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AGENDA

Congestion Management & Environmental Quality (CMEQ) Committee

Date: Monday April 25, 2022
Time: 3:00 p.m.

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), C/CAG 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.

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Persons who wish to address the C/CAG CMEQ Committee on an item to be considered at this meeting, or on items not on this agenda, are asked to submit written comments to jlacap@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. Brief Overview of Teleconference Meeting Procedures | Information
(Lacap) | No Materials |
| 2. Public comment on items not on the agenda | Presentations are
limited to 3 mins | No Materials |
| 3. Issues from the April 2022 C/CAG Board meeting: | Information
(Lacap) | No Materials |
- Approval of a pre-qualified bench of consultants to provide transportation planning and program support services
 - Approve of top seven (7) of highest ranked TDA Article 3 FY23 Bicycle and Pedestrian project proposals for \$2.25 million of funding
 - Approve of appointment of Jane Kao, Senior Civil Engineer from City of Millbrae to the C/CAC CMP TAC
 - Approval of authorizing a Funding Agreement with SMCTA for Phase 1, the Dumbarton Roadway Facility Improvements Pre-Project Initiation Document



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- Approval of authorizing an Agreement between C/CAG and Mariposa Planning for C/CAG Equity Assessment and Framework Development Project
- Approval of the proposed process for the MTC OBAG 3 County & Local Program

4.	Approval of minutes of March 28, 2022 meeting	Action (O'Neill)	Pages 1- 4
5.	Receive an update on the San Mateo County Shared Micromobility Feasibility Study and Implementation Plan	Information (Wever)	Pages 5 - 7
6.	Receive an update on the San Mateo County Safe Routes to School Program Annual Report for FY 2020-2021	Information (Gaye)	Pages 8 - 9
7.	Receive an update on the MTC One Bay Area Grant Cycle 3 (OBAG 3) County & Local Program	Information (Lacap)	Pages 10-23
8.	Executive Director Report	Information (Charpentier)	No Materials
9.	Member comments and announcements	Information (O'Neill)	No Materials
10.	Adjournment and establishment of next meeting date: May 23, 2022	Action (O'Neill)	No Materials

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Court Yard, 555 County Center, Redwood City, 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 Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. 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 Mima Guilles at (650) 599-1406 to arrange 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 Mima Guilles at (650) 599-1406, 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 jlacap@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 two 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 CMEQ Committee members, made publicly available on the C/CAG website along with the agenda. We cannot guarantee

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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 Board 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 CMEQ 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: Jeff Lacap, jlacap@smcgov.org

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS COMMITTEE ON CONGESTION
MANAGEMENT AND ENVIRONMENTAL QUALITY (CMEQ)**

**MINUTES
MEETING OF March 28, 2022**

The meeting was called to order by Chair O'Neill at 3:00 p.m. via Zoom Videoconference. Roll call for attendance was taken. Attendance sheet is attached.

1. Brief Overview of Teleconference Meeting Procedures

Jeff Lacap, C/CAG Staff, provided an overview of the teleconference meeting procedures.

2. Public comment on items not on the agenda

None.

3. Issues from the March 2022 C/CAG Board meeting. (Information)

Jeff Lacap, C/CAG Staff, noted the agenda listed the status of items recently addressed by the C/CAG Board, which includes:

- The approval of an additional amendment to continue the work on the TDM policy update
- The approval of FY23 expenditure plan for the Transportation Fund for Clean Air
- Approval of 2021 San Mateo County PDA Investment and Growth Strategy
- The elections of the new C/CAG Chair, Davina Hurt from Belmont, and the Vice-Chair Ricardo Ortiz from Burlingame.

4. Approval of minutes of the February 28, 2022 meeting. (Action)

Motion – To approve the minutes of the February 28, 2022 CMEQ meeting, Bonilla/Brown. Beach, Bonilla, O'Neill, Reddy, Brown, Holober, Papan, Salazar, and Roberts approved. Sullivan, Penrose, and Alba abstained. Motion passes 9-0.

