



**DATE:** September 13, 2021

**TO:** Transportation Authority of Marin  
Funding, Programs & Legislation Executive Committee

**FROM:** Anne Richman, Executive Director *Anne Richman*  
David Chan, Director of Programming and Legislation  
Derek McGill, Director of Planning

**SUBJECT:** One Bay Area Grant Program (OBAG) Cycle 3 (Discussion), Agenda Item No. 8

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## RECOMMENDATION

This is a discussion item only. Staff is seeking Committee feedback on the policy considerations currently under discussion for the OBAG3 program including any changes or additions.

## BACKGROUND

The periodic authorization of a Federal Surface Transportation Act by Congress is the mechanism to distribute federal-aid highway funds collected from federal gas taxes to assist states in the construction, reconstruction, and improvement of highways and bridges on eligible Federal-aid highway routes. Starting in 1978, funding for public transportation became eligible under a Federal Surface Transportation Act.

Federal Surface Transportation Acts can vary in their scope and duration. Most surface transportation acts are multi-year bills, such as the current authorization – Fixing America's Surface Transportation Act, commonly known as the FAST Act. The FAST Act was originally due to expire on September 30, 2020 but was extended to September 30, 2021. A newly enacted Federal Surface Transportation Act is expected to replace the FAST Act.

The new Federal Surface Transportation Act that will replace the FAST Act is named Investing in a New Vision for the Environment and Surface Transportation in America, known as the INVEST Act. When passed, the INVEST Act would provide an estimated \$547 billion over a five-year period for highway, transit, rail, and surface transportation safety investments.

The federal transportation funds made available from these Federal Surface Transportation Acts are distributed to states by formulas and occasionally by earmarks. In California, the federal funds are distributed to Caltrans and Metropolitan Planning Organizations (MPOs) by formula as authorized by the California State Legislature. The Metropolitan Transportation Commission (MTC) is the MPO for the Bay Area. In recent years, MTC retains some of the federal transportation funds for regional programs and distributes the rest to County Transportation Agencies (CTAs) through the One Bay Area Grant (OBAG) Program.

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

MTC created the OBAG Program to distribute funds from Federal Surface Transportation Acts in 2012, known as the Moving Ahead for Progress in the 21st Century Act (MAP-21 Act).

Typically, federal highway funds from Federal Surface Transportation Acts are primarily programmed to infrastructure rehabilitation and expansion. OBAG Cycle 1 integrated the region's federal transportation program with California's climate focus through AB 32 and SB 375 requiring the development of a Sustainable Communities Strategy, by targeting funding to Priority Development Areas (PDAs), while maintaining commitments to existing transportation priorities and climate initiatives. Funding distribution to the counties was intended to encourage land-use and housing policies that support the production of housing around transit or areas that reduced dependency on single occupancy vehicles with supportive transportation investments. The formula developed through this process is based on population and on the Regional Housing Needs Allocation (RHNA) formula. OBAG Cycle 1 covered the five-year period from FY 12/13 to FY 16/17. TAM programmed funds from OBAG Cycle 1 to eligible projects in November 2012.

In November 2015, MTC adopted guidelines for funding distribution from OBAG Cycle 2 that covers the five-year period from FY 17/18 to FY 21/22. Funds from OBAG Cycle 2 came from the FAST Act, as noted above. OBAG Cycle 2 continued MTC's integration of federal surface transportation programs with the state mandated land-use and housing strategy and prioritized transportation investments on climate protection as adopted in OBAG Cycle 1. OBAG 2 also used RHNA numbers as one of the calculation factors to determine each county's share of funding. TAM programmed funds from OBAG Cycle 2 to eligible projects in September 2016.

## **DISCUSSION**

With OBAG Cycle 2 coming to an end, MTC staff is developing policies and guidelines for OBAG Cycle 3 to distribute federal transportation funds anticipated from the INVEST Act. The funding programs and funding distribution for OBAG Cycle 3 have not been determined by MTC. When information becomes available on funding programs and funding distribution, staff will return to the TAM Board with further details. The intent of this memo is to discuss the policy considerations in the development of OBAG Cycle 3.

### **Development Schedule**

Since early Spring of this year, MTC staff has engaged in discussions of framework and policies for OBAG Cycle 3 with the Bay Area Partnership and Executive Directors of all CTAs. MTC staff is expecting to bring an initial draft program framework to the MTC Commission for review in October 2021. The MTC Commission is scheduled to adopt the final OBAG Cycle 3 framework by December 2021. CTAs are expected to issue Calls for Projects in January 2022 and approve projects for programming by the end of 2022. Concurrently, MTC will be further defining the regional programs funded with apportioned regional funds from OBAG Cycle 3.

### **OBAG Cycle 3**

As noted above, OBAG Cycle 1 was the first effort by MTC to integrate the region's federal transportation program with California's required Sustainable Communities Strategy to encourage land-use and housing policies that support the production of housing with transportation investments. OBAG Cycle 2 continued the effort started by OBAG Cycle 1 and further implemented policies that encouraged complete streets, affordable housing, and California Department of Housing and Community Development (HCD) compliant housing elements. Jurisdictions without compliant housing elements are not eligible for OBAG funding in Cycle 2.

