Metropolitan Transportation Commission
Programming and Allocations Committee

April 9, 2025 **Agenda Item 4a-24-0934**

MTC Resolution No. 4202, Revised

Subject:

Revisions to the One Bay Area Grant (OBAG 2) program to program $23.5 million for Housing Incentive Pool (HIP) projects.

Background:

The OBAG 2 program 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 2017-18 through FY 2021-22.

This month, staff recommend revisions to the OBAG 2 program as detailed below.

Housing Incentive Pool

In December 2023, the Commission awarded $71 million in Housing Incentive Pool (HIP) funds to 15 jurisdictions that produced or preserved the greatest number of eligible affordable housing units over the previous five years. HIP capacity consists of $52.7 million OBAG 2 funds and $18.3 million in San Francisco County transportation sales tax funds incorporated into San Francisco's overall HIP award as part of a swap for Regional Transportation Improvement Program (RTIP) funds. As part of the December 2023 action, the Commission approved eligibility and programming guidelines for HIP funds, including a rolling call for letters of interest from awarded jurisdictions through 2024. The guidelines require that HIP awardees submit multiple project applications that exceed their total award amount, for evaluation and selection by MTC.

To date, the Commission has awarded $33.3 million in HIP funds to six jurisdictions. The remaining nine jurisdictions have submitted letters of interest to MTC, and staff have evaluated these applications based on adopted HIP criteria. This month, staff recommend programming the remaining $23.5 million in OBAG 2 HIP funds to 12 projects (see **Attachments 1 and 2**).

Staff will return to the Commission in the coming months to recommend projects for the remaining $14.3 million in local San Francisco HIP funds, pending the outcome of SFMTA grant applications for other funds (consistent with the HIP letter of interest from the City of San Francisco). As part of the HIP programming action in December 2024, the Commission

approved directing the first $4 million in local funds to the San Francisco Municipal Transportation Agency (SFMTA) for the Powell Street Improvements project.

Issues:

None.

Recommendations:

Refer MTC Resolution No. 4202, Revised to the Commission for approval.

Attachments:

- Attachment A: HIP Applications and Recommended Awards
- Attachment B: HIP Summary by Jurisdiction
- MTC Resolution No. 4202, Revised
    - Attachment B-1

Andrew B. Fremier

Attachment A: Housing Incentive Pool Applications and Recommended Awards

Project Sponsor	**Project** *Application Description*	**Application Amount**	**Recommended Award***
Berkeley	**San Pablo Ave. and Ashby Ave. Intersection Improvements** *The project brings several significant safety and accessibility enhancements to the intersection. In addition to installing protected left turn signals and modified curb ramps, the widening of the northeast and southeast roadway sections of Ashby Ave. at San Pablo Av.e will better accommodate vehicle flow and pedestrian movement. The accessible pedestrian signal push buttons further improve crossing conditions, especially for individuals with disabilities. The inclusion of curb ramps that align with the crosswalk and the addition of protected left turn phasing align directly with the plan's goals to enhance pedestrian safety and accessibility.*	$1,538,013	$1,508,000
Berkeley	**7th St. and Anthony St. Complete Intersections** *This project will remove the traffic signal at 7th and Potter Street and replace it with a new signal at 7th and Anthony St. The project will also install four high visibility crosswalks at 7th St. and Anthony St. and three high visibility crosswalks at 7th St. and Potter St. A rectangular rapid flashing beacon (RRFB) and two-way stop will be implemented on Potter St. with right-turns only onto 7th St. Relocating the traffic signal further from Ashby Ave. (SR 13) is intended to reduce confusion and conflicts with the heavy volumes of traffic accessing the state highway and the nearby I-80/I-580 interchange. These improvements will also help transit riders safely access the AC Transit bus stops located on the northwest and southeast corners of the 7th St./Anthony St. intersection.*	$1,745,735	-

Project Sponsor	Project *Application Description*	Application Amount	Recommended Award*
Berkeley	**Adeline St. Quick-Build** *The project will implement a "Quick-Build" Class IV separated bikeway on each side of Adeline St., with Class II facilities on the block adjacent to the Ashby BART station and Center for Independent Living to accommodate frequent passenger loading and disability access. These facilities will address documented bicycle safety issues and improve bicycling comfort. The project will also include three pedestrian refuge islands and four doweled-concrete floating transit boarding islands. This project will include a 6-to-4 lane road diet on Adeline St. south of Fairview St. to accommodate the new bike, pedestrian, and transit infrastructure. The project will serve as a pilot version of a final street design to be developed through a comprehensive public engagement process as part of the upcoming Adeline St. Transportation Improvements Project.*	$1,041,000	-
Berkeley	**Subtotal**	**$4,324,748**	**$1,508,000**
Daly City	**John Daly Blvd. Pedestrian and Bicycle Facility Improvements** *The project would improve sections of the existing multi-use path along the south side of John Daly Blvd. between Ashland Dr. and Poncetta Dr. to allow for safe two-way travel for both pedestrians and bicyclists. Amenities such as pedestrian-scale lighting, benches and new signage would also be considered.*	$1,300,000	$1,304,000
Daly City	**Pedestrian Crossing Enhancements** *The project would install pedestrian crossing systems at locations near high-pedestrian activity centers such as schools, shopping centers and medical facilities. The project would also improve pedestrian safety and access by upgrading curb ramps to meet current ADA standards.*	$845,000	-
Daly City	**Subtotal**	**$2,145,000**	**$1,304,000**
Mountain View	**Middlefield Rd. Complete Streets** *The project will include design and construction of: road resurfacing and restriping on Middlefield Rd. between Moffett Blvd. and Whisman Rd.; conversion of part-time bike lanes to full-time Class IV protected bikeways on Middlefield Rd. between Moffett Blvd. and Bernardo Ave., with Class II bike lanes or a multiuse facility over SR 85 overpass; and pedestrian and bicycle improvements at Moffett/Middlefield, Easy/Middlefield, Tyrella/Middlefield and Whisman/Middlefield intersections.*	$1,766,000	$1,766,000

Project Sponsor	**Project** *Application Description*	**Application Amount**	**Recommended Award***
Mountain View	**Moffett Blvd. Complete Streets** *The project will include design, environmental clearance, roadway resurfacing and installation of a new Class IV protected bikeways on Moffett Blvd. north of Middlefield Rd. (between Middlefield Rd. and Clark Rd.), with Class II bike lanes at pinch points. Additionally, the project will close a sidewalk gap on the east (northbound) side of Moffett Rd. between Stevens Creek Trail and Leong Dr.*	$1,766,000	-
Mountain View	**Subtotal**	**$3,532,000**	**$1,766,000**
Oakland	**Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS)** *This Project would extend an existing off-street shared-use pathway for walking and biking along MacArthur Blvd. from Richards Rd. to Seminary Ave. and up Seminary Ave. from MacArthur Blvd. to Sunnymere Ave. The result would be 1.4 miles of a new off-street Class 1 pathway. The project will also close sidewalk gaps on the residential side of both corridors, narrow both roadways, close slip lanes, install transit amenities, remove one vehicle lane on northbound Seminary, and install pedestrian refuge islands, high-visibility crosswalks, new and upgraded curb ramps, 3 new Rectangular Rapid Flashing Beacons (RRFBs), and 3 new Pedestrian Hybrid Beacons (PHBs).*	$10,033,000	$10,033,000
Oakland	**Martin Luther King Jr. Wy. Complete Streets Paving** *The project includes the following improvements between 47th St. and 61st St./Berkeley Border: roadway repaving, pothole repair, and restriping; curb ramp repair to ADA standards; reducing the street from 6 to 4 travel lanes; separated bike lanes between 52nd St. and 61st St. with concrete wheel stops in mid-block areas; protected intersection treatments with concrete islands; 10 bus boarding islands at each AC Transit bus stop; and new Pedestrian Hybrid Beacons (PHBs) at four intersections: 51st St. (new pedestrian crossing), Arlington St. (Line 12 bus stop), 58th St. (connection to Sojourner Truth senior housing), and 61st St. (connection to Line 12 bus stop).*	$10,033,000	-
Oakland	**Subtotal**	**$20,066,000**	**$10,033,000**

Project Sponsor	**Project** *Application Description*	**Application Amount**	**Recommended Award***
Richmond	**McBryde Ave. Safe Routes to Parks** *The project will improve approximately 0.65 miles of McBryde Ave. from 37th Street to Wildcat Canyon Regional Park, to create a safer and more comfortable walking and biking route. When completed, this project will connect to the existing bike route on 37th St., through the San Pablo Ave. Planned Development Area (PDA), and across I-80 to Wildcat Canyon Regional Park, creating a continuous bicycling route. Project improvements include resurfacing, a road diet from 4 to 2 vehicle lanes, a center turn lane, bike lanes, and a traffic signal modification at one intersection. Up to thirty-two ADA curb ramps will be upgraded or installed along McBryde corridor within the project limits.*	$922,000	$922,000
Richmond	**Bayview to BART** *The project includes Class II bicycle lanes on Bayview Ave. from Carlson Blvd. to the west, continuing through the I-580 interchange and on to the Regatta Blvd. interchange via South 51st St. and Meade St., and a Class III Bicycle route on Bayview Ave. northeast of Carlson Blvd. to Ells St. (connecting to the Ells Lane and Cypress paths) and South 55th St. The project will add 10', temporary barrier separated two-way separated bikeway to the southeast side of overpass; reduce the number of travel lanes on the Bayview overpass to two lanes southbound and two lanes northbound, including a dedicated turn lane; add a temporary barrier or curb protected pedestrian walkway to the northwest side of the Bayview overpass, with new crosswalk striping, signage and actuated pedestrian crossing signals at the west bound on-ramp to I-580; and stripe/paint an 11'-17' median/center turn lane. On Bayview and Carlson to Potrero via Ells/Cypress Greenway, the project will install bicycle boulevard markings and provide directional and distance information; repair path/ repave path surface where necessary; and add curb ramps with tactile warning strips where feasible.*	$450,000	$450,000