5. Receive a presentation on the Regional Collaborative Program Framework White Paper as part of the Advancing Regional-Scale Stormwater Management in San Mateo County project. (Information)

Reid Bogert, C/CAG Staff, presented on the Regional Collaborative Program Framework White Paper as part of the *Advancing Regional-Scale Stormwater Management in San Mateo County* project and responded to questions.

Committee members provided comments and questions only. No formal action needed.

6. Receive a presentation on the Measure M 5-Year Performance Report (Fiscal Years 2016/17- 2020/21). (Information)

Kim Wever, C/CAG Staff presented on the Measure M 5-Year Performance Report (Fiscal Years 2016/17- 2020/21) and addressed Committee members questions.

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

Jeff Lacap, C/CAG Staff, presented the proposed process for the One Bay Area Grant Cycle 3 (OBAG 3) County & Local Program and addressed Committee members questions.

C/CAG Executive Director Sean Charpentier informed Committee members that staff is likely to select a hybrid panel to rank and review project proposals. Sean also advised the committee that staff is unsure about the number of project proposals that would be received; and it would be best to have members of the CMEQ Committee on the panel who would review and rank the proposals in the July and August timeframe.. Members Bonilla, Sullivan and Reddy volunteered to be a part of the OBAG 3 evaluation panel. Sean further informed the committee that staff is still sizing the number of participants in the evaluation panel and there may be more interested participants than there are panel seats. In this case, C/CAG is currently reviewing ways to accommodate all the interested parties.

Motion - To approve the proposed process for the One Bay Area Grant Cycle 3 (OBAG 3) County & Local Program and to add three volunteers to the evaluation panel if needed. Bonilla/Penrose. Bonilla, O'Neill, Reddy, Brown, Holober, Sullivan, Salazar, Roberts, and Alba. Members Beach and Papan were not present during the vote. Motion Passes 9-0.

8. Executive Director Report (Information)

Sean Charpentier, C/CAG Executive Director, provided the following updates:

- C/CAG is actively recruiting an elected official to sit on the Bicycle and Pedestrian Advisory Committee (BPAC); there is currently one vacancy available.
- BPAC Committee currently has no elected official representation from the following jurisdictions: The following cities do not have a community stakeholder or elected official currently represented on BPAC: Atherton, Belmont, Brisbane, East Palo Alto, Hillsborough, Menlo Park, Redwood City, San Carlos, City of San Mateo, Woodside, and San Mateo County.

Chair O'Neill inquired whether C/CAG had solicited members of the School Board to sit on BPAC since a large portion of their population rides bikes. Sean Charpentier to inquire about soliciting School Board members to sit on the BPAC and provide an update on the next CMEQ committee meeting. Member Reddy noted that she has two School Board members who could potentially sit on the BPAC

Member Bonilla volunteered to sit on BPAC however, he will term out of his seat in December 2022 and will not be running for re-election. Sean Charpentier to follow up with Member Bonilla on the process for BPAC membership.

9. Member comments and announcements (Information)

Chair O'Neill announced that there have been meetings on grant proposals for van pools and electric bikes for teacher housing; he will provide update at next CMEQ meeting. Chair O'Neill also inquired whether CMEQ Committee members are required to complete form 700. Sean Charpentier will follow up and provide an update.

10. Adjournment and establishment of next meeting date

The meeting adjourned at 4:21 p.m.