MTC intends to continue the general policies adopted during OBAG Cycles 1 and 2 for OBAG Cycle 3, with new considerations to address contemporary concerns and priorities with transportation investments.

MTC has also engaged the Bay Area Partnership and Executive Directors of all CTAs on key considerations in the development of OBAG Cycle 3, which include the following:

- Preserve effective program features to support regional objectives
- Advance Plan Bay Area 2050 implementation
- Incorporate recent policy initiatives and adapt to current landscape
- Advance equity through policies and investments
- Address federal requirements, including performance & recertification

Funding programs under consideration in OBAG Cycle 3 include:

- Planning & Program Implementation
- Growth Framework
- Climate Initiatives
- Community-Based Transportation Program
- Healthy, Safe, and Sustainable Streets
- Conservation, Open Space, and Resilience
- Regional Transit Initiatives
- System Operations and Performance

While the names of these programs are not specific in what projects will be funded, they deviate noticeably in description from program categories of previous OBAG cycles, such as Local Streets and Road Rehabilitation or Highway Traffic Congestion Relief Program. MTC has been making concerted efforts to move transportation investment toward a more holistic approach that addresses climate issues through reducing vehicle miles traveled (VMT), and support of non-motorized travel. MTC is also working to address housing affordability and housing shortage issues that place the workforce further away from jobs, which generally exacerbates VMT growth.

Below is a brief discussion on each potential category with salient points and positions that staff believes are most important to TAM and Marin agencies. A more comprehensive overview can be found in Attachment A, a presentation to the July MTC Programming and Allocation Committee (PAC) by MTC staff.

### **Planning and Program Implementation**

Funds from this category have been used for planning efforts by CTAs. MTC is looking into the option of using those funds to implement Plan Bay Area 2050 with cooperation from CTAs. MTC will address federal performance-based planning and programming requirements and support critical planning areas of safety, equity, climate, and transportation/land use related efforts.

TAM staff has typically been supportive of MTC's planning efforts and will be advocating MTC to maintain or increase this funding category to support additional planning activities and programs.

### **Growth Framework**

This category is intended to fund designated Priority Development Area (PDA) planning and technical assistance, such as studies and pilot programs. This category could also address housing displacement and affordability in PDAs.

TAM staff is in general support of the category including the link between transportation funding prioritized for self-nominated PDAs, including the two new PDA's in San Rafael, but also believes that more support is needed from MTC to address local and regional challenges. Staff will be asking MTC to maintain the 50% PDA investment requirement for CTAs in smaller counties, instead of increasing the requirement to 70%. For a small county like Marin with fewer PDAs, a 70% requirement would be difficult to implement and may not result in quality projects in PDAs. Staff will also request that MTC include Transit Priority Areas (TPAs) and Equity Priority Communities (EPCs) for consideration, which support policies and also could offer TAM more flexibility in funding projects in non-PDA areas.

### **Climate Initiatives**

This category could fund an expanded Commuter Benefits program, as well as clean vehicles and infrastructure and new regional Travel Demand Management (TDM) initiatives. CTAs could have the flexibility to fund local and countywide projects and programs that reduce VMT or improve air quality.

TAM staff believes that this is an important category that should be well-funded, and CTAs should be involved in the development of regional TDM projects and programs. Staff is advocating MTC to consolidate the various Calls for Projects; the piecemeal approach that was implemented in OBAG 2 was not as effective as it could have been.

### **Community-Based Transportation Programs (CBTPs)**

Funds from this category would fund technical assistance and projects identified in CBTPs, possibly including a micro grant program to deliver small-scale, community-led projects. CTAs will be asked to lead the planning, budgeting, and implementation of CBTPs.

The CTAs are in general support for this category but believe that CBTPs should be a subset of a larger equity planning effort. This category should also be adequately funded to effectively utilize federal funding and manage community expectations on delivery of capital improvements.

### **Healthy, Safe, and Sustainable Streets**

This category would be used to fund local safety, Safe Routes to School (SR2S), active transportation, local streets and roads (LSR), and sustainable streets projects and programs. Agencies would be required to comply with MTC's Complete Streets Policy. MTC is considering the use of regional funds to gather and compile safety data, offer technical assistance, and issue Calls for Projects for the Quick-Build and Bay Trail Programs.

CTAs support advancing Vision Zero in OBAG 3. Funding for SR2S projects should be in a block grant that offer CTAs the flexibility to fund projects suitable and effective for their counties. CTAs can serve as a repository of information with local agencies on best practices.

### **Conservation, Open Space, and Resilience**

This category has been used in prior cycles to fund eligible projects in Priority Conservation Areas (PCAs). MTC is considering revamping the PCA framework. Resilience and sea level rise programs will be considered with the focus on protecting transportation assets.

TAM staff is advocating MTC to maintain the PCA program and the separation of the North Bay PCA program from the regional PCA program as constructed under OBAG Cycles 1 and 2. Staff is also advocating MTC to lower the existing one-for-one local match requirement that is difficult for local agencies.

### **Regional Transit Initiatives**

This category could be used to fund some of the implementation actions recommended by the Blue Ribbon Transit Recovery Task Force, such as transit priority improvements and Bay Area Forwards, and regional transit data technology efforts.