Project Sponsor	Project *Application Description*	Application Amount	Recommended Award*
Richmond	**Downtown Point Richmond Bicycle Connectivity** *Construction of a bicycle and pedestrian project that will close a crucial gap in the Bay Trail through the Point Richmond neighborhood, improving bicyclist and pedestrian comfort, and between the San Rafael-Richmond Bridge and the Richmond Ferry Terminal. Improvements include: installation of protected two-way Class IV cycle tracks; reconfiguration of motor vehicle parking to improve pedestrian and bicycle safety and access; high visibility crosswalks with ADA-compliant curb ramps; sidewalk extensions to reduce street crossing distances; AC Transit bus stop relocation and improvements to accommodate the cycle track; and wayfinding signs and pavement markings.*	$1,331,100	$1,078,000
Richmond	**Carlson Crosstown Transit Stop Improvements** *Construct bus stop amenities including shelters and benches at key bus stops on Carlson Blvd. between Broadway and San Jose St. for AC Transit Line 71. The project includes community outreach to existing transit riders in the area to determine shelter design and prioritize locations, develop construction-ready plans for transit amenities, and install benches, shelters, and other amenities at these locations.*	$250,000	-
Richmond	**Subtotal**	**$2,953,100**	**$2,450,000**
San Leandro	**MacArthur Superior Roundabout** *Construction of concrete roundabout, separated Class IV bikeway, ADA ramps, crossings, sidewalk, curb & gutter, trench drain, landscaping and irrigation system, signage and striping, removal of concrete, clearing and grubbing, utility adjustments, construction surveying, potholing, Stormwater Pollution Prevention Plan (SWPPP) implementation, and traffic control systems.*	$2,000,000	$1,859,000
San Leandro	**Hesperian Blvd Bike Lane Gap Closure** *Design and construction of a separated bikeway, a bus boarding island, pedestrian crossing improvements, asphalt pavement, traffic signal modification at two intersections, removal of existing median, removal and installation of signage and striping, and utility adjustments.*	$2,091,170	-
San Leandro	**Subtotal**	**$4,091,170**	**$1,859,000**

Project Sponsor	Project *Application Description*	Application Amount	Recommended Award*
San Mateo	**El Camino Real/Humbolt St./Hillsdale Blvd. Intersection Safety** *El Camino Real Intersections: install painted safety zone, install centerline hardening, improve lighting levels, shorten pedestrian crossing into the parking lane, improve signal hardware, install retro reflective backplates on side street, install raised pavement markers and striping through intersections. Humboldt St. intersections: install/upgrade larger or additional stop signs or intersection warning/regulatory signs, improve sight distance to intersection to increase visibility, implement raised crossings on one approach leg along Humboldt. Hillsdale Blvd. intersections: improve signal hardware, install flashing beacons as advance warning along Franklin Pkwy. to indicate no left turns allowed, add pavement markings to indicate no left turn allowed, study lighting levels at night, re-stripe to high-visibility crosswalks at Hillsdale Blvd. & Norfolk St. and install pavement markings at Hillsdale Blvd. & Norfolk St.*	$959,000	$959,000
San Mateo	**Eldorado St. Intersection Safety** *Improve sight distance to intersection, clear sight triangles at Eldorado St. and 3rd Ave., install painted safety zone, centerline hardening, relocate fixed objects outside of Clear Recovery Zone, install delineators, reflectors, and/or object markers, evaluate segment lighting, and install dynamic speed feedback signs.*	$640,515	-
San Mateo	**Subtotal**	**$1,599,515**	**$959,000**
Santa Clara	**Santa Clara Uncontrolled Crosswalks Phase 2** *Improvements at 13 high priority unmarked crosswalk locations consisting of a combination of Rectangular Rapid Flashing Beacon (RRFB) assemblies, lighting improvements, ADA curb ramp improvements, and curb extension/bulb-outs.*	$1,754,000	$1,754,000
Santa Clara	**Pruneridge Ave. Bicycle and Pedestrian Improvements** *The project will design and construct Class II buffered bicycle lanes and quick-build pedestrian improvements such as curb extensions on Pruneridge Ave. between Pomeroy Ave. and Winchester Blvd. Pavement treatments would be completed to improve roadway surfaces as well as eliminate traces of removed markings. New markings would be used to install new bicycle facilities.*	$1,754,000	-
Santa Clara	**Subtotal**	**$3,508,000**	**$1,754,000**

Project Sponsor	Project *Application Description*	Application Amount	Recommended Award*
Sunnyvale	**Poplar Ave. Sidewalk** *The project will construct sidewalk where there is currently none on the east side of Poplar Ave. and fill in the sidewalk gap on both sides of Bryant Way east of Poplar Ave. The project will also install ADA compliant curb ramps with curb extension at the intersection of Poplar Ave. and Bryant Way, and high visibility crosswalk crossing Bryant Way at Poplar Ave.*	$1,000,000	$1,000,000
Sunnyvale	**Sunnyvale Ave./California Ave. Traffic Signal Upgrades** *Improvements to the traffic signal system at the intersection of Sunnyvale Ave. and California Ave. to update and replace elements that are outdated such as the controller cabinet assembly, traffic signal poles, intersection safety lighting on traffic signal poles, traffic signal indication heads, vehicle and bicycle detection systems, signage, utility pull boxes, conduits and wiring. In addition, the project proposes to update the intersection to the latest ADA standards including accessible pedestrian indications, accessible and audible pedestrian push buttons, and updated directional curb ramps. Roadway striping will also be refreshed. The phasing of this traffic signal will also be updated to add protected left turn movements for all four approaches.*	$1,336,000	$836,000
Sunnyvale	**Mary Ave./Maude Ave. Traffic Signal Upgrades** *Improvements to the traffic signal system at the intersection of Mary and Maude Ave. to update and replace elements that are outdated such as the controller cabinet assembly, traffic signal poles, intersection safety lighting on traffic signal poles, traffic signal indication heads, vehicle and bicycle detection systems, signage, utility pull boxes, conduits and wiring. In addition, the project proposes to update the intersection to the latest ADA standards including accessible pedestrian indications, accessible and audible pedestrian push buttons, and updated directional curb ramps. Roadway striping will also be refreshed. A previous project updated the intersection to include Class II bike lanes, which this project will refresh.*	$1,336,000	-
Sunnyvale	**Subtotal**	**$3,672,000**	**$1,836,000**
All	**Grand Total**	**$45,891,533**	**$23,469,000**

**HIP guidelines require awardees to submit multiple project applications that exceed their total award amount, for evaluation and selection by MTC.*

Attachment B: Housing Incentive Pool Summary by Jurisdiction

Jurisdiction	Award Total	Programmed to Date	Proposed (Apr 2025)	Award Balance
San Francisco*	$35,833,000	$21,563,000	-	$14,270,000
Oakland	$10,033,000	-	$10,033,000	-
Fremont	$4,098,000	$4,098,000	-	-
San Jose	$3,654,000	$3,654,000	-	-
Richmond	$2,450,000	-	$2,450,000	-
San Leandro	$1,859,000	-	$1,859,000	-
Sunnyvale	$1,836,000	-	$1,836,000	-
Mountain View	$1,766,000	-	$1,766,000	-
Santa Clara	$1,754,000	-	$1,754,000	-
Berkeley	$1,508,000	-	$1,508,000	-
American Canyon	$1,333,000	$1,333,000	-	-
Redwood City	$1,321,000	$1,321,000	-	-
Daly City	$1,304,000	-	$1,304,000	-
Santa Rosa	$1,292,000	$1,292,000	-	-
San Mateo	$959,000	-	$959,000	-
Totals	**$71,000,000**	**$33,261,000**	**$23,469,000**	**$14,270,000**

**Amounts include San Francisco County transportation sales tax funds.*

Date: November 18, 2015
W.I.: 1512
Referred by: PAC
Revised: 07/27/16-C 10/26/16-C 12/21/16-C
03/22/17-C 04/26/17-C 05/24/17-C
06/28/17-C 07/26/17-C 09/27/17-C
10/25/17-C 11/15/17-C 12/20-17-C
01/24/18-C 02/28/18-C 03/28/18-C
04/25/18-C 05/23/18-C 06/27/18-C
07/25/18-C 09/26/18-C 11/28/18-C
12/19/18-C 01/23/19-C 02/27/19-C
03/27/19-C 06/26/19-C 07/24/19-C
09/25/19-C 10/23/19-C 11/20/19-C
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11/17/21-C 12/15/21-C 01/26/22-C
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04/23/25-C

ABSTRACT

Resolution No. 4202, Revised

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP) for the OBAG 2 funding period.

The resolution includes the following attachments:

Attachment A – OBAG 2 Project Selection Criteria and Programming Policy
Attachment B-1 – OBAG 2 Regional Program Project List
Attachment B-2 – OBAG 2 County Program Project List

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including $72 million in additional Fixing America's Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram $2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

On December 21, 2016, Attachments B-1 and B-2 were revised to redirect $417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three subcomponents totaling $10,000,000: $720,000 for Rideshare Implementation, $7,280,000 for the Carpool Program, and $2,000,000 for the Vanpool Program; direct $1,785,000 from 511 Next Gen to the Commuter Benefits program; direct $1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer $1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer $500,000 from the Freeway Performance Initiative program and $500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift $40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and $13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program $5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

On March 22, 2017, Attachment B-1 was revised to program $17,000,000 in un-programmed balances within the Regional Transit Priorities Program to MTC's Clipper Program, as part of the FY17 Transit Capital Priorities program.

On April 26, 2017, Attachment B-2 was revised to program $1,655,000 to the Sonoma Safe Routes to School program; and redirect $1,000 from Contra Costa Transportation Authority's Planning Activities Base to its discretionary balance and $1,000 from San Francisco County Transportation Authority's Planning Activities Base to its discretionary balance to address an inconsistency between

amounts programmed to planning activities in Appendix A-3 and reflect actual amounts obligated for planning.

