submit project nominations and associated documentation to MTC for regional evaluation and project selection. Nomination lists must be approved by the CTA's governing board prior to submission to MTC. CTA project nomination packets are due to MTC by September 30, 2022, and must include the following elements:

- **Nomination List:** list(s) of eligible candidate projects for the OBAG 3 County & Local Program, ranked or scored according to the evaluation criteria developed by the CTA and approved by MTC staff. Nomination lists must comply with all OBAG 3 programming policies, including sponsor and project requirements, PDA minimum investments, and CTA nomination targets.
- **Board Approval:** signed resolution documenting CTA governing board action approving the County & Local Program project nomination list.
- **Outreach Documentation:** materials verifying CTA compliance with outreach requirements as described above.

- **Compliance Checklists:** completed checklists and supporting documentation affirming compliance with County & Local Program programming policies for both the CTA and each sponsor with a project on the nomination list. Checklists should be completed by the CTA, and must be signed by a signatory authority for the concerned agency. CTA and sponsor checklists are provided through the OBAG 3 webpage (available at [www.mtc.ca.gov/obag3](http://www.mtc.ca.gov/obag3)) under "Partner Agency Resources."

## Regional Project Evaluation

Using the nomination packets provided by the CTAs, MTC staff will form a review committee composed of multidisciplinary group of staff members to complete a regional project evaluation process and develop a recommended subset of projects for adoption by the Commission. This process will consist of the following steps:

- **Eligibility Review:** MTC staff will review submitted documentation and ensure CTA, sponsor, and project compliance with applicable federal and regional policies. Any issues identified will be communicated to CTA staff, and projects with unresolved issues will be excluded from further consideration.
- **Regional Criteria:** members of the review committee will score projects using the following rubric:
  - CTA Prioritization (75 points): relative CTA project rank or score, scaled to a range of 0-75 and normalized across CTAs.
  - Regional Impact (15 points): project alignment with *Plan Bay Area 2050* strategies, anticipated effectiveness in advancing regional objectives, and contribution to regionally significant networks or facilities.
  - Deliverability (10 points): sponsor capacity to deliver the specified project, including consideration of prior performance on MTC-funded projects, and any anticipated risk to the project development schedule or funding plan.
  - Air Quality Improvement (10 points): for CMAQ-eligible projects relative cost-effectiveness of projects in reducing emissions for criteria air pollutants for the San Francisco Bay Area Air Basin and additional consideration for PM2.5 reducing projects.
- **Project Ranking Process:** candidate projects will be ranked according to their average review committee score. To ensure that high performing air quality improvement projects are prioritized for CMAQ funding, MTC staff will first develop a recommended list of eligible projects for CMAQ funding using the comprehensive rubric rankings (all eligible projects scored with a maximum possible score of 110 points and ranked from highest to lowest score). All remaining projects, including CMAQ-eligible projects not recommended for funding using this first method, will then be ranked with the air quality improvement portion of the rubric score excluded (all remaining projects scored with a maximum possible score of 100 points and ranked from highest to lowest score). The latter rankings will be used by MTC staff to develop a recommended list of projects for STP funding.
- **Program Balancing:** candidate projects will be initially prioritized according to their ranking as described above. However, to achieve programmatic investment thresholds, and ensure a balanced program of projects, MTC staff may adjust project prioritization based on the following factors:

- County PDA investment targets;
- Regionwide investment targets, including Active Transportation and SRTS investments;
- Relative STP and CMAQ availability; and
- Overall program balancing for a variety of project types, equitable investments, and geographic spread.

Using this process, MTC staff will develop a draft program of recommended projects for Commission adoption. MTC staff will coordinate with CTA staff to provide comments and feedback on the draft program of projects, and may refine the recommended program of projects accordingly.

## **Program Approval**

The Commission will consider the recommended OBAG 3 County & Local Program projects in January 2023. Projects approved by the Commission for funding will be eligible for programming into the TIP starting in February 2023. Approved County & Local Program projects and any subsequent revisions by the Commission will be detailed in Attachment B-2.

Projects nominated by CTAs but not selected for funding by the Commission will automatically be considered for future eligible funding opportunities through the OBAG 3 Regional Program, or as additional programming capacity becomes available for the County & Local Program.

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

ABSTRACT

Resolution No. 4505

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

The resolution includes the following attachments:

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4505

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to be 'AP', written over a horizontal line.

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California and at other remote locations on January 26, 2022.