CTAs support consideration of Blue Ribbon Transit Recovery Task Force deliverables, however, with large increases in transit formula funding in the INVEST Act, it is not clear whether OBAG needs to be an additional source for transit funds. TAM staff also supports the implementation of MTC Express Lane Strategic Plan and advancing transit priority, including express bus and bus on shoulder, high-occupancy vehicles, and TDM planning and projects.

### **System Operations and Performance**

Funds from this category would be used to fund design alternative assessments and studies, Bay Area Forwards, and other freeway operations improvements.

CTAs are advocating MTC to support multi-county and multi-modal corridor planning, development, and implementation with regional funds that would position projects for state and federal funding.

### **Other Considerations**

In addition to the abovementioned positions for each category, CTAs have also discussed and advocated other general concepts for OBAG 3, including but not limited to the following:

- Maintain or grow the county program of OBAG 3 from 45% to 50%
- Maintain county share calculations
- Involve CTAs in development of the regional programs
- Allow CTAs flexibility to add their own scoring criteria to allow discretion for incorporating local priorities
- Allow flexibility to shift funds between LSR and bike/pedestrian categories to address county needs
- Reasonable administration and streamlined resolution of local support and other requirements from project applicants

### **FISCAL IMPACTS**

There are no immediate fiscal impacts on TAM from discussions on OBAG Cycle 3 at the moment. Any potential fiscal impacts from OBAG Cycle 3 on TAM will be reported to the TAM Board at later meetings when they become relevant.

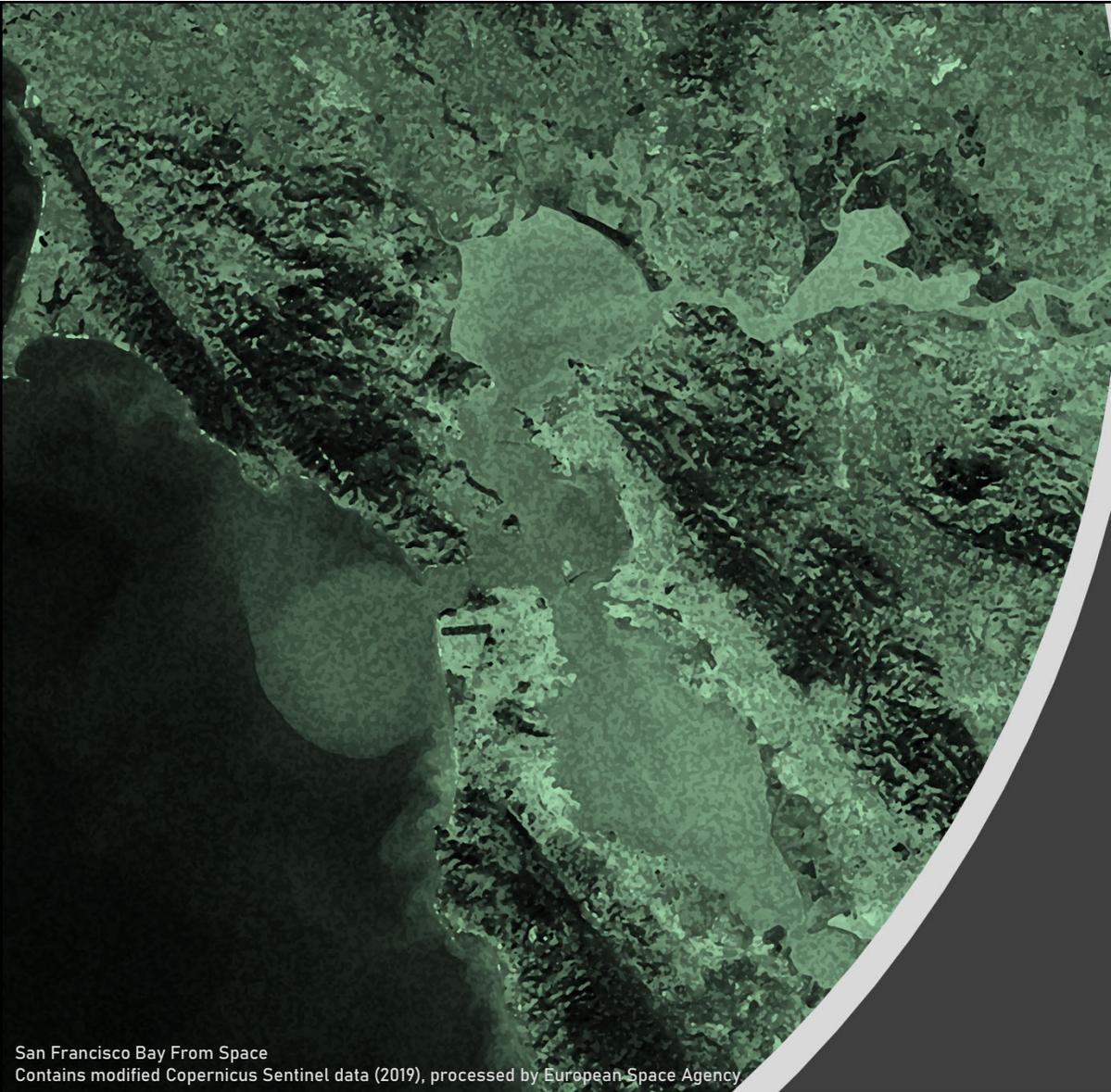
### **NEXT STEPS**

Staff will continue to monitor discussions on OBAG Cycle 3 Guidelines and report to TAM Board on relevant developments.