On May 24, 2017, Attachment B-1 was revised to redirect $1,237,000 from 511 Next Gen to AOM Implementation within the Regional Active Operational Management program to reflect re-organization of staff between program elements; direct $18,000,000 in Arterial/Transit Performance to the Program for Arterial System Synchronization ($5,000,000) and the Next Gen Arterial Operations Program ($13,000,000) within the Regional Active Operational Management program; direct $19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation ($2,910,000), Performance-Based Intelligent Transportation Systems Device Maintenance and Rehabilitation ($5,940,000), Transportation Management Center Asset Upgrade and Replacement ($4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures ($4,000,000) and a Detection Technology Pilot ($5,000,000) within the Regional Active Operational Management program; and remove $290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

On June 28, 2017, Attachments B-1 and B-2 were revised to reprogram $1,000,000 from the SMART Pathway – 2nd to Andersen to San Rafael's Grand Ave Bike/Pedestrian Improvements within the Regional Climate Initiatives program as part of a funding exchange within the City of San Rafael, conditioned on San Rafael committing $1 million in non-federal funds to the construction of the pathway, and a resolution of local support for the use of federal funds on the Grand Ave project, and TAM approval of the redirection of local measure funds between the projects; split out $8,729,000 from the 511 Next Gen program to 511 Implementation within the Regional Active Operational Management program; program $1,250,000 to Golden Gate Bridge Highway and Transportation District for the Bettini Transit Center as part of the Marin County Program; and program $2,617,000 within the San Mateo County Program to the San Mateo County Office of Education for the SRTS program, including $223,000 in supplemental funds from San Mateo's discretionary balance.

On July 26, 2017, Attachment B-1 was revised to program $12,000,000 to the US 101 Marin Sonoma Narrows project as part of a fund exchange agreement with Sonoma County Transportation Authority; $11,000,000 in exchange funds are added to the program for tracking purposes, with the final $1 million in exchange funds to be identified through a future Commission action.

On September 27, 2017, Attachment B-1 was revised to change the name of the Next Gen Arterial Operations Program (NGAOP) to Innovative Deployment for Enhanced Arterials (IDEA) to reflect program rebranding and additional focus on advanced technologies; program $4,160,000 to Incident Management Implementation and $8,840,000 to I-880 Integrated Corridor Mobility project within the Regional Active Operational Management program; split out the Connected Vehicles/Shared Mobility program into the Connected Vehicles/Automated Vehicles program for $2,500,000 and the Shared Use Mobility program for $2,500,000; and program $16,000,000 for three corridors within the Freeway Performance Program, with $8,000,000 for I-680, $3,000,000 for I-880, and $5,000,000 for SR-84.

On October 25, 2017, Attachment B-1 was revised to program $10,000,000 to the Bay Area Air Quality Management District for the Spare the Air program, in lieu of the Electric Vehicle Programs within the Regional Climate Initiatives Program, conditioned on the Air District contribution of an additional $10 million to advance implementation of electric vehicles within the region.

On November 15, 2017, Attachment B-2 was revised to program $200,000 in the Alameda County Program to the I-580 Corridor Study, to support a joint corridor study between Alameda County Transportation Commission (ACTC) and MTC; $122,000 within the Napa County Program to Napa Valley Transportation Authority (NVTA) for the Napa County Safe Routes to School (SRTS) Program; and $300,000 within the Contra Costa County Program to San Ramon for the San Ramon Valley Street Smarts Program.

On December 20, 2017, Attachments A, Appendix A-3, B-1, and B-2 were revised to program $334 million in the County Program to local and county projects recommended by the nine Congestion Management Agencies (CMAs); redirect $10,248,000 from BART Car Replacement/Expansion to Clipper within the Regional Transit Priorities Program; revise the CMA Planning Activities funding amounts to reflect the supplementary funds requested by several CMAs through their County Programs; and clarify the program details for the Local Housing Production Incentive program (also known as the *80K by 2020 Challenge Grant*).

On January 24, 2018, Attachment B-1 was revised to redirect $4,100,000 from Performance-Based ITS Device Maintenance and Rehabilitation to I-880 Communication Upgrade and Infrastructure Gap Closures, within the Transportation Management System program.

On February 28, 2018, Attachments B-1 and B-2 were revised to program $13 million in Innovative Deployments to Enhance Arterials (IDEA) program grants within the Regional Active Operational Management Program; redirect $822,000 within Contra Costa County's Safe Routes to School Program (SRTS) for future SRTS projects; program $2,813,000 to San Francisco SRTS Non-Infrastructure Program within the San Francisco County Program; and clarify MTC exchange fund projects.

On March 28, 2018, Attachment B-1 was revised to distribute the $1.5 million Community-Based Transportation Planning Program among the nine county Congestion Management Areas (CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of $30,000 in MTC exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

On April 25, 2018, Attachment B-1 was revised to program $8,200,000 in Priority Conservation Area (PCA) grants within the North Bay PCA Program; $3,400,000 to Sonoma County Transportation Authority (SCTA) for the Marin Sonoma Narrows B2 Phase 2 project, as part of an exchange agreement in which an equal amount of SCTA's future Regional Transportation Improvement Program (RTIP) funds will be programmed at MTC's discretion; $7,288,000 in PDA Planning and Implementation grants; and $500,000 to MTC for PDA Implementation.

On May 23, 2018, Attachments B-1 and B-2 were revised to change the project sponsor from MTC to VTA for the IDEA Program project at the Veteran's Administration Palo Alto Medical Center; redirect funds within the Santa Clara County OBAG 2 County Program to reduce San Jose's West San Carlos Urban Village Streetscape Improvements by $2,050,000, redirecting $1,000,000 from the project to Santa Clara's Saratoga Creek Trail Phase 1 and $1,050,000 to Saratoga's Prospect Rd Complete Streets project; and direct an additional an additional $25,000 in unprogrammed balances within Santa Clara County OBAG 2 County Program to Saratoga's Prospect Rd Complete Streets project.

On June 27, 2018, Attachments B-1 and B-2 were revised to program $800,000 to MTC's Carsharing Implementation and $325,000 to Targeted Transportation Alternatives within the Climate Initiatives Program; redirect from MTC's 511 NextGen program $8,271,000 to 511 Implementation, $2,000,000 to Contra Costa Transportation Authority's (CCTA's) I-80 Central

Ave Interchange Improvements project, and $380,000 to an unprogrammed balance within the Regional Active Operational Management program; clarify the scope of MTC's Freeway Performance Program I-880 to reflect the project limits of I-80 to I-280; and redirect $1,394,000 from Vallejo's Local Streets Rehabilitation project to Fairfield's Heart of Fairfield project within the Solano County Program.

On July 25, 2018, Attachment B-1 was revised to program $1,600,000 to Santa Clara Valley Transportation Authority (VTA) for the SR 85 Transit Guideway Study as part of a fund exchange agreement; remove Rohnert Park's $65,000 Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant from the Regional PDA Planning Grant program as it will be funded through a prior cycle; reduce the funding for Windsor's PDA Planning and Implementation Staffing Assistance grant by $85,000 as this project will receive an equivalent amount of funds through a prior cycle; a total of $150,000 balance created by these two revisions was returned to the Regional PDA Planning Grant Program un-programmed balance.

On September 12, 2018, Attachments B-1 and B-2 were revised to program $3,000,000 within the Freeway Performance Program to the US 101 corridor in San Mateo and Santa Clara counties; direct an additional $6,000,000 within the Freeway Performance Program to the I-680 corridor within Contra Costa County, $4,000,000 of which is part of an exchange agreement with Contra Costa Transportation Authority (CCTA); redirect $15,000 within the Innovative Deployment for Enhanced Arterials (IDEA) program from IDEA Technical Assistance to VTA's IDEA grant at the Veterans Affairs Palo Alto Medical Center; redirect $48,000 from MTC's Clipper to the BART Car Replacement/Expansion project within the Transit Priorities program to reflect program amounts previously adopted through the Transit Capital Priorities (TCP) program; revise the amount programmed to VTA's SR 85 Transit Guideway Study within Regional Strategic Initiatives to $1,200,000 to reflect amount previously approved; redirect $1,214,000 from Berkeley's North Shattuck Avenue Rehabilitation project to its Southside Complete Streets and Transit Improvements project within the Alameda County Program; from Sunnyvale's East Sunnyvale Area Sense of Place Improvements, redirect $1,000,000 to Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements and $1,140,000 to the Safe Routes to School program balance within the Santa Clara County Program; and program $4,500,000 available from a previous funding cycle to the following projects within Regional Strategic Initiatives: $617,000 to Novato's Pavement Rehabilitation (for Downtown Novato SMART Station) as part of a local funding exchange, $1,120,000 to the Transportation Authority

of Marin (TAM) for the Old Redwood Highway Multi-Use Pathway project, $763,000 for San Rafael's Grand Ave Bridge project, and $2,000,000 to TAM for the US 101 Marin Sonoma Narrows project.

On November 28, 2018, Attachment B-1 was revised to make adjustments related to the MTC/SCVTA Funding Exchange Agreement MTC Resolution No. 4356 and to the MTC/CCTA Funding Exchange Agreement MTC Resolution No. 4357, and to program $4,000,000 in MTC exchange funds in accordance with MTC Resolution 3989, to the following projects: $619,000 to CCTA for Innovative Deployment for Enhanced Arterials; $621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; $500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; $1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and $1,100,000 to MTC for Napa Valley Transportation Demand.

On December 19, 2018, Attachments B-1 and B-2 were revised to redirect $5,200,000 from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the I-880 ICM Northern Segment project within the Regional Active Operational Management Program; clarify the Diridon Integrated Station Area Concept Plan project within the Regional Priority Development Planning and Implementation Program to reference Santa Clara Valley Transportation Authority (VTA) as a project partner; within the Santa Clara County Program, redirect $794,000 in unprogrammed balances to Sunnyvale's East Sunnyvale Sense of Place Improvements, clarify the remaining unprogrammed balance is discretionary, and clarify the division of funding for Santa Clara's Saratoga Creek Trail Phase 1 project between the county's Safe Routes to School program and its discretionary program.

On January 23, 2019, Attachment B-2 was revised to redirect $15,980,000 within the San Francisco County Program from the Better Market Street project to the Central Subway project.

On February 27, 2019, Attachment B-1 was revised to change the fund source of $3,779,849 programmed to the Golden Gate Bridge Suicide Deterrent in Surface Transportation Block Grant Program (STP) funds to federal Highway Infrastructure Program (STP Bump) funds provided in the Consolidated Appropriations Act, 2018. Of the $3,779,849 freed up by this swap, $1,000,000 is returned to the region's STP/CMAQ balance to help address the CMAQ shortfall as a result of the region becoming attainment for carbon monoxide (CO) and therefore receiving less CMAQ funds which are distributed based on air quality status. The remaining $2,779,849 is held for future Commission action.