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

Attachment A  
Resolution No. 4505

# **One Bay Area Grant (OBAG 3) Program**

## Project Selection and Programming Policies



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

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Appendices

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

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

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

## Background

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

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

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

## Program Principles

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

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

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

## Revenue Estimates

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

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

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

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

## Program Categories

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

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

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

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

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

### **REGIONAL PROGRAMS**

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

#### ***Planning & Program Implementation***

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

#### ***Growth Framework Implementation***

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

### ***Climate, Conservation, and Resilience***

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

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

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

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

### ***Complete Streets and Community Choice***

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

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

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

### ***Multimodal Systems Operations and Performance***

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

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

## **COUNTY & LOCAL PROGRAMS**

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

### ***Planning & Program Implementation***

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

### ***Growth Framework Implementation***

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

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

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

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

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

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

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

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

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



### ***Climate, Conservation, and Resilience***

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

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

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

### ***Complete Streets and Community Choice***

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

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

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

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

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

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

(Continued)

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

### ***Multimodal Systems Operations and Performance***

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

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

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

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

## Project Lists

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

## Programming Policies

### GENERAL POLICIES

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

- 1. RTP Consistency:** Projects funded through OBAG 3 must be consistent with the adopted Regional Transportation Plan (RTP), currently *Plan Bay Area 2050*. As part of the project selection and TIP programming processes, project sponsors must identify each project's relationship with meeting the goals and objectives of the RTP, including the specific RTP ID number or reference. RTP consistency will be verified by MTC staff for all OBAG 3 projects as part of the project selection and TIP programming processes.
- 2. Federal Fund Eligibility:** Projects must be eligible for STP or CMAQ funds in order to be selected for OBAG 3 programming of those fund sources. However, eligibility for STP or CMAQ alone does not guarantee eligibility for funding through the OBAG 3 program. Projects must meet all program requirements and project selection criteria to be eligible for OBAG 3 funds.
  - STP is a flexible source of federal funding, with a wide range of projects that may be considered eligible. Eligible projects include roadway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration), public transit capital improvements, pedestrian and bicycle facilities and programs, highway and transit safety projects, transportation demand management, and transportation planning activities. More detailed eligibility requirements can be found in 23 U.S.C. § 133 and at: <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>.
  - CMAQ is a more targeted federal funding source for transportation projects that generate emissions reductions that benefit a nonattainment or maintenance for ozone, carbon monoxide, or particulate matter. Eligible project categories that meet this basic criteria include: Transportation Control Measures (TCMS) in an approved State Implementation Plan (SIP), transit expansion projects, transit vehicles and equipment, bicycle and pedestrian facilities and programs, travel demand management, public education and outreach activities, congestion reduction and traffic flow improvements, carpool, vanpool, and carshare programs, travel demand management, outreach and rideshare activities, telecommuting programs, and intermodal freight projects. For more detailed eligibility information, refer to 23 U.S.C. § 149 and at: [http://www.fhwa.dot.gov/environment/air\\_quality/cmaq/policy\\_and\\_guidance/](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<sub>2.5</sub>). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) for PM<sub>2.5</sub> 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.

<b>OBAG 3 Program Category</b>	<b>PBA 2050 Strategies</b>	<b>Federal Performance Goal Areas</b>
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**

<b>PROJECT CATEGORY AND TITLE</b>	<b>SPONSOR</b>	<b>Total STP/CMAQ</b>
<b>OBAG 3 REGIONAL PROGRAMS</b>		<b>\$375,000,000</b>
<b>1. PLANNING AND PROGRAM IMPLEMENTATION</b>		
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
<b>1. PLANNING AND PROGRAM IMPLEMENTATION</b>	<b>TOTAL:</b>	<b>\$49,500,000</b>
<b>2. GROWTH FRAMEWORK IMPLEMENTATION</b>		
<b>2. GROWTH FRAMEWORK IMPLEMENTATION</b>	<b>TOTAL:</b>	<b>\$25,000,000</b>
<b>3. CLIMATE, CONSERVATION, AND RESILIENCE</b>		
<b>3. CLIMATE, CONSERVATION, AND RESILIENCE</b>	<b>TOTAL:</b>	<b>\$98,000,000</b>
<b>4. COMPLETE STREETS AND COMMUNITY CHOICE</b>		
<b>4. COMPLETE STREETS AND COMMUNITY CHOICE</b>	<b>TOTAL:</b>	<b>\$54,000,000</b>
<b>5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE</b>		
<b>5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE</b>	<b>TOTAL:</b>	<b>\$148,500,000</b>
<b>OBAG 3 REGIONAL PROGRAMS</b>		<b>TOTAL: \$375,000,000</b>