### **ATTACHMENTS**

Attachment A – MTC PAC OBAG 3 Considerations PPT July 2021  
Attachment B – PowerPoint Presentation

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# One Bay Area Grant OBAG 3 Considerations

MTC Programming & Allocations Committee

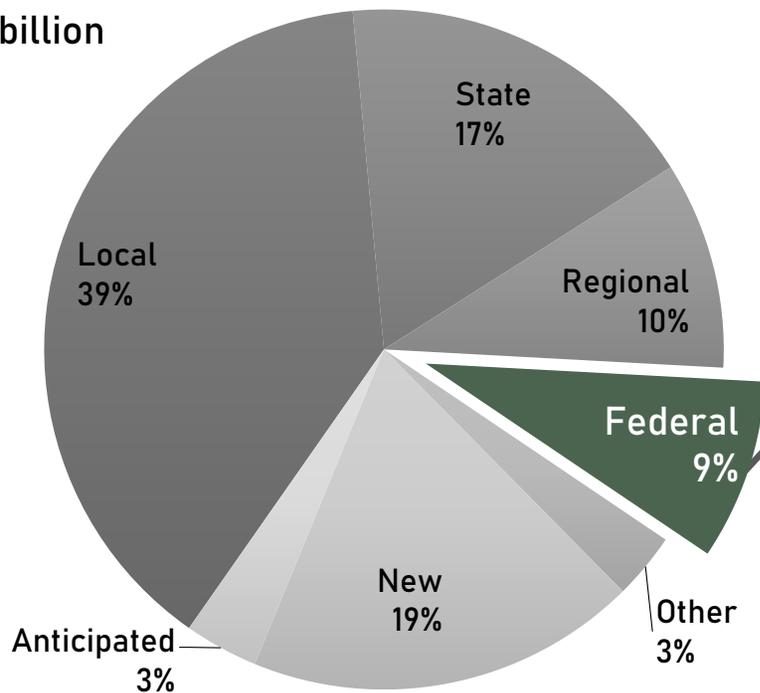
July 14, 2021

San Francisco Bay From Space  
Contains modified Copernicus Sentinel data (2019), processed by European Space Agency

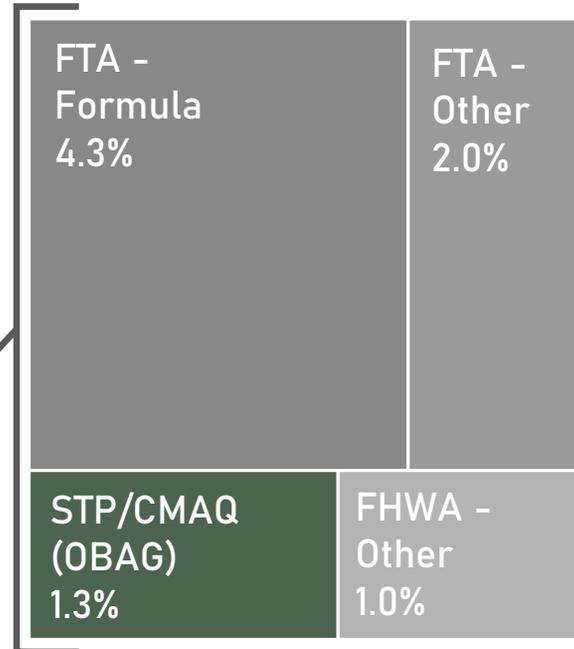
# Revenue Context

## *Plan Bay Area 2050*

PBA 2050 Revenues  
\$591 billion



Federal Revenues  
\$50.8 billion



STP/CMAQ (OBAG) Revenues:

- 1.3% of *Plan Bay Area 2050* transportation revenues
- 15% of federal transportation revenues over plan period

# One Bay Area Grant Program Overview

- ❖ County program created in 2013 as block grant to enhance ongoing regional programs with targeted place-based investments (PDAs)
- ❖ Regional programs & county partnerships to strategically advance interconnected strategies of *Plan Bay Area*

\$820M  
**OBAG 1**  
FY2013-2017



\$870M  
**OBAG 2**  
FY2018-2022

Note: OBAG 2 total does not include Safe & Seamless Mobility Quick-Strike or Regional Strategic Initiatives programs