On March 27, 2019, Attachment A, Appendix A-8, Appendix A-10, and Attachment B-1 were revised to clarify provisions pertaining to the interim status report requirements for Priority Development Area (PDA) Investment & Growth Strategies; change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the MTC Exchange funding from $619,000 to $589,000; and redirect the $30,000 in MTC Exchange funds to a new MTC-led Concord IDEA project.

On June 26, 2019, Attachment B-2 was revised to program $822,000 in unprogrammed Safe Routes to School Program (SRTS) balances within the Contra Costa County Program to six existing projects; and to redirect $251,000 within the San Mateo County Program from Atherton's Middlefield Road Class II Bike Lanes to its James Avenue Rehabilitation.

On July 24, 2019, Attachment A was revised to delegate authority to the Executive Director or designee to sign Letters of Understanding for the exchange of STP/CMAQ funds with other regions, within certain conditions and limitations, and to delegate to a Committee of the Commission the authority to approve exchanges beyond these conditions and limitations.

On September 25, 2019, Attachments B-1 and B-2 were revised to clarify that the $300,000 programmed to Alameda County Transportation Commission (ACTC) within the Community Based Transportation Plan (CBTP) Updates program will be directed to its Congestion Management Agency (CMA) Planning program as part of an internal fund exchange within ACTC; redirect $9.6 million from 511 Implementation to 511 Next Gen within the Bay Area 511 Traveler Information Program; within the Freeway Performance Program redirect $625,000 in from MTC's SR 84 (US 101 to I-880) to the environmental phase of MTC's I-580 WB HOV Lane Extension project and change the project sponsor of the I-80/Central Ave. Interchange Improvements project from the Contra Costa Transportation Authority (CCTA) to City of Richmond; within the Innovative Deployment to Enhance Arterials (IDEA) program, clarify that LAVTA is a partner agency for the Dublin Category 2 IDEA project; within the Transportation Management Systems (TMS) program, change the name of the overall program to Connected Bay Area, redirect $2 million from the Detection Technology Pilot project and $1.8 million from the Performance-Based ITS Device Maintenance and Rehabilitation project to provide an additional $3.8 million to the I-880 Communications Upgrade and Infrastructure Gap Closures project; within the Incident Management program, redirect $1 million from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the Northern Segment; within the San Francisco County program, redirect $3,366,000 from John Yehall Chin Elementary Safe

Routes to School (SRTS) Improvement; and within the Santa Clara County program, redirect $1 million from Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements project to Cupertino's McClellan Rd Separated Bike Lane project, and program $1,346,000 in unprogrammed discretionary balances to Campbell's Harriet Ave Sidewalk project and Los Gatos Shannon Rd Complete Streets project.

On October 23, 2019, Attachment B-1 was revised to redirect $3 million from MTC's Detection Technology Pilot project to establish the InterConnect Bay Area grant program within the Connected Bay Area program; direct $5 million ($4 million Solano County and $1 million other North Bay counties) within the Housing Incentive Pool program to establish the Sub-HIP program, with specific projects to be recommended through future programming actions; and program $1 million to BART for AB2923 Implementation from unprogrammed balances within the PDA Planning & Implementation program.

On November 20, 2019, Attachments B-1 and B-2 were revised to program $6,023,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to 13 projects within the Priority Conservation Area (PCA) Grants program; and within the Contra Costa County program, redirect $1,025,000 from Brentwood's Various Streets and Roads Preservation project to Pittsburg's Pavement Improvements project, redirect $618,000 from San Pablo's Market Street Pavement Rehabilitation project to Giant Road Pavement Rehabilitation project; and revise the name of Walnut Creek's Ygnacio Valley Road Rehabilitation project to reflect the latest proposed scope of work.

On February 26, 2020, Attachments A, B-1, and B-2 were revised to program $1 million to MTC for SR 37 corridor planning in Marin, Napa, Solano, and Sonoma Counties and $3 million to MTC for I-80 corridor planning from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge (SFOBB) Toll Plaza within the Freeway Performance Program; revise the name of the Concord Willow Pass Road Rehabilitation and Safe Routes to School project within the Contra Costa County Program to reflect the project's current scope; and clarify language within the OBAG 2 Project Selection Criteria and Programming Policy to reflect the Commission adoption of Housing Incentive Pool (HIP) program guidelines, MTC Resolution No. 4348.

On May 27, 2020, Attachment B-1 was revised to clarify the scope of MTC's Freeway Performance Program planning-only project on I-80 extends from Carquinez Bridge in Contra Costa to Fremont Street in San Francisco; change the sponsor for three projects within the

Regional Priority Conservation Area (PCA) Grant program; and to redirect $104,000 in the North Bay Priority PCA Grant program from Novato's Carmel Open Space Acquisition project to Novato's Hill Area National Recreation Area, as the former project has been cancelled.
On July 22, 2020, Attachment B-1 was revised to program $5 million to five projects in Solano, Marin, Napa, and Sonoma Counties within the Housing Incentive Pool Pilot Program (Sub-HIP) and program $1 million to the Napa Valley Forward Traffic Calming and Multimodal Improvements project within the Freeway Performance Program (FPP); and incorporate $7,681,887 in federal Highway Infrastructure Program apportionment provided through the Department of Transportation Appropriations Act, 2020 to the Golden Gate Bridge Suicide Deterrent.

On September 23, 2020, Attachment B-2 was revised to redirect $2,000,000 from Napa's Silverado Trail Five-way Intersection Improvement project to Napa Valley Transportation Authority's Vine Transit Bus Maintenance Facility within the Napa County Program, and $1,394,000 from Fairfield's Heart of Fairfield Improvements to its Cadenasso Dr. repaving project within the Solano County Program.

On November 20, 2020, Attachment B-1 was revised to program $1,000,000 to SFCTA for the environmental phase of the Yerba Buena Island/Treasure Island Multi-Use Pathway project within the Priority Conservation Area (PCA) Grants program, with payback from BATA at a future date; $647,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to four projects within the Priority Conservation Area (PCA) Grants program; and to clarify the project sponsor of the Old Redwood Highway Multi-Use Pathway project as Larkspur, rather than the Transportation Authority of Marin (TAM).

On January 27, 2021, Attachments A and Attachment B-1 were revised, and Appendix A-11 was added, to incorporate additional funding into the OBAG 2 framework, including $52.9 million in STP/CMAQ program balances made available through FY2018-FY2020 appropriations of Federal Highway Infrastructure Program (FHIP) funds, and a $1.5 million balance redirected from the Cycle 1 STP/CMAQ Climate Initiatives program, as part of the Safe & Seamless Mobility Quick-Strike program.

On February 24, 2021, Attachment B-1 was revised to program a total of $7.91 million in Federal Highway Infrastructure Program (FHIP) funds provided in the Consolidated Appropriations Act, 2021, and project savings from previous STP/CMAQ cycles to the Golden

Gate Bridge Highway and Transportation District (GGBHTD) for shareable costs of an increase to the Golden Gate Bridge Suicide Deterrent System. Because the final FFY 2021 FHIP amount is not yet available at the time of the Commission meeting, the final split between the two fund sources will be adjusted by staff as a technical change, with the total amount not to exceed $7.91 million.

On April 28, 2021, Attachment B-1 was revised to change the fund source of $13,942,852 from Federal Highway Infrastructure Program (FHIP) funds to Surface Transportation Block Grant (STP) funds for the Gate Bridge Highway and Transportation District (GGBHTD) for the Golden Gate Bridge Suicide Deterrent System project; program $61,708,245 in STP/CMAQ funds, and $13,942,852 in FHIP funds redirected from the GGB suicide deterrent system, to the Transportation Authority of Marin (TAM) for the US-101 Marin-Sonoma Narrows Segment B7 project as part of the SB1/RMS alternative funding plan; and program $99,840,510 in STP/CMAQ funds to the Solano Transportation Authority (STA) for the Solano I-80 Express Lanes project as part of the SB1/RMS alternative funding plan. The programmed funding to TAM and STA serves as a loan to the project sponsors to permit the projects to move to construction while Regional Measure 3 funds are unavailable. The loaned funds shall be repaid to MTC as non-federal funds and will be subject to future OBAG programming.

On May 26, 2021, Attachment B-1 and Appendix A-11 were revised to program $34,593,076 in Federal Highway Infrastructure Program funds made available through federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) to augment the Regional Safe and Seamless Mobility Quick-Strike program framework; and to program $7,775,000 in Priority Development Area (PDA) Planning and Implementation grants and $87,000 in Regional PDA Supportive Studies within the Regional PDA Planning and Implementation program.

On June 23, 2021, Attachment B-1 was revised to program $83,118,000 to various local and regional projects within the Regional Safe and Seamless Mobility Quick-Strike program; and program $1,000,000 in project savings from previous fund cycles to VTA's Diridon Station Planning and Studies project as part of the Regional Strategic Initiatives program.

On July 28, 2021, Attachments A, B-1, and B-2 were revised to: temporarily increase the delegated authority amount the Executive Director may authorize for STP/CMAQ exchanges from $2 million per region to $100 million in total for federal fiscal year 2020-2021; to program $4,667,000 to AC Transit for Bus Purchases and to reflect changes in program amounts and projects proposed for MTC regional exchange funds (in accordance with MTC Resolution No.

3989) as part of the funding arrangement for the Solano I-80 Express Lanes project; to program $1,750,000 within the Regional Safe and Seamless Mobility Quick-Strike program; to transit integration planning efforts in Solano, Sonoma, and East Bay Counties; redirect $130,000 in project savings from the County of Contra Costa Local Streets and Roads Preservation project to the City of Danville's San Ramon Valley Blvd. Improvements project (in lieu of the Diablo Road Trail project which will be provided an equivalent amount of non-federal funds from CCTA) and redirect $350,000 in project savings from the County of Contra Costa Local Streets and Roads Preservation project to the City of Pinole's Safety Improvements at Appian Way and Marlesta Rd project within the Contra Costa County program; and to cancel the $4,655,000 El Camino Real Pedestrian Safety & Streetscape Improvements project in Palo Alto, direct $41,428 from the cancelled project to Campbell's Harriet Avenue Sidewalk project, and leave the remaining $4,614,572 balance unprogrammed within the Santa Clara county program.

