Date: November 18, 2015
W.I.: 1512
Referred by: PAC
Revised: 07/27/16-C 10/26/16-C 12/21/16-C
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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.

On June 25, 2025, Attachment B-1 was revised to program $141,000 in Priority Sites Technical Assistance funds to MTC for San Rafael's Public Sites Portfolio.

On September 24, 2025, Attachment B-1 was revised to reprogram $10,000,000 from MTC's Regional Communications Infrastructure Upgrade project to MTC's West Oakland Link project and reflect deprogramming of $51,619 in non-federal MTC Exchange funds from MTC for Alameda County's Niles Canyon Road (Phase 1) project.

On October 22, 2025, Attachment B-1 was revised to select various San Francisco Municipal Transportation Agency (SFMTA) projects for the HIP program using $14,270,000 in San Francisco County transportation sales tax funds available through a prior funding exchange, program $10,161,000 in Regional funds to MTC for Planning and Program Implementation, change the fund source for $8,302,000 for MTC's West Oakland Link project from STP/CMAQ to CRP, reprogram $2,267,000 in federal HIP funds from the San Francisco County Transportation Authority's (SFCTA's) West Side Bridges Seismic Retrofit project to SFCTA's Yerba Buena Island Multi-Use Path, and change the fund source for $1,859,000 in San Leandro HIP funds from STP/CMAQ to CRP and change San Leandro's HIP project from the MacArthur Superior Roundabout project to the City's Lewelling Boulevard Class IV Bikeways project.

On June 24, 2026, Attachment B-1 was revised to reprogram $3,400,000 in HIP funds from SFMTA's Lincoln Way Traffic Improvements project to SFMTA's 29 Sunset Muni Forward project.

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, April 9, 2025, June 11, 2025, September 10, 2025, October 8, 2025, and June 10, 2026.

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**
**June 2026**

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 06/25/25-C 09/24/25-C 10/22/25-C 06/24/26-C

## OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | Total STP/CMAQ | Other |
|---|---|---|---|
| **OBAG 2 REGIONAL PROGRAMS** | | **$696,968,187** | **$143,085,641** |
| **1. REGIONAL PLANNING ACTIVITIES** | | | |
| Regional Planning | MTC | $9,555,000 | |
| Planning and Program Implementation | MTC | $10,161,000 | |
| **1. REGIONAL PLANNING ACTIVITIES** | | **$19,716,000** | |
| **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 | |

## OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | Total STP/CMAQ | Other |
|---|---|---|---|
| **OBAG 2 REGIONAL PROGRAMS** | | **$696,968,187** | **$143,085,641** |
| 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 | |
| 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 | |
| San Rafael: Public Sites Portfolio | MTC | $141,000 | |
| VTA: River Oaks Campus (San Jose) | MTC | $40,000 | |
| 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 | |

**Attachment B-1**
**MTC Resolution No. 4202**
**OBAG 2 Regional Programs**
**FY 2017-18 through FY 2021-22**
**June 2026**

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 06/25/25-C 09/24/25-C 10/22/25-C 06/24/26-C

## OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | Total STP/CMAQ | Other |
|---|---|---|---|
| **OBAG 2 REGIONAL PROGRAMS** | | **$696,968,187** | **$143,085,641** |
| 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 | |
| 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 | |

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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** | **$143,085,641** |
| 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 | |
| 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 | $6,090,000 | |
| 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** | | **$158,020,000** | **$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 | | $269,381 |
| 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 |

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|---|---|---|---|
| **OBAG 2 REGIONAL PROGRAMS** | | **$696,968,187** | **$143,085,641** |
| 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 | |
| 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** | **$6,897,381** |
| **8. BAY AREA HOUSING INITIATIVES** | | | |
| Bay Area Preservation Pilot (BAPP) | MTC | | $10,000,000 |
| Housing Incentive Pool (HIP) | | | |
| HIP Rank 1 - San Francisco | | | |
| 29 Sunset Muni Forward **(Revised)** | SFMTA | **$3,400,000** | $2,393,000 |
| Folsom Streetscape | SFMTA | $4,000,000 | |
| Howard Streetscape | SFMTA | | $1,000,000 |
| ~~**Lincoln Way Traffic Signals** **(Removed)**~~ | ~~**SFMTA**~~ | ~~**$3,400,000**~~ | |
| N-Judah Transit Priority | SFMTA | | $6,452,000 |
| New Flyer Bus Midlife Overhaul Phase I | SFMTA | $4,663,000 | |
| New Flyer Bus Midlife Overhaul Phase II | SFMTA | | $4,425,000 |
| Powell Street Improvement | SFMTA | | $4,000,000 |
| Bay Skyway: Yerba Buena Island Multi-Use Path | SFCTA | $2,267,000 | |
| West Side Bridges Seismic Retrofit (for YBI MUP) | SFCTA | $3,233,000 | |
| HIP Rank 2 - Oakland | | | |
| Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) | 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 | | | |
| Bayview to BART | Richmond | $450,000 | |
| Downtown Point Richmond Bicycle Connectivity | Richmond | $1,078,000 | |
| McBryde Ave Safe Routes to Parks | Richmond | $922,000 | |
| HIP Rank 6 - San Leandro | | | |
| Lewelling Blvd Class IV Bikeways | San Leandro | | $1,859,000 |
| HIP Rank 7 - Sunnyvale | | | |
| Poplar Ave Sidewalk | Sunnyvale | $1,000,000 | |
| Sunnyvale Ave/California Ave Traffic Signal Upgrades | Sunnyvale | $836,000 | |
| HIP Rank 8 - Mountain View | | | |
| Middlefield Rd Complete Streets | Mountain View | $1,766,000 | |
| HIP Rank 9 - Santa Clara | | | |
| Santa Clara Uncontrolled Crosswalks Phase 2 | Santa Clara | $1,754,000 | |
| HIP Rank 10 - Berkeley | | | |
| San Pablo Ave and Ashby Ave Intersection Improvements | 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 | | | |

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| **OBAG 2 REGIONAL PROGRAMS** | | **$696,968,187** | **$143,085,641** |
| Jefferson Avenue Safety Improvements | Redwood City | $1,011,000 | |
| Page Street Bike Boulevard | Redwood City | $310,000 | |
| HIP Rank 13 - Daly City | | | |
| John Daly Blvd Pedestrian and Bicycle Facility Improvements | 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 | | | |
| El Camino Real/Humbolt St/Hillsdale Blvd Intersection Safety | 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 | |
| Santa Rosa: Downtown Multi-modal and Fiber Improvements | Santa Rosa | $400,000 | |
| **8. BAY AREA HOUSING INITIATIVES** | | **$55,871,000** | **$30,129,000** |
| **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 | |

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| **OBAG 2 REGIONAL PROGRAMS** | | **$696,968,187** | **$143,085,641** |
| 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 | |
| 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 | |
| Bay Skyway: West Oakland Link | MTC | $1,698,000 | $8,302,000 |
| 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 |

**Attachment B-1**
**MTC Resolution No. 4202**
**OBAG 2 Regional Programs**
**FY 2017-18 through FY 2021-22**
**June 2026**

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 06/25/25-C 09/24/25-C 10/22/25-C 06/24/26-C

## OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | SPONSOR | Total STP/CMAQ | Other |
|---|---|---|---|
| **OBAG 2 REGIONAL PROGRAMS** | | **$696,968,187** | **$143,085,641** |
| 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)** | | **$165,880,755** | **$53,953,852** |
| **OBAG 2 REGIONAL PROGRAMS** | **TOTAL:** | **$696,968,187** | **$143,085,641** |