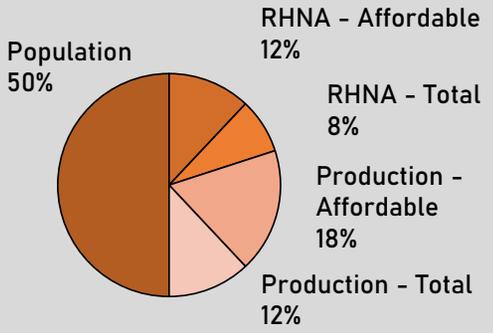
# County Program Focus

## OBAG 2 Program Overview

### Focus Areas

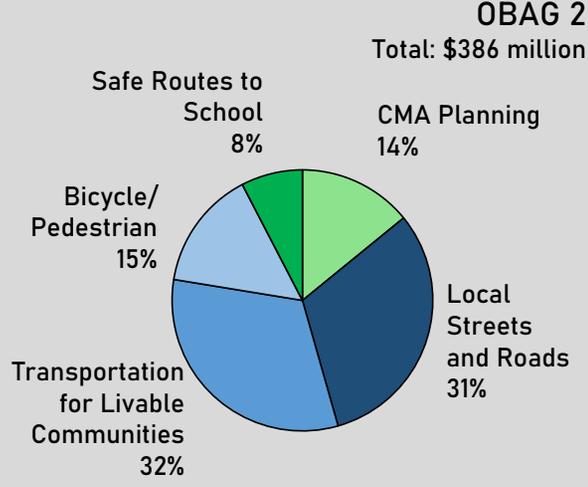
- ❖ Housing connections – county formula, scoring rubrics
- ❖ Focuses investments in PDAs
- ❖ Provides flexibility for county & local priorities
- ❖ Local policy requirements (Housing Elements, Complete Streets, etc.)
- ❖ County Program share:  
OBAG 1 - 40% ➤➤ OBAG 2 - 45%

County Distribution  
OBAG 2



Note: OBAG 2 county program funds were distributed between the counties based on population shares and various housing factors

Investments by Project Type  
OBAG 2



Notes: Reflects OBAG 2 county program investments by project type resulting from competitive calls for projects within each county.

# Regional Program Focus

## OBAG 2 Program Overview

### Focus Areas

- ❖ *Plan Bay Area* commitments for focused growth and emissions reductions
  - ❖ Climate Initiatives
  - ❖ PDA Planning & PCA Grants
  - ❖ Housing Initiatives
- ❖ Implementation of Plan Bay Area strategies at regional scale
  - ❖ Transit Capital Priorities
  - ❖ Bridge Forwards programs
- ❖ Regional Program share:  
OBAG 1 - 60%  OBAG 2 - 55%

Regional Program	\$	OBAG 2 Share
Regional Planning Activities	\$10	1%
Pavement Management Program	\$9	1%
PDA Planning & Implementation	\$20	2%
Climate Initiatives	\$23	3%
Active Operational Management	\$177	20%
Transit Priorities	\$189	22%
Priority Conservation Area Grants	\$16	2%
Housing Initiatives	\$40	5%
<b>Total</b>	<b>\$485</b>	<b>55%</b>

Note: Total does not include Safe & Seamless Mobility Quick-Strike program or Regional Strategic Initiatives



## OBAG 3 Considerations

- Preserve effective program features to support regional objectives
- Advance *Plan Bay Area 2050* implementation
- Incorporate recent policy initiatives and adapt to current landscape
- Advance equity through policies and investments
- Address federal requirements, including performance & recertification

# 1 Preserve effective features of the OBAG program to support regional objectives

## PDA & OBAG Assessment (2020-2021)

- ❖ Continue focusing transportation investments in priority growth areas
- ❖ Local policy adoption is a notable program strength (ex. certified Housing Element)
- ❖ Need to clarify program goals to guide program development and evaluation
- ❖ Significant variation in project prioritization approaches between counties



Grant Avenue, San Francisco  
Sergio Ruiz

**2** Strategically advance *Plan Bay Area 2050* implementation through OBAG investments and policies

Transportation	Housing	Economy	Environment
<ul style="list-style-type: none"> <li>❖ Maintain and Optimize the Existing Transportation System <i>T1-T7</i></li> <li>❖ Create Healthy and Safe Streets <i>T8-T9</i></li> <li>❖ Build a Next-Generation Transit Network <i>T10-T12</i></li> </ul>	<ul style="list-style-type: none"> <li>❖ Protect and Preserve Affordable Housing <i>H1-H2</i></li> <li>❖ Spur Housing Production at All Income Levels <i>H3-H6</i></li> <li>❖ Create Inclusive Communities <i>H7-H8</i></li> </ul>	<ul style="list-style-type: none"> <li>❖ Improve Economic Mobility <i>EC1-EC3</i></li> <li>❖ Shift the Location of Jobs <i>EC4-EC6</i></li> </ul>	<ul style="list-style-type: none"> <li>❖ Reduce Risks from Hazards <i>EN1-EN3</i></li> <li>❖ Expand Access to Parks and Open Spaces <i>EN4-EN6</i></li> <li>❖ Reduce Climate Emissions <i>EN7-EN9</i></li> </ul>

3

# Incorporate recent policy initiatives and adapt to new mobility landscape



## 4 Advance equity through program policies and program investments

MTC's Equity Platform calls for:

- ❖ Inclusion of historically under-represented people as central to the decision-making process
- ❖ Investing resources for historically-underserved, systematically marginalized groups including low-income and communities of color, at a scale to meaningfully reverse the disparities in access and mobility



Alemany Boulevard, San Francisco  
Sergio Ruiz

## 5 Address federal planning and programming requirements



Berryessa / North San Jose Station  
Noah Berger

### Certification Requirements

- ❖ Improve documentation to demonstrate compliance
- ❖ Funding cannot be sub-allocated by formula, unless it is necessary to address considerations in the plan
- ❖ Project selection authority cannot be delegated
- ❖ Prioritization for CMAQ to include analysis of emissions benefits & cost-effectiveness

### Performance-Based Programming

- ❖ Document alignment between federal performance factors (safety, asset management, etc.) and OBAG framework
- ❖ Incorporate performance factors in project selection process, where appropriate

# Questions to Consider: Policy Priorities

- ❖ What are the policy priorities and desired outcomes for the next OBAG program?
- ❖ Which elements of the existing OBAG framework are the most effective and should continue?
- ❖ Are there project types or existing program elements that should see an increased emphasis – either through policy refinements or increased investment?
- ❖ How do we best achieve desired outcomes with a shared county/regional framework?