The next regular meeting was scheduled for April 25, 2022

2022 C/CAG Congestion Management & Environmental Quality (CMEQ) Committee Attendance Report

Name	Representing	Jan	Feb	Mar	Apr	May	Jun	Jul (No Mtg.)	Aug	Sept	Oct	Nov	Dec (No Mtg.)
Emily Beach (Burlingame City Council Member)	Elected Official	X	X	X									
Rick Bonilla (San Mateo City Council Member)	Elected Official		X	X									
Julia Mates (Belmont City Council Member)	Elected Official		X										
Mike O'Neill (Pacifica City Council Member)	Elected Official	X	X	X									
Diana Reddy (Redwood City Council Member)	Elected Official	X	X	X									
Dick Brown (Woodside Town Council Member)	Elected Official	X	X	X									
Reuben Holober (Millbrae City Council Member)	Elected Official	X	X	X									
Tom McCune (Belmont City Council Member)	Elected Official	X											
Patrick Sullivan (Foster City Council Member)	Elected Official	X		X									
Gina Papan (MTC Commissioner)	Metropolitan Transportation Commission (MTC)		X	X									
Lennie Roberts	Environmental Community		X	X									
Juan Salazar	Business Community		X	X									
Peter Ratto	San Mateo County Transit District (SamTrans)	X	X	X									
Jessica Alba	Public Member	X		X									
<i>Vacant</i>	<i>Peninsula Corridor Joint Powers Board (Caltrain)</i>												
Deborah Penrose	Agencies with Transportation Interests		X	X									

Staff and Guests in attendance for the March 28, 2022 Meeting
 Reid Bogert, Sean Charpentier, Eva Gaye, Jeff Lacap, Kim Wever - C/CAG Staff, and Julia Wean (Steer Group)

C/CAG AGENDA REPORT

Date: April 25, 2022
To: Congestion Management and Environmental Quality Committee
From: Kim Wever, Transportation Program Specialist
Subject: Receive an update on the San Mateo County Shared Micromobility Feasibility Study and Implementation Plan

(For further information or questions, contact Kim Wever at kwever@smcgov.org)

RECOMMENDATION

That the Congestion Management and Environmental Quality Committee receives an update on the San Mateo County Shared Micromobility Feasibility Study and Implementation Plan.

FISCAL IMPACT

The cost to develop the Study is \$99,994.

SOURCE OF FUNDS

Federal Surface Transportation Program and local Congestion Relief Plan funds.

BACKGROUND

Micromobility refers to services such as bikeshare and scooter-share, where users are able to check out various small and light-weight vehicles for short term use through a self-service rental portal. It has been envisioned as one of the tools to address first and last mile challenges, bridging the transportation gap between home and transit stations, and from transit stations to places of employment. Other benefits of micromobility includes reducing short distance vehicle trips and increasing transportation access. Micromobility was also one of the recommended programs in the Board adopted 2021 C/CAG Comprehensive Bicycle and Pedestrian Plan.

On August 19, 2021, the Congestion Management Program Technical Advisory Committee (TAC) reviewed and approved the scope of work for the San Mateo County Shared Micromobility Feasibility Study and Implementation Plan. A Request for Proposal (RFP) was released on September 23, 2021. In December 2021, Board approved a consultant contract with Alta Planning + Design to prepare the Study.

The key deliverables for the Study include the following:

1. Evaluate the feasibility of a micromobility program

2. Define program benefits, establish County specific goals and performance measures
3. Perform case studies research, and summarize findings and recommendations
4. Assess market demand and identify potential pilot locations throughout the County; and
5. Develop program guidelines and sample micromobility permit application, and draft ordinance template with fee examples.

C/CAG formed an Ad Hoc advisory group with representatives from the following organizations to advise on the Study throughout the planning period:

- Caltrain
- SamTrans
- BART
- San Mateo County Transportation Authority (SMCTA)
- Commute.org
- San Mateo County Planning
- San Mateo County Office of Sustainability
- Silicon Valley Bicycle Coalition
- C/CAG Bicycle Advisory Committee (BPAC)
- City of Redwood City
- City of San Mateo
- City of San Carlos
- City of Burlingame
- College of San Mateo/Community School District
- San Mateo County Chamber of Commerce
- Samaritan House
- Genentech/Oyster Point Commuter Coalition
- Meta (Facebook)
- Kaiser Permanente
- Pacifica Voice/Coast Commute
- A small business in Pacifica

The Consultant has held two Ad Hoc advisory group meetings, which included project overview, assessment of the group priorities, development of draft program goals, and a discussion on the draft feasibility memo. The draft feasibility memo analyzed the following factors:

Micromobility Feasibility Factors	Feasibility Outcome
Plan & Policy Review to evaluate program and political support	High
Demand Analysis	High
Barriers Analysis	Medium
Equity Analysis	High
Management Capability	Medium
Vendor Availability	Hugh
Funding Capacity	Medium

Based on the the four (4) high and three (3) medium feasibility outcomes, the Consultant concluded that a program is feasible in San Mateo County. This finding will help guide program recommendations.