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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
<b>OBAG 3 COUNTY &amp; LOCAL PROGRAMS</b>		<b>\$375,000,000</b>
<b>ALAMEDA COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$4,905,000
<b>ALAMEDA COUNTY</b>	<b>TOTAL:</b>	<b>\$4,905,000</b>
<b>CONTRA COSTA COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$4,087,000
<b>CONTRA COSTA COUNTY</b>	<b>TOTAL:</b>	<b>\$4,087,000</b>
<b>MARIN COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
<b>MARIN COUNTY</b>	<b>TOTAL:</b>	<b>\$3,446,000</b>
<b>NAPA COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
<b>NAPA COUNTY</b>	<b>TOTAL:</b>	<b>\$3,446,000</b>
<b>SAN FRANCISCO COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,624,000
<b>SAN FRANCISCO COUNTY</b>	<b>TOTAL:</b>	<b>\$3,624,000</b>
<b>SAN MATEO COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,450,000
<b>SAN MATEO COUNTY</b>	<b>TOTAL:</b>	<b>\$3,450,000</b>
<b>SANTA CLARA COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$5,307,000
<b>SANTA CLARA COUNTY</b>	<b>TOTAL:</b>	<b>\$5,307,000</b>
<b>SOLANO COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
<b>SOLANO COUNTY</b>	<b>TOTAL:</b>	<b>\$3,446,000</b>
<b>SONOMA COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
<b>SONOMA COUNTY</b>	<b>TOTAL:</b>	<b>\$3,446,000</b>
<b>UNPROGRAMMED BALANCE</b>		<b>\$339,843,000</b>
<b>OBAG 3 COUNTY &amp; LOCAL PROGRAMS</b>	<b>TOTAL:</b>	<b>\$375,000,000</b>

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## C/CAG AGENDA REPORT

Date: March 24, 2022

To: Bicycle and Pedestrian Advisory Committee

From: Audrey Shiramizu, Transportation Programs Specialist

Subject: Review and recommend approval of a request for reallocation of Transportation Development Act (TDA) Article 3 FY 2019/20 funds for the City of Daly City Mission Street Streetscape Project

(For further information, contact Audrey Shiramizu at [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org))

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### RECOMMENDATION

That the Bicycle and Pedestrian Committee reviews and recommends approval of a request for reallocation for FY 2019/20 Transportation Development Act Article 3 (TDA 3) funds for the City of Daly City Mission Street streetscape project.

### FISCAL IMPACT

In FY 2019/20, the C/CAG Board awarded \$400,000 of TDA Article 3 funds to the City of Daly City for the Mission Street streetscape project. The full grant amount still remains.

### SOURCE OF FUNDS

TDA Article 3 funds are derived from Local Transportation Funds and the State Transit Assistance Fund. Local Transportation Funds (LTF) are derived from a ¼ cent of the general sales tax collected statewide.

### BACKGROUND

The Mission Street streetscape project is a pedestrian safety project for the Mission Street corridor between Crocker Avenue and Templeton Avenue. The improvements include replacing the concrete medians, extending median noses for safer median refuge, pedestrian bulb-outs, high visibility crosswalks, improving pedestrian signage, and making ADA enhancements.

The City of Daly City received a \$400,000 TDA Article 3 grant for the Mission Street Streetscape Project. The grant would cover the construction of additional pedestrian bulb-outs at Wilson Street, Goethe Street, and Rice Street to shorten pedestrian crossings, add pedestrian scale lighting at pedestrian crossings throughout the corridor, and install a rapid rectangular flashing beacon at the intersection of Mission Street and Goethe Street. The project is still in design and has not expended any of the \$400,000 in TDA Article 3 grant for the construction.

The City of Daly City would like to request an extension of the TDA Article 3 grant fund deadline from June 30, 2022 to June 30, 2025. The project manager on the project resigned



before the Covid-19 shutdown in March 2020. The Engineering Department was not able to backfill the position due to the uncertainty with the City’s revenue. The Engineering Department also had other retirements and turnover. Due the lack of staffing, the project team was unable to meet the original schedule provided in the grant application. The Engineering Department has since rehired all open positions and is expected to complete the project in the revised schedule below.