## OBAG 3 Considerations

1. Preserve effective program features to support regional objectives
2. Advance *Plan Bay Area 2050* implementation
3. Incorporate recent policy initiatives and adapt to current landscape
4. Advance equity through policies and investments
5. Address federal requirements, including performance & recertification

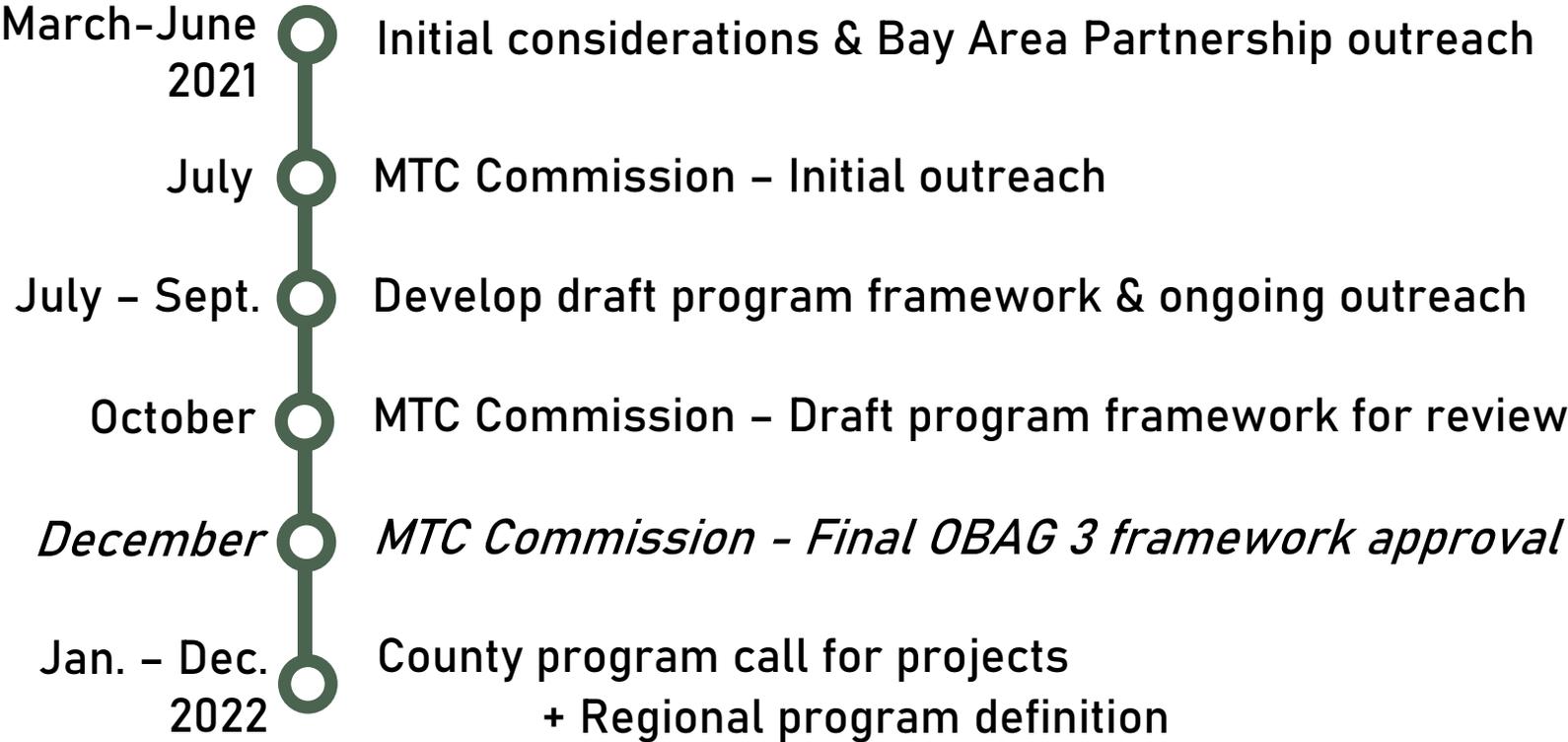
### OBAG 3 Considerations

1. Preserve effective program features to support regional objectives
2. Advance *Plan Bay Area 2050* implementation
3. Incorporate recent policy initiatives and adapt to current landscape
4. Advance equity through policies and investments
5. Address federal requirements, including performance & recertification

## Questions to Consider: Investment Priorities

- ❖ How should new or increased revenues from complementary sources influence the investment priorities for OBAG 3?  
(ARP, State surplus, etc.)
- ❖ If federal revenues increase significantly over current levels, how should additional funds be leveraged within OBAG 3?  
(New programs, strategic increases)
- ❖ Note: New and ongoing regional initiatives require commitment for staffing support.