At the April meeting, the Committee will receive a presentation on the initial feasibility findings and have an opportunity to provide input.

WEB ATTACHMENTS

1. Draft Feasibility Memo for a Shared Micromobility Program in San Mateo County
(*will be available online at <https://ccag.ca.gov/committees/congestion-management-and-environmental-quality-committee/>*)
2. Powerpoint Presentation (*will be available online at <https://ccag.ca.gov/committees/congestion-management-and-environmental-quality-committee/>*)

C/CAG AGENDA REPORT

Date: April 25, 2022

To: Congestion Management and Environmental Quality Committee

From: Eva Gaye, Transportation Program Specialist

Subject: Receive an update on the San Mateo County Safe Routes to School Program Annual Report for FY 2020-2021

(For further information, contact Eva Gaye at egaye@smcgov.org)

RECOMMENDATION

That the Congestion Mitigation Environmental Committee receive an update on the San Mateo County Safe Routes to School Program Annual Report for FY 2020-2021.

FISCAL IMPACT

None.

SOURCE OF FUNDS

The San Mateo County Safe Routes to School (SRTS) Program is funded using a combination of federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds from the One Bay Area Grant Program and local Measure M funding, which is the \$10 vehicle registration fee levied in San Mateo County.

BACKGROUND

The San Mateo County Safe Routes to School (SRTS) Program is a collaborative effort between the City County/Association of Governments (C/CAG) and the San Mateo County Office of Education (SMCOE). The program is designed to encourage and enable school children and their parents to utilize active modes of transportation (walking, bicycling, carpooling, and public transit) as a means of getting to school. Through education on pedestrian and bicycle safety, awareness around human impact on the environment, the SRTS program supports schools to implement projects and activities that decrease traffic congestion around school sites, reduce school-related travel emissions, and improve the health, well-being, and safety of student participants.

Since 2011, C/CAG has contracted with SMCOE to administer the Safe Routes to School Program. As part of their reporting requirements to C/CAG, SMCOE prepares an annual report summarizing activities conducted within the fiscal year and outlining the projected goals for the

following year. At the April CMEQ meeting, Theresa Vallez-Kelly, Program Manager of the Safe Routes to School Program from SMCOE, will present the FY 2020-2021 annual report to the Committee. Due to the COVID-19 pandemic, many activities of the Safe Routes to School program transitioned from in person to online. Ms. Vallez-Kelly will describe the changes that were made and report on program performance.

ATTACHMENTS

1. FY 2020-2021 Safe Routes to School Annual Report (*will be available online at:* <https://ccag.ca.gov/committees/congestion-management-and-environmental-quality-committee/>)

C/CAG AGENDA REPORT

Date: April 25, 2022
To: Congestion Management and Environmental Quality Committee
From: Jeff Lacap, Transportation Systems Coordinator
Subject: Receive an update on the MTC One Bay Area Grant Cycle 3 (OBAG 3) County & Local Program

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

RECOMMENDATION

That the Congestion Management and Environmental Quality Committee receives an update on the proposed process for the MTC One 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. In addition, staff are proposing to include approximately \$900,000 in C/CAG Measure M Safe Routes to School funding for eligible projects.

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

The proposed OBAG 3 process and proposed guidelines was presented to the C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC), Bicycle and Pedestrian Advisory Committee (BPAC) the Congestion Management and Environmental Quality Committee (CMEQ) at their March meetings. Comments received from each committee are summarized in the table below:

Date	Committee	Comment/Recommendation
3/17/2022	CMP TAC	Recommended approval of the proposed process and included in the motion, support for the option of a hybrid panel to evaluate and recommend projects.
3/24/2022	BPAC	Recommended approval of the proposed process and included in the motion support for the option of a hybrid panel to evaluate and recommend projects. Five (5) BPAC members volunteered to participate in the hybrid panel.
3/28/2022	CMEQ Committee	Recommended approval of the proposed process included in the motion support for the option of a hybrid panel to evaluate and recommend projects. Three (3) CMEQ members volunteered to participate in the hybrid panel.