On September 22, 2021, Attachment B-1 was revised to program $4,191,538 to various projects within the Regional Safe & Seamless Mobility Quick-Strike program; $184,000 in prior cycle project savings to San Mateo County's Broadmoor SRTS Pedestrian Safety and Mobility Improvements project within the Regional Strategic Investments program; and to redirect $800,000 from MTC's Carsharing Implementation project and $1,848,099 from the Climate Initiatives unprogrammed balance to various projects within the Mobility Hubs Pilot Program.

On November 17, 2021, Attachment B-2 was revised to redirect $948,000 from the City of Redwood City's US-101/Woodside Rd. Class I Bikeway project to the following projects: Daly City's Southgate Avenue and School Street Safety Improvements ($450,000) and Millbrae's Park Boulevard and Santa Teresa Way Improvements ($347,000), leaving an unprogrammed balance of $151,000 in the San Mateo County Program.

On December 15, 2021, Attachment B-2 was revised to program $4,613,572 in unprogrammed balances from the Santa Clara County Program to the following projects: Campbell's PDA Enhancements ($550,000), Mountain View's Shoreline Boulevard Pathway Improvements ($1,996,000), and San Jose's Julian and St. James Livable Streets Couplet Conversion ($2,067,572). In the San Mateo County Program, the project title for Millbrae's Park Blvd, San Anselmo Ave, and Santa Teresa Way Improvements was revised to clarify the project scope.

On January 26, 2022, Attachment B-1 was revised to direct $12,000,000 in unprogrammed balances from the Freeway Performance Program to MTC's Bay Bridge Forward Preliminary

Engineering project, and to revise SCTA/MTC's $750,000 Sonoma Integration and Coordination Implementation Planning project to reflect that these funds will be used to advance the Blue Ribbon Transit Transformational Action Plan as part of a fund swap with SCTA.
On February 23, 2022, Attachment B-2 was revised to redirect $120,000 in project savings within the Contra Costa County Program, from El Cerrito's Carson Boulevard and Central Avenue Pavement Rehabilitation project to the El Cerrito's El Cerrito del Norte TOD Complete Streets Improvements project.

On March 23, 2022, Attachment B-1 was revised to redirect $251,000 within the Priority Conservation Area grant program from Albany's Albany Hill Access Improvements project and $249,000 in regional program balances to Santa Clara Valley Transportation Authority's (VTA's) Highway 17 Bicycle/Pedestrian Trail and Wildlife Overcrossing Project as part of a fund exchange agreement with the Midpeninsula Regional Open Space District; revise $2,322,000 in Regional Active Operational Management program funds to reflect the amounts awarded to projects, technical advisory services, and project evaluations through the MTC's Connected Vehicles/Automated Vehicles program; and direct $14,495 in unprogrammed balances within the Climate Initiatives program to the Bay Area Rapid Transit (BART) MacArthur BART Station Mobility Hub project as part of a fund source change between fund cycles, with no net change in the total amount programmed to the project.

On April 27, 2022, Attachments B-1 and B-2 were revised to program $2,240,000 within the Freeway Performance Program for MTC's I-880 Optimized Corridor Operations project; reprogram $1,800,000 in Safe & Seamless Mobility Quick-Strike funds from Vallejo's Bay Trail/Vine Trail Gap Closure Segment to Vallejo's Springs Road Pavement Preservation project as part of a local funding exchange; revise MTC's $1.4 million Blue Ribbon Centralized Program Eligibility project within the Safe & Seamless Mobility Quick-Strike program to redirect $900,000 to Clipper for Regional Transit Connection contract expenses in support of the project; rename MTC's Interconnect Bay Area Program project to Regional Communications Infrastructure Upgrade; reprogram $2,206,000 within the Napa County Program to NVTA's Vine Trail Calistoga to St. Helena project from St. Helena's $1,206,000 Main Street Pedestrian Improvements project and American Canyon's $1,000,000 Green Island Road Improvements; and rename the City of Alameda's City-Wide Pavement Rehabilitation project within the Alameda County Program to Grand Street Pavement Resurfacing and Safety Improvements.

On May 25, 2022, Attachment B-2 was revised to redirect funds within the Santa Clara County Program, including $2,449,000 from Santa Clara's San Tomas Aquino Creek Trail Underpass and $790,000 Hetch Hetchy Trail Phase 1 projects, and $919,000 from Palo Alto's Waverly Multi-Use Path, East Meadow Drive and Fabian Way Enhanced Bikeways project, and reprogram $3,351,000 of these funds to Los Gatos' Creek Trail to Highway 9 Trailhead Connection and $807,000 to Cupertino's new Stevens Creek Boulevard Class IV Bike Lanes project; redirect funds within the Alameda County Program, including $1,662,000 from Hayward's Winton Avenue Complete Streets project and $225,000 from Emeryville's Slurry Seal of Frontage Road, 65th Street, and Powell Street projects, and reprogram $620,000 of these funds to ACTC's Alameda County Safe Routes to School Non-Infrastructure Program, leaving an unprogrammed balance of $1,267,000 within the Alameda County Program.

On June 22, 2022, Attachment B-1 was revised to deprogram $400,000 from Cupertino's VTA Cores and Corridors PDA Plan, leaving an unprogrammed balance of $400,000 within the PDA Planning & Implementation program; program $100,000 in regional program balances to the Capitol Corridor Joint Powers Authority's (CCJPA's) State Route 84 Ardenwood Intermodal Bus Facility project within the Regional Strategic Investments program as part of a fund exchange agreement with CCJPA; and reprogram $1,250,000 within the Safe and Seamless Mobility Quick-Strike program to MTC's Bay Bridge Forward project's preliminary engineering phase, including $500,000 from MTC's Blue Ribbon Centralized Program Eligibility project and $750,000 in remaining program balance from the Blue Ribbon Transit Recovery Action Plan.

On September 28, 2022, Attachments A, A-11, and B-1 were revised to extend project obligation deadlines, and program a $380,000 balance within the Regional Active Operational Management program and $145,000 in prior cycle savings to MTC's Priority Conservation Area (PCA) Grant Implementation.

On October 26, 2022, Attachments B-1 and B-2 were revised to program $9,012,406 in unprogrammed balances within the Regional Climate Initiatives program to MTC's Parking Management Program and $1,267,000 in unprogrammed balances within the Alameda County Program to Alameda County Transportation Commission (ACTC) for Safe Routes to School (SRTS) Non-Infrastructure programs.

On November 16, 2022, Attachment B-2 was revised to reprogram $1,657,000 within the Solano County Program from Vacaville's Vaca Valley/I-505 Roundabouts project to Solano Transportation Authority's Vacaville Jepson Parkway Phase 3 Bike Path project.

On March 22, 2023, Attachment B-1 was revised to program $15,283,000 in unprogrammed balances to various projects within the Transit Performance Initiatives (TPI) Program; deprogram $340,760 for San Francisco Municipal Transportation Agency's Temporary Transbay Terminal within the Mobility Hubs Pilot Program; revise MTC's I-880 Integrated Corridor Management (ICM) Central project to include San Leandro as a co-sponsor; and revise the project names of Marin County's Priority Conservation Area (PCA) Grant Program projects to Hicks Valley Road Rehabilitation.

On April 26, 2023, Attachment B-1 was revised to change the project names of Marin County's Priority Conservation Area (PCA) Grant Program projects to Wilson Hill Road Rehabilitation, program $239,000 in unprogrammed balances within the Mobility Hubs Pilot Program to Burlingame's Caltrain Station – Burlingame Square Transit Hub project, and revise projects within the Connected Bay Area program, including deprogramming $1,150,000 from MTC's TMC Asset Upgrade and Replacement project, deprogramming $2,500,000 from MTC and Caltrans' I-880 Communication Upgrade and Infrastructure Gap Closures project, programming $2,500,000 to Caltrans' Regional Communications Infrastructure Upgrade project, and programming $1,150,000 to MTC's Regional Communications Infrastructure Upgrade project.

On May 24, 2023, Attachments B-1 and B-2 were revised to reprogram $150,000 within the Connected Vehicles/Automated Vehicles Regional Program from MTC's Project Evaluations to the Palo Alto Advanced Transit Passenger Management project, change the sponsor on the latter project from MTC to the Santa Clara Valley Transportation Authority (VTA), deprogram $3,735,000 in Santa Clara County Program funds from Santa Clara's Saratoga Creek Trail Phase 1 project, and reprogram $1,000,000 within the San Mateo County Program from San Carlos' US 101/Holly Street Bicycle and Pedestrian Overcrossing project to Pacifica's Sharp Park Priority Development Area Pedestrian Improvement project.

On June 28, 2023, Attachments B-1 and B-2 were revised to program $5,958,000 in Regional Climate Initiatives funds to various Parking Management Program projects; and program $2,842,000 for Los Gatos' Los Gatos Creek Trail to Highway 9 Trailhead Connection and

$443,000 for Saratoga's Citywide Master Plan for Bicycle and Sidewalks within the Santa Clara County Program.

On July 26, 2023, Attachments B-1 and B-2 were revised to reflect the fund source change of $16,727,000 programmed to various projects within the Safe & Seamless Mobility Quick-Strike Program from federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds to STP/CMAQ; deprogram $700,000 in Safe & Seamless Mobility Quick Strike funds from San Pablo's Giant Road Cycletrack Quick Build project; and revise the project name for Solano Transportation Authority's Vacaville Jepson Parkway Phase 1B Bike Path to reflect project phasing.

On September 27, 2023, Attachment B-2 was revised to program $450,000 in unprogrammed balances within the Santa Clara County Program to Santa Clara County's Circulation and Mobility Element.

On December 20, 2023, Attachments B-1 and B-2 were revised to reflect an additional $46 million in program capacity for the Housing Incentive Pool (HIP) program, consisting of $27,730,000 in STP/CMAQ and $18,270,000 in San Francisco County transportation sales tax funds, as part of fund source changes enacted with the adoption of the 2024 Regional Transportation Improvement Program (RTIP) Guidelines; program $71 million in HIP preliminary award amounts to fifteen jurisdictions; reprogram $2,731,000 in County Program funds from Benicia's Park Road Improvements project to Fairfield's East Tabor Tolenas Safe Routes to School Sidewalk Gap Closure; reprogram $500,000 in Marin County Priority Conservation Area (PCA) Program funds from the National Park Service's Fort Baker Vista Point Trail project to Sonoma-Marin Area Rail Transit's (SMART's) SMART Pathway, Great Redwood Trail to Novato segment; and reprogram $250,000 in Solano County Program funds from Vacaville's Vaca Valley/ I-505 Roundabouts projects to the City's Bicycle/Pedestrian Trail Improvements at Fruitvale Road, Briarwood Drive, and Arlene Drive.