Major Milestone	Milestone Task	Anticipated Date	Revised Date
1. Funding	C/CAG TDA3 Funding Board Approval	Nov 2019	No Change
2. Design	100% Design - <i>(Contingent upon PG&amp;E)</i>	May 2020	November 2022
3. Award	Construction Contract Award	July 2020	January 2023
4. Construction Start	Construction Start	Sept 2020	February 2023
5. Construction End	Construction Substantial Completion	Dec 2020	May 2023
6. Acceptance	City Council Acceptance	Jan 2021	July 2023

Staff asks that the Committee considers the City’s requests and makes a recommendation. This action, if approved by the C/CAG Board, would extend the project completion timeline to June 30, 2025.

**ATTACHMENT**

1. Reallocation Request Letter from Roland Yip, Senior Civil Engineer, City of Daly City



**City of Daly City  
Department of Public Works  
Engineering Division  
333 90<sup>th</sup> Street  
Daly City, CA 94015  
(650) 991-8064**

Kaki Cheung  
Program Director  
City/County Association of Governments San Mateo County

Subject: BPAC Request for Reallocation  
TDA Article 3 Grant Funding Extension  
City of Daly City Mission Street Streetscape Project

Dear Ms. Cheung,

The Mission Street Streetscape Project is a pedestrian safety project for the Mission Street corridor between Crocker Avenue and Templeton Avenue. The improvements include replacing the concrete medians, extending median noses for safer median refuge, pedestrian bulb-outs, high visibility crosswalks, improved pedestrian signage, ADA enhancements, and new pedestrian streetlights. The plans included with the grant application are attached.

City of Daly City received a \$400,000 TDA Article 3 grant for our Mission Street Streetscape Project for the construction of additional pedestrian bulb-outs at Wilson Street, Goethe Street, and Rice Street to shorten pedestrian crossings, pedestrian scale lighting at pedestrian crossings throughout the corridor, and a rapid rectangular flashing beacon at the intersection of Mission Street and Goethe Street. The project is still in design and has not expended any of the \$400,000 in TDA Article 3 grant for the construction.

The City of Daly City would like to request for the TDA Article 3 grant fund deadline to be extended from June 30, 2022 to June 30, 2025. The project manager on the project resigned before the Covid-19 shutdown in March 2020. The Engineering Department was not able to rehire the position due to the uncertainty with the City's revenue. The Engineering Department also had other retirements and turnover within our department during that we were not able to rehire. Due the lack of staffing, we were unable to meet the original scheduled provided during the grant application. The Engineering Department has since rehired all of the open positions and should be able to complete the project in the revised scheduled in the table below.

Revised Schedule from Grant Application:

Major Milestone	Milestone Task	Anticipated Date	Revised Date
1. Funding	C/CAG TDA3 Funding Board Approval	Nov 2019	No Change
2. Design	100% Design - ( <i>Contingent upon PG&amp;E</i> )	May 2020	November 2022
3. Award	Construction Contract Award	July 2020	January 2023
4. Construction Start	Construction Start	Sept 2020	February 2023
5. Construction End	Construction Substantial Completion	Dec 2020	May 2023
6. Acceptance	City Council Acceptance	Jan 2021	July 2023

Thank you for your consideration, please contact me directly at (650) 991-8155 or via email at [ryip@dalycity.org](mailto:ryip@dalycity.org) if you have any questions.

Sincerely,



Roland Yip  
Senior Civil Engineer

## C/CAG AGENDA REPORT

Date: March 24, 2022

To: Bicycle and Pedestrian Advisory Committee

From: Audrey Shiramizu, Transportation Programs Specialist

Subject: Review and recommend approval of a request for reallocation of Transportation Development Act (TDA) Article 3 FY 2019/20 funds for the County of San Mateo Midcoast multimodal trail project

(For further information, contact Audrey Shiramizu at [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org))

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### RECOMMENDATION

That the Bicycle and Pedestrian Committee reviews and recommends approval of a request for reallocation for FY 2019/20 Transportation Development Act Article 3 (TDA 3) funds for the County of San Mateo Midcoast multimodal trail project.

### FISCAL IMPACT

In FY 2019/20, the C/CAG Board awarded \$400,000 of TDA Article 3 funds to the County of San Mateo for the Midcoast multimodal trail project. The full grant amount still remains.