# OBAG 3 Development Schedule





# One Bay Area Program (OBAG) Cycle 3

Funding, Programs and Legislation  
Executive Committee  
September 13, 2021

# Background

- Current federal transportation authorization – Fixing America's Surface Transportation Act, known as the FAST Act – expires on September 30, 2021
- New Act is named Investing in a New Vision for the Environment and Surface Transportation in America, known as the INVEST Act
  - When passed, the INVEST Act would provide an estimated \$547 billion over a five-year period for transportation investments



# How are federal funds distributed?

- Funds are distributed to states by formulas and occasionally by earmarks
- In California, federal funds are distributed to Caltrans and Metropolitan Planning Organizations (MPOs) by formula as authorized by the California State Legislature
- There are 18 MPOs in California and MTC is the MPO for the Bay Area
- MTC retains some of the federal transportation funds for regional programs and distributes the rest to County Transportation Agencies (CTAs) through the One Bay Area Grant (OBAG) Program



# One Bay Area Grant (OBAG) Program

- Two prior cycles of OBAG
  - Integrated the region's federal transportation program with California's climate focus through AB 32 and SB 375
  - Intended to encourage land-use and housing policies that support the production of housing around transit or areas that reduced dependency on single occupancy vehicles
  - Provided funds for County programs and Regional Programs,
  - Approx. \$175m/year total



# OBAG – Local Policy Conditioning

- OBAG requires local jurisdictions to have:
  - HCD Compliant Housing Elements
  - Complete Streets Resolutions
- Local jurisdictions are encouraged to nominate PDAs to better compete for competitive funds
- PDAs are also required to have:
  - Adequate Transit Service
  - VMT Reduction Policies
  - Specific Plans Adopted



# Summary of OBAG1 and OBAG2

	OBAG1	OBAG2
Fiscal Years	FY12/13-FY16/17	FY17/18-FY21/22
Federal Act	MAP-21	FAST
TAM Amount	\$10 million *	\$10 million *
Focus	PDA support	PDA support, Climate
County formula basis	RHNA, population	RHNA incl affordable, population

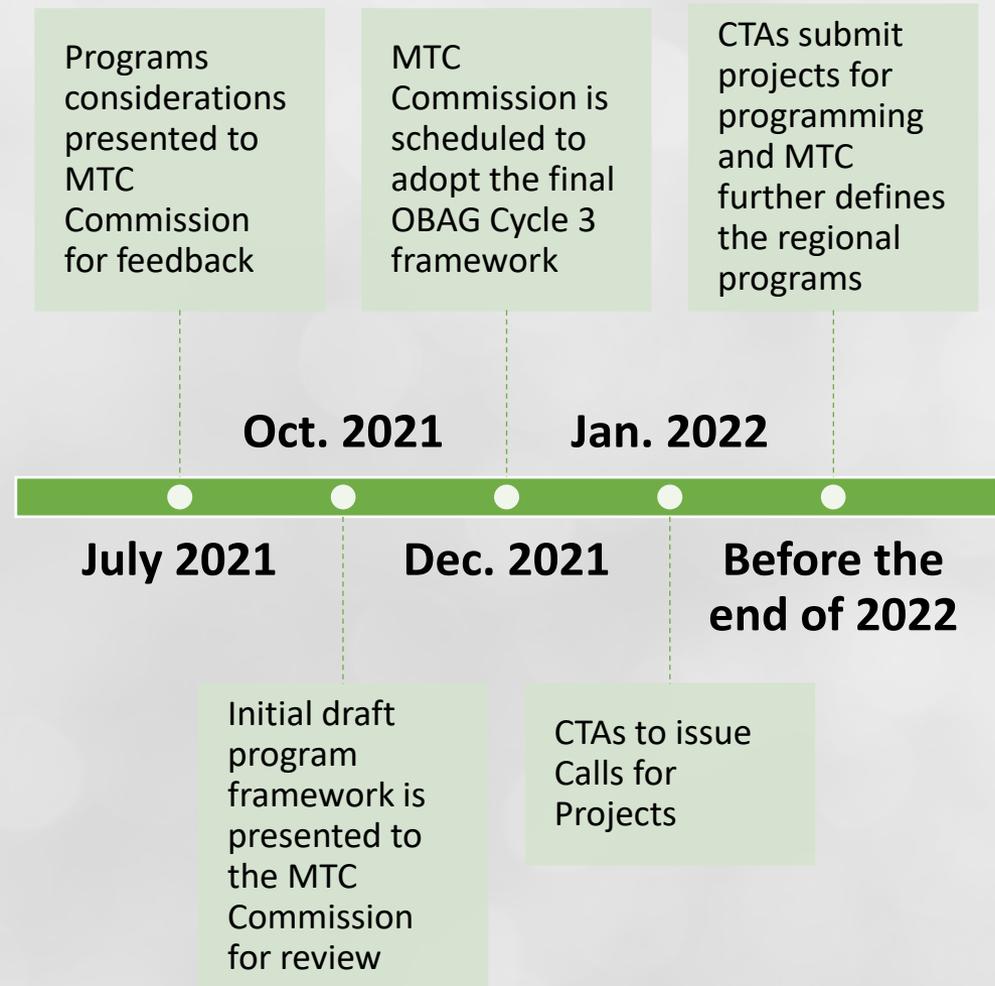
\* County share based on county share distribution formula – TAM also received funds from the regional share for programs such as PCA, PDA Planning, and SR2S