On February 28, 2024, Attachments B-1 and B-2 were revised to deprogram $9,300,000 in OBAG 2 County funds from Alameda County's Meekland Avenue Corridor Improvement, Phase II and deprogram $387,600 in OBAG 2 Mobility Hubs Pilot Program funds from San Ramon's Bishop Ranch Business Park project.

On March 27, 2024, Attachment B-1 was revised to reflect final Housing Incentive Pool (HIP) award amounts.

On April 24, 2024, Attachment B-1 was revised to program $157,000 in unprogrammed balances within the Mobility Hubs Pilot Program to the City of Burlingame's Caltrain Station Burlingame Square Transit Hub.

On May 22, 2024, Attachment B-1 was revised to reprogram $16,090,000 in various Regional Connected Bay Area projects to MTC and Caltrans' Regional Communications Infrastructure Upgrade project, program $1,621,000 in Regional Priority Development Area (PDA) Planning & Implementation funds from various projects to MTC for Priority Sites Technical Assistance in various jurisdictions, and program $30,000 in Regional Parking Management Program balances to the City of Martinez's Parking Meter Program Update project.

On November 20, 2024, Attachment B-1 was revised to program $4,600,000 to MTC's Mapping and Wayfinding project, deprogram $4,600,000 in Innovative Deployments for Enhanced Arterials (IDEA) projects and balances, reprogram $941,000 among various Priority Sites Technical Assistance projects, and deprogram $225,000 from MTC's Milpitas Midtown PDA Plan project.

On December 18, 2024, Attachment B-1 was revised to award $22,855,000 in Housing Incentive Pool (HIP) funds to various San Francisco and Santa Rosa projects, including $4,000,000 in San Francisco County transportation sales tax funds available to the HIP program through a prior funding exchange, and reprogram $250,000 among various projects within the Priority Sites Technical Assistance program.

On January 22, 2025, Attachment B-1 was revised to award $5,419,000 in Housing Incentive Pool (HIP) funds to various projects.

On February 26, 2025, Attachment B-1 was revised to program $4,987,000 in Housing Incentive Pool (HIP) funds to various projects.

On March 26, 2025, Attachment B-1 was revised to program $2,650,000 in Parking Management funds to various projects, reprogram $1,645,000 in Regional Active Operational Management funds from MTC's Eastbay Commuter Parking project to MTC's Bay Bridge Forward

Preliminary Engineering project, reprogram $1,600,000 in Priority Development Area (PDA) planning funds among various projects, and program $300,000 in Mobility Hubs funds to one project

On April 23, 2025, Attachment B-1 was revised to program $23,469,000 in Housing Incentive Pool (HIP) funds to various projects.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, February 12, 2020, May 13, 2020, July 8, 2020, September 9 2020, November 4, 2020, January 13, 2021, February 10, 2021, April 14, 2021, and May 12, 2021; the Planning Committee dated May 14, 2021; the Programming and Allocations Committee dated June 9, 2021, July 14, 2021; and September 8, 2021; the Planning Committee dated September 10, 2021; and the Programming and Allocations Committee dated November 10, 2021, December 8, 2021, January 12, 2022, February 9, 2022; the Operations Committee dated February 11, 2022; the Programming and Allocations Committee dated March 9, 2022, April 13, 2022, May 11, 2022, June 8, 2022, September 14, 2022, October 12, 2022, November 9, 2022, March 8, 2023, April 12, 2023, and May 10, 2023; the Planning Committee dated June 9, 2023; and the Programming and Allocations Committee dated June 14, 2023, July 12, 2023, September 13, 2023, December 13, 2023, February 14, 2024, March 13, 2024, April 10, 2024, May 8, 2024, November 13, 2024, December 11, 2024, January 8, 2025, February 12, 2025, March 12, 2025, and April 9, 2025.

Date: November 18, 2015
W.I.: 1512
Referred By: Programming & Allocations

RE: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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 is the designated recipient for state and federal funding assigned to the RTPA/MPO of the San Francisco Bay Area for the programming of projects; and

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

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), county Transportation Authorities (TAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, 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, B-1 and B-2 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 Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

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

RESOLVED that MTC approves the "Project Selection Criteria and Programming Policy" for projects to be funded in the OBAG 2 Program as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the regional discretionary funding shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures and programming, consistent with 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 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 Attachments B-1 and B-2 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 shall make available a copy of this resolution, and attachments as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Dave Cortese, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in Oakland,
California, on November 18, 2015

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
April 2025

MTC Res. No. 4202 Attachment B-1
Adopted: 11/18/15-C
Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C 07/22/20-C 11/20/20-C 01/27/21-C 02/24/21-C 04/28/21-C 05/26/21-C 06/23/21-C 07/28/21-C 09/22/21-C 01/26/22-C 03/23/22-C 04/27/22-C 06/22/22-C 09/28/22-C 10/26/22-C 03/22/23-C 04/26/23-C 05/24/23-C 06/28/23-C 07/26/23-C 12/20/23-C 02/28/24-C 03/27/24-C 04/24/24-C 05/22/24-C 11/20/24-C 12/18/24-C 01/22/25-C 02/26/25-C 03/26/25-C 04/23/25-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		**$696,968,187**	**$132,976,260**
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	MTC	$9,555,000	
1. REGIONAL PLANNING ACTIVITIES		**$9,555,000**	
2. PAVEMENT MANAGEMENT PROGRAM			
Pavement Management Program	MTC	$1,500,000	
Pavement Technical Advisory Program (PTAP)	MTC	$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	$250,000	
2. PAVEMENT MANAGEMENT PROGRAM		**$9,250,000**	
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation			
PDA Implementation	MTC	$1,755,000	
PDA Planning			
Berkeley: San Pablo Avenue PDA Plan	MTC	$750,000	
Oakland: MacArthur Transit Village PDA; North Oakland/Golden Gate PDA Plan	MTC	$800,000	
Oakland: Eastmont Town Center/International Blvd; Fruitvale & Dimond; MacArthur Blvd	MTC	$800,000	
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	MTC	$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	MTC	$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	MTC	$140,000	
Richmond: Hilltop PDA Plan	MTC	$750,000	
San Pablo: Rumrill Blvd PDA Plan	MTC	$250,000	
Marin County: Urbanized Corridor/Marin City PDA Plan	MTC	$300,000	
San Rafael: Downtown Precise Plan	MTC	$500,000	
San Francisco: HUB Area EIR	MTC	$265,000	
San Francisco: Transit Corridors Study	MTC	$316,000	
Burlingame: Broadway Planning Area PDA Plan	MTC	$400,000	
South San Francisco: Downtown Station Area PDA Plan	MTC	$500,000	
Campbell: Hamilton Avenue Precise Plan	MTC	$400,000	
Milpitas: Midtown PDA Plan	MTC	$275,000	
Palo Alto: University Ave/Downtown PDA Plan	MTC	$800,000	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	MTC	$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	MTC	$22,000	
Santa Clara: Downtown PDA Plan	MTC	$400,000	
Santa Clara: El Camino Precise Plan EIR	MTC	$166,000	
Vacaville: Downtown Specific Plan	MTC	$350,000	
Vallejo: Waterfront Amendment	MTC	$1,200,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	MTC	$800,000	
Staffing Assistance			
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Mgmt	MTC	$162,000	
Fremont: SB743 Implementation	MTC	$56,000	
Hayward: SB743 Implementation	MTC	$66,000	
Concord: VMT-based Transportation Impact Standards	MTC	$51,000	
Concord: Galindo Street Corridor Plan	MTC	$154,000	
Lafayette: Updated Parking Ordinance and Strategies	MTC	$124,000	
San Jose: PDA/Citywide Design Guidelines	MTC	$7,000	
Windsor: Parking Management and Pricing	MTC	$67,000	
Technical Assistance			
Emeryville: Developing the Highest and Best Use of the Public Curb	MTC	$55,000	
Hayward: Micro Mobility/Safety Program	MTC	$75,000	
Oakland: General Plan Framework - PDA Community Engagement Program	MTC	$41,000	
San Leandro: BayFair TOD Infrastructure Design/Finance	MTC	$150,000	
San Francisco: PDA Density Bonus Program	MTC	$55,000	
Belmont: Transportation Demand Management Program	MTC	$57,000	
San Mateo: TDM Ordinance	MTC	$150,000	
San Jose: Urban Villages District Parking & Rezoning	MTC	$120,000	
Sunnyvale: Downtown Sunnyvale Block 15 Sale/Land Exchange	MTC	$4,000	
Santa Rosa/Sonoma County: Renewal Enterprise District	MTC	$150,000	
BART AB2923 Implementation	BART	$1,000,000	