### SOURCE OF FUNDS

TDA Article 3 funds are derived from Local Transportation Funds and the State Transit Assistance Fund. Local Transportation Funds (LTF) are derived from a ¼ cent of the general sales tax collected statewide.

### BACKGROUND

The Midcoast multimodal trail is a bicycle and pedestrian commuter trail that will provide an alternative means of transportation for residents in the Midcoast. The trail will allow residents to safely access neighboring communities, town centers, schools and recreational destinations without having to travel on the highway.

The County of San Mateo received a \$400,000 of TDA Article 3 grant for the construction of the Midcoast multimodal trail project. The project is currently out for bid and the County of San Mateo has not expended any of the \$400,000 in TDA Article 3 grant.

The County of San Mateo would like to request an extension of the TDA Article 3 grant funding deadline from June 30, 2022 to June 30, 2025. The original schedule for this project was delayed

due to extended negotiations of the maintenance agreement with Caltrans. The maintenance agreement was required prior to Caltrans issuing an encroachment permit, and the bidding process could not begin until the encroachment permit was received. After more than two years of negotiations, the County and the State finally reached consensus on the maintenance agreement. The County's Parks Department will maintain the project. The County's Department of Public Works has advertised the project for bids.

The County expects to award the contract at the March 8, 2022 Board of Supervisors meeting. It is anticipated that the project will start construction in spring 2022. This requested extension will provide flexibility, allowing the project to be constructed by late summer. Project construction is expected to take 125 working days.

An updated project schedule is listed below.

- Encroachment Issues: **January 3, 2022 (Actual)**
- Advertisement date: **January 3, 2022**
- Award date: **March 8, 2022**
- Approval date: **April 8, 2022 (Notice to Proceed)**
- Start Construction: **April 11, 2022**
- Completion Construction: **October 30, 2022**

Staff asks that the Committee considers the County of San Mateo's request and makes a recommendation. This action, if approved by the C/CAG Board, would extend the project completion timeline to June 30, 2025.

#### **ATTACHMENT**

- 1. Memorandum from Brae Hunter, County of San Mateo**

**COUNTY OF SAN MATEO**  
**DON HORSLEY**  
**SUPERVISOR, 3RD DISTRICT**

County Government Center  
400 County Center, 1st Floor  
Redwood City, CA 94063  
650-363-4569  
dhorsley@smcgov.org

Kaki Cheung  
Program Director  
City/ County Association of Governments of San Mateo County

Subject: BPAC Request for Reallocation  
TDA Article 3 Grant Funding Extension  
County of San Mateo Midcoast Multimodal/ Parallel Trail Project

Dear Ms. Cheung,

The Midcoast Multimodal/ Parallel Trail (MMT) Project will enhance public and transit safety, meet critical local mobility needs, and connect existing regional trails by constructing a 0.86 mile, 12' wide, two-directional bicycle and pedestrian commuter trail as an alternative to vehicular travel along Highway 1. The trail will consist of 8' of asphalt concrete bordered on both sides by 2' shoulders of unpaved decomposed granite and include a steel bridge spanning 125' across the Arroyo de en Medio Creek, approximately 10' above the bottom of the dry creek bed between Furtado Lane and Miramar Drive. The Project will provide a direct connection to the El Granada Elementary School and become an important component of the California Coastal Trail.

The County of San Mateo received a \$400,000 TDA Article 3 grant for the construction phase of the MMT Project and is requesting an extension to the grant fund deadline from August 31, 2022 to July 1, 2023. The design phase of the project has completed, but the construction phase was delayed due to extended negotiations of the maintenance agreement with Caltrans (required prior to issuance of an encroachment permit). The bidding process for construction could not begin until the encroachment permit was issued. After more than two years of negotiations, the County and State were finally able to reach consensus on the maintenance agreement – the County will be accepting full maintenance of the project within the Parks Department.

Since the signature of the maintenance agreement by the County and State, the encroachment permit has been issued and the County's Department of Public Works has advertised the project for bids. The County Board of Supervisors awarded the contract for this project at the March 8, 2022 Board of Supervisors meeting. Construction is expected to last 125 working days and be completed within the 2022 construction season; however, supply chain issues may delay the manufacture, receipt, and installation of the steel bridge into the 2023 construction season.