The proposed OBAG 3 process was presented to the C/CAG Board and approved on April 14, 2022. Included in the proposed process to the C/CAG Board was a recommendation to form a hybrid ad-hoc evaluation panel to review project nominations and include approximately \$900,000 from the C/CAG Measure M Safe Routes to School funding for eligible projects. Additionally, the Board approved setting aside \$2 Million to augment C/CAG’s countywide planning, programming, and administrative support services. A summary of the proposed C/CAG guidelines is shown below:

Proposed C/CAG OBAG 3 Guidelines	
Project Phase Eligibility	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	<ul style="list-style-type: none"> • 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.
Minimum/Maximum Grant Size	Required minimum grant size from \$250,000 to \$500,000 and place a maximum grant size at o \$5,000,000.
C/CAG Comprehensive Bicycle and Pedestrian Plan Equity Focus Areas	C/CAG staff proposes to award additional points to a project located in an Equity Focus Area identified in the 2021 Comprehensive Bicycle and Pedestrian Plan with a score of 8 or greater.
Evaluation Panel	Staff recommends a 9-member evaluation panel with the following composition. <ol style="list-style-type: none"> 1. 3 BPAC Members 2. 2 CMEQ Members 3. 4 Others (C/CAG and TA/SamTrans Staff, potential stakeholder group such as Commute.org; Equity Representative or other Transportation agency staff from another county)

Proposed Set Asides	\$300,000 - Countywide LRSP \$2,120,000 - Safe Routes to School \$2,000,000 – C/CAG countywide planning, programming, and administrative support services (NEW)
Addition of C/CAG Measure M Safe Routes to School Funding	An additional \$900,000 in Measure M funding for eligible SRTS projects within ½ mile of school (NEW)
Large/Small Project Categories	65% Large Projects (more than \$1m) & 35% Small Projects (less than \$1m) (pending C/CAG Board approval) (Approx. \$21m Large & \$11m small) (NEW)

OBAG 3 County and Local Program – Project Application Form and Scoring Criteria

MTC staff has developed a template application form that covers the criteria established by the adopted guidelines. Currently, C/CAG staff is finalizing the application and adding the additional questions and criteria based on the approved OBAG 3 guidelines.

At the April 21, 2022 C/CAG Technical Advisory Committee meeting, staff presented the scoring criteria, application, and updated information on the composition of the evaluation panel, along with a staff recommendation for small and large project categories. The committee provided the following comments:

1. There should be a local representative on the evaluation panel, perhaps from a San Mateo County jurisdiction that does not apply for OBAG 3 or a neighboring jurisdiction.
2. Committee members both expressed an interest in increasing the amount for large project categories and for not increasing the amount for large project categories.

The draft application and scoring criteria are available online at:

<https://ccag.ca.gov/committees/congestion-management-and-environmental-quality-committee/>

MTC Complete Streets Checklist

As part of the OBAG 3 requirements, jurisdictions must comply with MTC’s Complete Streets Policy, 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, C/CAG is required to make completed project checklists available to the BPAC for review prior to the submittal of C/CAG’s nomination of prioritized projects to MTC. A copy of the checklist can be found in Attachment 2.

Schedule and Next Steps

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

C/CAG Action	Tentative Dates	MTC Action
- 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) - OBAG 3 Public Outreach Workshop	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

ATTACHMENTS

1. OBAG 3 Framework and Eligibility Highlights
2. MTC Complete Streets Checklist

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
OBAG 3 Program Total		\$750	

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.