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OBAG 2 REGIONAL PROGRAMS		**$696,968,187**	**$132,976,260**
Marin/Sonoma VMT Implementation Group	MTC	$178,000	
Napa/Solano VMT Implementation Group	MTC	$178,000	
Various Jurisdictions: VMT Implementation Group	MTC	$132,000	
Priority Sites Technical Assistance			
Alameda County: District Finance	MTC	$250,000	
Alameda County: Bay Fair BART Parking Lot	MTC	$250,000	
American Canyon: Adobe Lumber	MTC	$150,000	
Berkeley: Ashby BART Station Area	MTC	$250,000	
VTA: Great Mall Station (Milpitas)	MTC	$40,000	
Orinda: St John the Evangelist Orthodox Church	MTC	$150,000	
Pleasanton: Dublin/Pleasanton BART	MTC	$250,000	
Richmond: 12th and MacDonald	MTC	$100,000	
VTA: River Oaks Campus (San Jose)	MTC	$40,000	
Regionwide Priority Sites Technical Assistance	MTC	$141,000	
Community-Based Transportation Plan (CBTP) Updates	MTC		
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC	$300,000	
CCTA: Community-Based Transportation Plans	MTC	$215,000	
TAM: Community-Based Transportation Plans	MTC	$75,000	
NVTA: Community-Based Transportation Plans	MTC	$75,000	
SFCTA: Community-Based Transportation Plans	MTC	$175,000	
C/CAG: Community-Based Transportation Plans	MTC	$120,000	
VTA: Community-Based Transportation Plans	MTC	$300,000	
STA: Community-Based Transportation Plans	MTC	$95,000	
SCTA: Community-Based Transportation Plans	MTC	$110,000	
CBTP Program Evaluation	MTC	$35,000	
3. PDA PLANNING & IMPLEMENTATION		**$20,000,000**	
4. CLIMATE INITIATIVES			
Climate Initiatives			
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD	$10,000,000	
Parking Management Program			
BART Variable Parking Pricing Project	BART	$1,147,000	
Demand-Based Parking Pricing/Curb Mgmt in Business Districts/Ferry Terminals	Alameda	$742,000	
OakPark+	Oakland	$1,500,000	
Parking Meter Program Update	Martinez	$1,269,000	
Pay or Permit Parking Program Expansion	SFMTA	$1,494,000	
Port of San Francisco-SFMTA Parking Management Pilot	Port of SF	$200,000	
Parking Management Planning - Transit-Oriented Communities (TOC)			
Alameda County CDA: TOC Parking Management Planning	MTC	$300,000	
Hayward: TOC Parking Management Planning	MTC	$300,000	
Oakland: TOC Parking Management Planning	MTC	$300,000	
Pleasanton: TOC Parking Management Planning	MTC	$150,000	
Antioch: TOC Parking Management Planning	MTC	$100,000	
Concord: TOC Parking Management Planning	MTC	$300,000	
Orinda: TOC Parking Management Planning	MTC	$300,000	
Larkspur: TOC Parking Management Planning	MTC	$175,000	
Menlo Park: TOC Parking Management Planning	MTC	$200,000	
Millbrae: TOC Parking Management Planning	MTC	$300,000	
San Bruno: TOC Parking Management Planning	MTC	$100,000	
Morgan Hill: TOC Parking Management Planning	MTC	$125,000	
Parking Management Unprogrammed Balance	TBD	$10,406	
Mobility Hubs Pilot Program			
Mobility Hubs Technical Assistance	MTC	$150,000	
BART: MacArthur BART Station	BART	$539,084	
Hayward: TOC Station Access and Circulation Planning	MTC	$300,000	
Burlingame: Caltrain Station - Burlingame Square Transit Hub	Burlingame	$896,000	
Millbrae: BART and Caltrain Station - Millbrae Transit Center	Millbrae	$345,150	
Mountain View: Mountain View Mobility Hub Pilot	Mountain View	$200,000	

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OBAG 2 REGIONAL PROGRAMS		**$696,968,187**	**$132,976,260**
Vallejo: Vallejo Ferry Terminal	Vallejo	$200,000	
Mobility Hubs unprogrammed balance	TBD	$32,360	
Targeted Transportation Alternatives	MTC	$325,000	
Spare the Air Youth Program - 2	MTC	$1,417,000	
4. CLIMATE INITIATIVES		**$23,417,000**	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
Active Operational Management			
AOM Implementation	MTC	$23,737,000	
Bay Area 511 Traveler Information			
511 Next Gen	MTC	$26,148,000	
511 Implementation	MTC	$7,450,000	
Rideshare			
Rideshare Implementation	MTC	$720,000	
Carpool Program	MTC	$7,280,000	
Vanpool Program	MTC	$2,000,000	
Commuter Benefits Implementation	MTC	$674,000	
Commuter Benefits Program	MTC	$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	MTC/NVTA		$1,100,000
Bay Bridge Forward 2018			
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	AC Transit	$1,200,000	
Pilot Transbay Express Bus Routes	AC Transit	$800,000	
Eastbay Commuter Parking	MTC	$855,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	$2,000,000	
Bay Bridge Forward 2020			
Preliminary Engineering	MTC	$13,645,000	
Dumbarton Forward			
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	$4,375,000	
Richmond-San Rafael Bridge Forward			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC		$1,160,000
Freeway Performance Program			
FPP: I-880 (I-80 to I-280)	MTC	$3,000,000	
FPP: I-880 Optimized Corridor Operations	MTC	$2,240,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only	MTC	$625,000	
FPP: I-80 (Carquinez Bridge to Fremont St., SF) PL only	MTC	$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	MTC	$10,000,000	
FPP: I-80 Central Ave Interchange Improvements	Richmond	$2,000,000	
FPP: SR 37 (US 101 to I-80) PL only	MTC	$1,000,000	
FPP: Napa Valley Forward Traffic Calming & Multimodal Imps.	MTC	$1,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	MTC	$3,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	SCTA	$1,000,000	
Program for Arterial System Synchronization (PASS)	MTC	$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA) Category 1			
AC Transit: Dumbarton Express Route (SR84)	MTC	$1,410,000	
Hayward: Various Locations	MTC	$263,000	
Pleasanton: Various Locations	MTC	$234,000	
Union City: Union City Blvd & Decoto Rd	MTC	$619,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	MTC	$517,000	
San Rafael: Downtown San Rafael	MTC	$776,000	
South San Francisco: Various Locations	MTC	$120,000	
San Jose: Citywide	MTC	$910,000	
Innovative Deployments for Enhanced Arterials (IDEA) Category 2			
LAVTA/Dublin: Citywide	MTC	$161,000	
Emeryville: Powell, Shellmound, Christie & 40th St	MTC	$661,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		$30,000
Walnut Creek: Various locations (Fund Exchange)	MTC		$621,000
Los Gatos: Los Gatos Blvd	MTC	$644,000	

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OBAG 2 REGIONAL PROGRAMS		**$696,968,187**	**$132,976,260**
VTA: Veterans Admin. Palo Alto Medical Center	VTA	$845,000	
Connected Vehicles/Automated Vehicles (CAV)	MTC	$178,000	
VTA: Palo Alto Advanced Transit Passenger Management	VTA	$976,000	
SFCTA/TIMMA: Treasure Island Automated Shuttle Pilot	MTC	$828,000	
Technical Advisory Services	MTC	$268,000	
Project Evaluations	MTC	$250,000	
Shared Use Mobility	MTC	$2,500,000	
Regional Communications Infrastructure Upgrade			
TMS Implementation	MTC	$2,910,000	
Regional Communications Infrastructure Upgrade	MTC/Caltrans	$16,090,000	
Incident Management			
Incident Management Implementation	MTC	$4,160,000	
I-880 ICM Northern	MTC	$6,200,000	
I-880 ICM Central	MTC/San Leandro	$2,640,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		**$168,020,000**	**$4,000,000**
6. TRANSIT PRIORITIES			
BART Car Replacement/Expansion	BART	$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	$9,760,668	$30,239,332
Clipper	MTC	$34,200,000	
Transit Performance Initiative			
Foothill Corridor Planning Study	AC Transit	$1,500,000	
MacDonald Avenue Transit Signal Priority - Phase 1	AC Transit	$2,237,000	
Transit Corridors Study	CCCTA	$400,000	
Marin County Hwy 101 Part-Time Transit Lane	MCTD/TAM	$1,107,000	
Napa Valley Transit Safety and Efficiency Improvements	NVTA	$1,060,000	
29 Sunset Improvements - Phase 2	SFMTA	$2,959,000	
Muni Forward Five-Minute Network Corridor Planning Program	SFMTA	$3,038,000	
Third Street Dynamic Traffic Signal Optimization	SFMTA	$2,000,000	
El Camino Real Mid-County Transit and Multimodal Corridor Plan	SMCTA	$407,000	
Monterey Road Transit Lane	VTA	$575,000	
6. TRANSIT PRIORITIES		**$159,043,668**	**$30,239,332**
7. PRIORITY CONSERVATION AREA (PCA)			
Regional Peninsula, Southern and Eastern Counties PCA Grant Program			
Bay Area GreenPrint: PCA Functionality Imps	MTC/GreenInfo Network		$30,000
PCA Grant Implementation	MTC/Coastal Conserva	$525,000	$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County		$321,000
Livermore: Arroyo Road Trail	Livermore		$400,000
WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	WOEIP/Urban Biofilte		$300,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	EBRPD		$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	John Muir Land Trust		$950,000
SFCTA: Yerba Buena Island Multi-Use Pathway (PE/ENV)	SFCTA	$1,000,000	
San Francisco: McLaren Park and Neighborhood Connections Plan	SF Recreation and Par		$194,000
San Francisco/Coastal Conservancy: Twin Peaks Trail Improvement	SF Rec and Park/Conse		$74,000
GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	National Parks Service		$200,000
SMCHD: Pillar Point Public Access Improvements	San Mateo Co. Harbor		$298,000
Menlo Park: Bedwell Bayfront Park Access Improvements	Menlo Park		$520,000
San Mateo Co.: Colma Creek Adaptation Study (Colma Creek Connector)	San Mateo Co.		$110,000
San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	San Mateo Co.		$137,900
South San Francisco: Sign Hill Conservation and Trail Master Plan	South San Francisco		$135,100
Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient Imps.	Point Blue Conservatic		$379,000
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Point Blue Conservatic		$400,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara Valley Ope		$1,000,000
VTA: SR17 Bicycle/Ped Trail & Wildlife Overcrossing (Fund Exchange)	VTA	$251,000	
North Bay PCA Grant Program			
Marin Co: Wilson Hill Road Rehab. (for Corte Madera: Paradise Dr MUP)	Marin County	$312,000	
Marin Co: Wilson Hill Road Rehab	Marin County	$869,000	