Revised Schedule from Grant Application:

Major Milestone	Milestone Task	Anticipated Date	Revised Date
1. Design	100% Plans, Specifications, and Estimates	January 19, 2019	March 23, 2021
2. Funding	MTC TDA3 Funding Approval	March 25, 2020	No change
3. Award	Construction Contract Award	June 8, 2021	March 8, 2022
4. Construction Start	Construction Start	n/a	April 11, 2022
5. Construction End	Construction End	n/a	October 30, 2022

Thank you for your consideration, please contact me directly at (650) 599-1016 or via email at [bhunter@smcgov.org](mailto:bhunter@smcgov.org) if you have any questions.

Sincerely,



Brae Hunter  
Legislative Aide, District 3  
San Mateo County Board of Supervisors

## C/CAG AGENDA REPORT

Date: March 24, 2022  
To: Bicycle and Pedestrian Advisory Committee  
From: Audrey Shiramizu, Transportation Programs Specialist  
Subject: Review and recommend approval of a request for reallocation of Transportation Development Act (TDA) Article 3 FY 2019/20 funds for the City of Redwood City Vera Avenue bicycle boulevard project

(For further information, contact Audrey Shiramizu at [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org))

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### RECOMMENDATION

That the Bicycle and Pedestrian Committee reviews and recommends approval of a request for reallocation for FY 2019/20 Transportation Development Act Article 3 (TDA 3) funds for the City of Redwood City Vera Avenue bicycle boulevard project.

### FISCAL IMPACT

In FY 2019/20, the C/CAG Board awarded \$254,883 of TDA Article 3 funds to the City of Redwood City Vera Avenue bicycle boulevard project. The full grant amount still remains.

### SOURCE OF FUNDS

TDA Article 3 funds are derived from Local Transportation Funds and the State Transit Assistance Fund. Local Transportation Funds (LTF) are derived from a ¼ cent of the general sales tax collected statewide.

### BACKGROUND

The Vera Avenue Bicycle Boulevard Project will turn a 1.1 mile stretch of Vera Avenue into a pedestrian- and bicycle-friendly throughway, from El Camino Real to Alameda de las Pulgas. Quick-build traffic calming measures include improved signs, pavement markings, curb extensions, and speed controls, aiming to make Vera Avenue a safe and comfortable route for a wide range of users.

The City of Redwood City received a total of \$254,883 in TDA Article 3 grant for the project. Most construction was completed by December 2021, although the delivery of some materials has been delayed due to the impact of COVID-19 on supply-chains. The project has not expended any of the \$254,883 in TDA Article 3 grant.



The City of Redwood City would like to request an extension of the TDA Article 3 grant fund from June 30, 2022 to June 30, 2025. The project construction will be completed by the end of March 2022. Staff intends to collect post-construction traffic data, hold a community meeting, and publish a neighborhood survey in the spring to understand if any modification is needed. City staff is requesting a grant extension so modifications can be completed in July/August 2022 timeframe.

Staff recommends that the Committee considers the City of Redwood City's request and makes a recommendation. This action, if approved by the C/CAG Board, would extend the project completion timeline to June 30, 2025.

**ATTACHMENT**

1. Memorandum from Malahat Owrang, City of Redwood City (will be available online at <https://ccag.ca.gov/committees/bicycle-and-pedestrian-advisory-committee/>)

## C/CAG AGENDA REPORT

Date: March 24, 2022  
To: Bicycle and Pedestrian Advisory Committee  
From: Audrey Shiramizu, Transportation Programs Specialist  
Subject: Review and recommend approval of a request for reallocation of Transportation Development Act (TDA) Article 3 FY 2019/20 funds for the City of Half Moon Bay Pacific Coast connectivity north project

(For further information, contact Audrey Shiramizu at [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org))

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### RECOMMENDATION

That the Bicycle and Pedestrian Committee reviews and recommends approval of a request for reallocation for FY 2019/20 Transportation Development Act Article 3 (TDA 3) funds for the City of Half Moon Bay's Pacific Coast bicycle connectivity north project.

### FISCAL IMPACT

In FY 2019/20, the C/CAG Board awarded \$350,000 of TDA Article 3 funds to the City of Half Moon Bay for the project. The full grant amount still remains.

### SOURCE OF FUNDS

TDA Article 3 funds are derived from Local Transportation Funds and the State Transit Assistance Fund. Local Transportation Funds (LTF) are derived from a ¼ cent of the general sales tax collected statewide.