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Complete Streets Checklist

Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the planning, design, and construction of transportation facilities that provide safe mobility and comfortable connectivity for all users, and particularly for people walking, rolling, and biking. MTC updated its CS Policy in March 2022 to align with the safety, equity, and mode shift goals of Plan Bay Area 2050 (PBA2050), the region's long range Regional Transportation Plan/Sustainable Communities Strategy. In particular, the updated CS Policy serves to guide implementation of two PBA2050 strategies - T8, to develop a Complete Streets Network, enhancing streets to promote walking, biking, and other micromobility options through sidewalk improvements, car-free slow streets, and 10,000 miles of bike lanes or multi-use paths, and T9 - advancing regional Vision Zero policy through street design and reduced speeds.

Complete Streets are planned, designed, constructed, reconstructed, operated, and maintained to be safe and comfortable for everyone, regardless of age, ability, ethnicity, race, sex, income, disability or chosen transportation mode. Complete Streets provide safe mobility and improved connectivity to community destinations for all users, and especially for people walking, rolling, biking and riding transit, while maximizing the use of the existing public right-of-way by prioritizing space-efficient forms of mobility (walking, cycling, shared mobility and public transit) over space intensive modes (single occupancy auto travel).

MTC's updated CS Policy (Resolution 4493) requires that all projects with a total project cost of \$250,000 or more applying for discretionary transportation funding from MTC submit a Complete Streets Checklist to ensure that integrated planning and design enable full implementation of adopted bicycle/pedestrian plans and safety improvements - to the maximum extent feasible - as part of every project affecting the physical or operational state of transportation facilities and public rights-of-way, including during construction and other temporary ROW closures. The Policy also extends to projects requesting MTC endorsements and Letters of Support for state or federal funding programs.

Completed Checklists must be reviewed by local (city or county) Bicycle and Pedestrian Advisory Committees (or equivalent) and submitted to MTC with funding applications, or their equivalent.

Any project seeking an exemption to the CS Policy must provide documentation in the Complete Streets Checklist detailing how the project meets one or more of the allowable exception conditions. Exceptions must be documented and signed by the agency's Director of Public Works, Transportation Department (or equivalent), or their designee.

Checklist submittal for projects with a total project cost below \$250,000 is optional.

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Instructions:

This form may be helpful for preparing responses, but please note that this Checklist must be submitted online at <https://completestreets.mtc.ca.gov>.

PROJECT INFORMATION		
Project Name/Title:		
Date Submitted:		
Project Area/Location(s):		
<p>PROJECT DESCRIPTION: (300-word limit)</p> <p>Project Phase Pull Down Menu: Planning, PE, ENV, ROW, CON, O&M</p> <p>May provide links to additional project details, grant applications, or other documents.</p>		
CONTACT INFORMATION		
Contact Name & Title:	Contact Email:	Contact Phone:
Agency:		

Topic	CS Policy Consideration	YES	NO	Required Description
Bicycle, Pedestrian and Transit Planning	<p>Is the project consistent with relevant Plans or other adopted policies?</p> <p>Examples include:</p> <ul style="list-style-type: none"> • City/County General + Area Plan • Bicycle, Pedestrian & Transit Plan • Community Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan 	<input type="checkbox"/>	<input type="checkbox"/>	Please list relevant Plans, relevant Plan language, adoption date. If project is not consistent, please explain.
Active Transportation Network	Does the project area contain segments of the regional Active Transportation Network?	<input type="checkbox"/>	<input type="checkbox"/>	If Yes, describe how project adheres to the All