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OBAG 2 REGIONAL PROGRAMS		**$696,968,187**	**$132,976,260**
Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps.)	Novato	$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)	Novato	$265,000	
SMART Pathway: Great Redwood Trail – Novato	SMART	$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	NVTA	$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa County	$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County	$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County	$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County	$770,000	
7. PRIORITY CONSERVATION AREA (PCA)		**$9,976,000**	**$6,949,000**
8. BAY AREA HOUSING INITIATIVES			
Bay Area Preservation Pilot (BAPP)	MTC		$10,000,000
Housing Incentive Pool (HIP)			
HIP Rank 1 - San Francisco	TBD		$14,270,000
Folsom Streetscape	SFMTA	$4,000,000	
Powell Street Improvement	SFMTA		$4,000,000
Lincoln Way Traffic Signals	SFMTA	$3,400,000	
West Side Bridges Seismic Retrofit (for YBI MUP)	SFCTA	$5,500,000	
New Flyer Bus Midlife Overhaul Phase I	SFMTA	$4,663,000	
HIP Rank 2 - Oakland **(Revised)**			
Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) (Added)	**Oakland**	**$10,033,000**	
HIP Rank 3 - Fremont			
Fremont Boulevard Multimodal Corridor	Fremont	$4,098,000	
HIP Rank 4 - San Jose			
Better Bikeway San Jose - San Fernando St	San Jose	$2,233,000	
San Jose Downtown Bikeways - Quick Strike	San Jose	$1,421,000	
HIP Rank 5 - Richmond **(Revised)**			
Bayview to BART (Added)	**Richmond**	**$450,000**	
Downtown Point Richmond Bicycle Connectivity (Added)	**Richmond**	**$1,078,000**	
McBryde Ave Safe Routes to Parks (Added)	**Richmond**	**$922,000**	
HIP Rank 6 - San Leandro **(Revised)**			
MacArthur Superior Roundabout (Added)	**San Leandro**	**$1,859,000**	
HIP Rank 7 - Sunnyvale **(Revised)**			
Poplar Ave Sidewalk (Added)	**Sunnyvale**	**$1,000,000**	
Sunnyvale Ave/California Ave Traffic Signal Upgrades (Added)	**Sunnyvale**	**$836,000**	
HIP Rank 8 - Mountain View **(Revised)**			
Middlefield Rd Complete Streets (Added)	**Mountain View**	**$1,766,000**	
HIP Rank 9 - Santa Clara **(Revised)**			
Santa Clara Uncontrolled Crosswalks Phase 2 (Added)	**Santa Clara**	**$1,754,000**	
HIP Rank 10 - Berkeley **(Revised)**			
San Pablo Ave and Ashby Ave Intersection Improvements (Added)	**Berkeley**	**$1,508,000**	
HIP Rank 11 - American Canyon			
Pavement Rehab (Poco Wy, Melvin Rd, James Rd)	American Canyon	$1,333,000	
HIP Rank 12 - Redwood City			
Jefferson Avenue Safety Improvements	Redwood City	$1,011,000	
Page Street Bike Boulevard	Redwood City	$310,000	
HIP Rank 13 - Daly City **(Revised)**			
John Daly Blvd Pedestrian and Bicycle Facility Improvements (Added)	**Daly City**	**$1,304,000**	
HIP Rank 14 - Santa Rosa			
Santa Rosa US 101 Bicycle and Pedestrian Overcrossing	Santa Rosa	$1,292,000	
HIP Rank 15 - San Mateo **(Revised)**			
El Camino Real/Humbolt St/Hillsdale Blvd Intersection Safety (Added)	**San Mateo**	**$959,000**	
Sub-HIP Pilot Program			
Fairfield: Pavement Preservation/Rehabilitation (for One Lake Apts. Linear Park Trail)	Fairfield	$2,100,000	
Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable Housing)	Vacaville	$1,900,000	
Marin County: Marin City Pedestrian Crossing Imps.	Marin County	$300,000	
NVTA: Imola Park and Ride	NVTA	$300,000	

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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		**$696,968,187**	**$132,976,260**
Santa Rosa: Downtown Multi-modal and Fiber Improvements	Santa Rosa	$400,000	
8. BAY AREA HOUSING INITIATIVES		**$57,730,000**	**$28,270,000**
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE			
County & Local			
Alameda			
CTA planning & programming (for Youth and Adult Bicycle Promotion & Education)	ACTC	$160,000	
Alameda County Safe Routes to Schools	ACTC	$1,500,000	
CTA planning & programming	ACTC	$354,000	
AC Transit Tempo Quick Build Transit Lane Delineation	AC Transit	$300,000	
AC Transit Quick Builds Transit Lanes	AC Transit	$954,000	
Anita Avenue Safe and Accessible Route to School and Transit	Alameda County	$2,000,000	
BART Fare Collection Equipment (for Oakland East Bay Greenway Segment II)	BART/Oakland		$1,000,000
Fremont Boulevard/Walnut Avenue Protected Intersection	Fremont	$1,271,000	
Fremont Boulevard/Grimmer Boulevard Protected Intersection	Fremont	$1,415,000	
LAVTA Passenger Facilities Enhancements	LAVTA		$2,000,000
Oakland 14th Street Complete Streets	Oakland		$1,000,000
Contra Costa			
CTA planning & programming	CCTA	$242,000	
BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART Bike Station	BART / Lafayette		$1,825,000
BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pittsburg/Bay Po	BART		$1,510,000
East Downtown Concord PDA Access & Safe Routes to Transit	Concord	$2,164,000	
Richmond 13th Street Complete Streets	Richmond	$2,821,000	
Marin			
CTA planning & programming	TAM	$141,000	
Marin County Bus Stop Improvements	Marin Transit	$1,200,000	
SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road	SMART	$1,858,000	
Napa			
CTA planning & programming	NVTA	$162,000	
Napa Valley Safe Routes to School	NVTA	$100,000	
Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts	MTC	$1,000,000	
San Francisco			
CTA planning & programming	SFCTA	$180,000	
Downtown San Francisco Congestion Pricing Study	SFCTA	$200,000	
Embarcadero Station Platform Elevator Capacity & Redundancy	BART	$3,144,302	
San Francisco Folsom Streetscape	SFMTA		$5,000,000
Safe Routes to School Non-Infrastructure Program	SFMTA	$2,100,000	
San Mateo			
CTA planning & programming	C/CAG	$183,000	
Planning and Programming of safe and seamless mobility	C/CAG	$200,000	
Burlingame City-Wide Pedestrian Safe Routes and Mobility Imps	Burlingame	$200,000	
San Bruno Transit Corridor Pedestrian Connection Phase 4	San Bruno	$385,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	$1,419,000	
El Camino Real Grand Boulevard Initiative Phase III	South San Francisco	$2,120,000	
East of 101 Transit Expansion Project	South San Francisco	$49,924	$430,076
Santa Clara			
CTA planning & programming	VTA	$419,000	
Evaluating on-demand shuttle strategies for improved transit access	VTA	$200,000	
VTA Electronic Locker Upgrade and Replacement	VTA	$1,987,000	
Mountain View Stierlin Road Bicycle and Pedestrian Improvements	Mountain View	$4,007,000	
San Jose Julian Street & McKee Road Vision Zero Complete Streets	San Jose	$705,000	
San Jose Bascom Avenue Protected Bike Lanes & Complete Street	San Jose	$690,000	
En Movimiento Quick Build Network for East San Jose	San Jose		$1,325,000
San Jose - Downtown Bikeways	San Jose	$4,025,000	
Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR	Saratoga	$1,800,000	
Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	Sunnyvale		$1,900,000
Solano			
CTA planning & programming	STA	$110,000	

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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		**$696,968,187**	**$132,976,260**
STA Mobility Planning	STA	$200,000	
Solano Safe Routes to School Non-Infrastructure Program	STA	$600,000	
Fairfield/Vacaville Hannigan Station Capacity Improvements	Fairfield	$1,900,000	
Vallejo Springs Rd Pavement Preservation	Vallejo	$1,800,000	
Sonoma			
CTA planning & programming	SCTA	$135,000	
Countywide Active Transportation Plan	SCTA	$200,000	
Cotati Downtown- Civic Center Connectivity and Safety Improvements	Cotati	$242,000	$1,008,000
Healdsburg Bike Share	Healdsburg	$250,000	
Rohnert Park Pedestrian and Bicycle Safety Improvements	Rohnert Park	$522,000	
Santa Rosa Transit Mall Roadbed Rehabilitation	Santa Rosa		$868,000
Sebastopol SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements	Sebastopol	$476,000	
SMART Pathway - Petaluma Payran to Lakeville	SMART	$806,000	
Regional & Corridor			
Regional Planning			
FasTrak START Pilot Evaluation Study	MTC	$900,000	
Diridon Station Planning & Studies	MTC	$1,000,000	
Regional and Corridor			
Bay Bridge Forward: I-580 WB HOV Lane Extension	MTC/ACTC	$7,000,000	
Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts	MTC	$6,000,000	
Redwood City Roosevelt Avenue Quick-Build	Redwood City	$755,000	
Transit Recovery Blue Ribbon Task Force			
East Bay Integration and Coordination Implementation Planning	CCTA	$500,000	
Solano Integration and Coordination Implementation Planning	STA	$500,000	
Accessibility: Clipper for Centralized Program Eligibility Verification	MTC	$900,000	
Bay Bridge Forward: Preliminary Engineering	MTC	$1,250,000	
Customer Information: Mapping & Wayfinding	MTC	$7,391,538	
Unprogrammed Balance	TBD	$700,000	
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE		**$75,793,764**	**$17,866,076**
10. REGIONAL STRATEGIC INVESTMENTS (RSI)			
AC Transit Bus Purchase (for Solano I-80 Express Lanes)	AC Transit	$4,667,000	
SR 84 Ardenwood Intermodal Bus Facility PA&ED (Fund Exchange)	CCJPA	$100,000	
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	$4,000,000	
GGB Suicide Deterrent System	GGBHTD	$7,910,000	
Pavement Rehab (for Downtown Novato SMART Station)	Novato	$617,000	
Old Redwood Highway Multi-Use Pathway	Larkspur	$1,120,000	
Grand Ave Bridge	San Rafael	$763,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael	$1,000,000	
US 101 Marin-Sonoma Narrows	TAM	$2,000,000	
US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)	TAM	$61,708,245	$13,942,852
Diridon Station Planning & Studies	MTC	$1,000,000	
VTA: Highway 17 Bicycle/Pedestrian Trail and Wildlife Overcrossing (Fund Exch.)	VTA	$249,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	$184,000	
I-80 Express Lanes in Solano County (Loan for RM3)	STA	$63,464,510	$3,255,000
I-80 Express Lanes in Solano County (Toll System)	BAIFA		$28,454,000
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	$15,400,000	
10. REGIONAL STRATEGIC INVESTMENTS (RSI)		**$164,182,755**	**$45,651,852**
OBAG 2 REGIONAL PROGRAMS	**TOTAL:**	**$696,968,187**	**$132,976,260**