### BACKGROUND

The Pacific Coast bicycle connectivity north project extends an existing Class I multi-use path by 0.27 miles to the northern edge of the City of Half Moon Bay. This extension is parallel to the east of Highway 1 (cross streets Roosevelt to Mirada). Once completed, pedestrian and bicyclists can travel from the northern San Mateo County Coast to Half Moon Bay High School, middle/elementary schools, shopping centers, churches, senior center, and downtown areas.

The City received a \$350,000 TDA Article 3 grant for the project. The project is at 95% design, with additional studies and coordination underway. The City has not expended any of the \$350,000 in TDA Article 3 grant for construction.

The City of Half Moon Bay would like to request an extension of the TDA Article 3 grant fund from June 30, 2022 to June 30, 2025. The City pursued an encroachment permit with Caltrans

for several months. However, Caltrans would only allow the City to proceed in accordance with the PEER (permit engineering evaluation report) process.

The City had to renegotiate/award a new agreement with the design consultant and revised its funding agreement with the San Mateo County Transportation Authority (SMCTA). SMCTA agreed with the PEER process and is expecting a new application for additional design and construction funding at its next Measure A Bike/Pedestrian Call for Projects.

An updated project schedule is listed below.

- Bridge Type Selection Process & Finalize Design: **November 2022**
- Complete/circulate Environmental Document: **December 2022**
- Approval by Planning Commission/Coastal Development Permit: **April 2023**
- Caltrans Encroachment Permit and Maintenance Agreement: **June 2023**
- Revised agreement with SMCTA for add'l construction funding: **July 2023**
- Regulatory Permits (ACOE, Water Board, CA Fish/Wildlife): **August 2023**
- Advertise Bid Package: **October 2023**
- Award Construction: **December 2023**
- Start Construction/Groundbreaking: **Feb-Mar 2024**
- Complete Construction: **December 2024**

Staff recommends that the Committee considers the City's request and make a recommendation. This action, if approved by the C/CAG Board, would extend the project completion timeline to June 30, 2025.

#### **ATTACHMENT**

1. Powerpoint from Ray Razavi, City of Half Moon Bay



**Pacific Coast Bicycle Pedestrian Connectivity North Project**  
(Status as of March 7, 2022)

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### PROJECT SCOPE/FUNDING

- New 0.27 mile of Class I pedestrian and bicycle path, parallel and to the East of Highway 1 (Cross Street Roosevelt to Mirada)
- Extends the existing Class I path to the northern edge of the City
- The County of San Mateo is in the final stage of obtaining its Caltrans permit for a Class I path coming from the North to connect with this path
- Once completed, pedestrian and bicyclists can travel from the northern San Mateo County Coast to Half Moon Bay Highschool, middle/elementary schools, shopping centers, churches, senior center and downtown areas
- Project currently funded by the City of HMB (\$35K), SMCTA (\$315K) and MTC (\$350K) for a total funding of \$700K
- SMCTA is expecting new application for additional project funding due to the new Caltrans requirements and added design & construction costs

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## PROJECT STATUS

- 95% plans in progress
- Biological Studies completed and circulated to agencies
- Draft Environment Document (CEQA) is in progress
- Bridge Type Selection/Hydraulic Studies underway as recently required by Caltrans (needed for PEER)
- Coordination with County of San Mateo project designer for the new trail connection on the north side is underway and requires new adjustments to proposed grades and drainage
- Design of riparian mitigation area for a 4:1 mitigation impact ratio is underway

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## Revised Schedule

- The City persisted with Caltrans for several months so that it could continue with the original plan using the Encroachment Permit process due to schedule/grant constraints. However, Caltrans would only allow the City to proceed in accordance with the PEER process.
- The City renegotiated/awarded new design agreement with the design consultant and discussed its funding agreement with SMCTA. SMCTA agreed with proceeding with the PEER process and is expecting a new application for additional construction funding at its next Measure A Bike/Ped Call for Projects.
- Current schedule is as follows:
  - Bridge Type Selection Process & Finalize Design November 2022
  - Complete/circulate Environmental Document December 2022
  - Approval by Planning Commission/Coastal Development Permit April 2023
  - Caltrans Encroachment Permit and Maintenance Agreement June 2023
  - Revised agreement with SMCTA for add'l construction funding July 2023
  - Regulatory Permits (ACOE, Water Board, CA Fish/Wildlife) August 2023
  - Advertise Bid Package October 2023
  - Award Construction December 2023
  - Start Construction/Groundbreaking Feb-Mar 2024 (weather permitting)
  - Complete Construction December 2024

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