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Topic	CS Policy Consideration	YES	NO	Required Description
	[See AT Network map at mtc.ATNetwork.gov - <i>placeholders</i>]			Ages and Abilities design principles. See Attachment 1
Safety and Comfort	Is the Project on a known High Injury Network or has a local traffic safety analysis ¹ found a high incidence of bicyclist/pedestrian crashes within the project area? May use Bay Area Vision Zero (mtc.BAYVIZ.gov - <i>placeholder</i>)	<input type="checkbox"/>	<input type="checkbox"/>	Please describe the Systemic Safety Analysis Report, Vision Zero Action Plan, High Injury Network, or other analysis of the project area. List the project's traffic safety measures.
	If project includes a Bikeway, was any Suitability, Level of Traffic Stress (LTS), or similar user experience analyses conducted?	<input type="checkbox"/>	<input type="checkbox"/>	Describe how project seeks to provide a suitable facility and/or reduce facility's LTS.
Transit¹ Coordination	Are there existing public transit facilities (stop or station) abutting the project ROW?	<input type="checkbox"/>	<input type="checkbox"/>	List transit facility(ies) and all affected agencies.
	Have all potentially affected transit agencies had the opportunity to review this project?	<input type="checkbox"/>	<input type="checkbox"/>	Summarize agency contact(s) and comments.
	Is there a Mobility Hub within the project area? https://mtc.ca.gov/planning/transpiration/mobility-hubs/universe-bay-area-mobility-hubs	<input type="checkbox"/>	<input type="checkbox"/>	If Yes, please describe improvements and coordination efforts with all affected mobility providers, incl. bike share, scooters, car share.

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Topic	CS Policy Consideration	YES	NO	Required Description
Design	Does the project meet professional design standards ⁱⁱ or guidelines appropriate for bicycle and/or pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	Please provide Class designation for bikeways. Cite design standards used.
Measuring Performance	Does your agency have plans or programs to track the impact of the project over time?	<input type="checkbox"/>	<input type="checkbox"/>	Please submit bike/ped counts here: [Caltrans link.] If you use another form of performance tracking, please share here.
Operations & Maintenance	What Agency/Department will be responsible for ongoing Operations and Maintenance of the facility?	<input type="checkbox"/>	<input type="checkbox"/>	
BPAC Review	Has the local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this project and checklist?			Please include meeting date and BPAC comments.

Statement of Compliance	YES	NO	If NO, Please Describe Reasons (refer to Exemptions Clause)
The proposed project complies with all applicable Complete Streets policies and laws.	<input type="checkbox"/>	<input type="checkbox"/>	
The project includes segments of the Regional AT Network and will provide facilities that meets All Ages and Abilities design [principles.	<input type="checkbox"/>	<input type="checkbox"/>	
Does the project include a transit stop/station or is it located along a bus route?	<input type="checkbox"/>	<input type="checkbox"/>	

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Statement of Exemption	YES	Provide Documentation or Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	<input type="checkbox"/>	
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	<input type="checkbox"/>	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of vulnerable road users.
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	<input type="checkbox"/>	Describe Alternative Plan/Project
4. Conditions exist in which Complete Streets policy requirements cannot be met, such as fire and safety specifications, spatial conflicts on the roadway with transit, or environmental concerns such as abutting conservation land or severe topological constraints.	<input type="checkbox"/>	Describe condition(s) that prohibit implementation of CS policy requirements

SIGNATURES

If an exemption is checked, a Public Works or Department of Transportation Director (or designee) is required to acknowledge and sign off on the exception.

Signature

Agency Director, Department Director (or designee)

If transit stop, station or route is checked, all affected transit operators (contact list found here *(link forthcoming)*) are required to acknowledge coordination by signing below.

e-Signature

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ATTACHMENT 1 - All Ages and Abilities and Guidelines

1. All Ages and Abilities

[Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017](#)

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities¹,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Using the “All Ages and Abilities” design principles on the AT Network, projects should optimize comfort and safety, acknowledge context sensitivity, prioritize safety and regional connectivity, and encourage access to transit.

Design best practices for safe street crossings, pedestrian and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility² facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG)³ by the U.S. Access Board should also be referenced during design.

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Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts [†]	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000			Protected Bicycle Lane
Greater than 26 mph [†]	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

2. Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets*, *Guide for the Development of Bicycle Facilities*, *Guide for the Planning, Design, and Operation of Pedestrian Facilities*; *Public Right-of-Way Accessibility Guide (PROWAG)*; *Manual on Uniform Traffic Control Devices (MUTCD)*; *Americans with Disabilities Act Accessibility Guidelines (ADAAG)*; National Association of City Transportation Officials (NACTO) - *Urban Bikeway Design Guide*.