# OBAG Cycle 3

- MTC is developing policies and guidelines for OBAG Cycle 3 to distribute federal transportation funds anticipated from the INVEST Act

Seeking feedback today on policy approaches, overall programs, any areas to add

# OBAG Cycle 3 Schedule



# OBAG Cycle 3 Draft Framework

- Continue the general policies adopted during OBAG Cycles 1 and 2
- Move transportation investment away from traditional infrastructure funding toward a more holistic approach that addresses climate issues through reducing vehicle miles traveled (VMT), and support of non-motorized travel
- Address housing affordability and housing shortage issues that place the workforce further away from jobs, which generally exacerbates VMT growth

# Key Considerations

Preserve	Advance	Adapt	Equity	Requirements
Preserve effective program features to support regional objectives	Advance Plan Bay Area 2050 implementation	Incorporate recent policy initiatives and adapt to current landscape	Advance equity through policies and investments	Address federal requirements, including performance & recertification

# Funding Programs Under Consideration

- Planning & Program Implementation
- Growth Framework
- Climate Initiatives
- Community-Based Transportation Program
- Healthy, Safe, and Sustainable Streets
- Conservation, Open Space, and Resilience
- Regional Transit Initiatives
- System Operations and Performance



# Planning & Program Implementation

## Potential Program Focus

- Support CTA staffing & planning
- Conduct efforts specified in MTC's planning agreement
- Implement Plan Bay Area 2050 with cooperation from CTAs

## TAM/CTA Considerations

- Advocating to maintain or increase this funding category to support staffing, planning activities and programs
- Supportive of MTC's planning efforts

# Growth Framework

## Potential Program Focus

- Could fund designated Priority Development Area planning and technical assistance, such as studies and pilot programs
- Could address housing displacement and affordability in PDAs

## TAM/CTA Considerations

- Supportive of category including the link between transportation funding prioritized for self-nominated PDAs, including the two new PDAs in San Rafael
- Will advocate MTC to maintain the 50% PDA investment requirement for smaller counties (instead of increasing the requirement to 70%)

# Climate Initiatives



## Potential Program Focus

- Could fund expanded Commuter Benefits program, clean vehicles and infrastructure, and Travel Demand Management (TDM)
- Flexibility to fund projects and programs that reduce VMT or improve air quality

## TAM/CTA Considerations

- Supportive of category
- Advocate to consolidate Calls for Projects to support effective delivery
- CTAs should be involved in the development of regional TDM projects and programs

# Community-Based Transportation Program

## Potential Program Focus

- Could fund technical assistance and projects identified in CBTPs
- Possibly include a microgrant program to deliver small-scale, community-led projects



## TAM/CTA Considerations

- Supportive of category and will advocate that CBTPs should be a subset of a larger equity planning effort
- Microgrant program may not be a good fit for federal funds
- CTAs should be involved in the development of regional projects and programs

# Healthy, Safe, and Sustainable Streets

## Potential Program Focus

- Could fund local safety, SR2S, active transportation, LSR, and sustainable streets projects and programs
- Requirement to meet MTC's Complete Streets Policy
- MTC is considering the use of regional funds to gather and compile safety data, offer technical assistance, and issue Calls for Projects for the Quick-Build and Bay Trail Programs

## TAM/CTA Considerations

- Supportive of category and advocate MTC to avoid administrative redundancy from state mandated requirements
- CTAs support advancing Vision Zero in OBAG 3
- Funding for SR2S projects should offer CTAs flexibility to fund projects suitable and effective for their counties



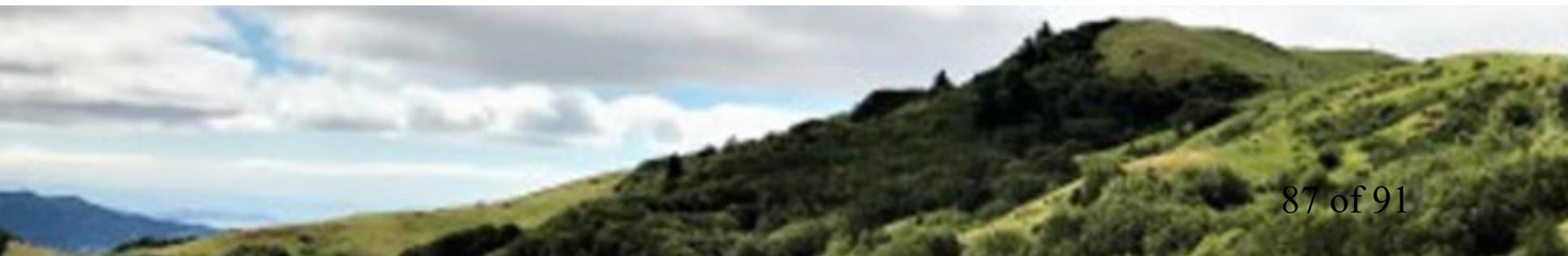
# Conservation, Open Space, and Resilience

## Potential Program Focus

- Prior cycles have funded projects in PCAs, but MTC is considering revamping the PCA framework
- Possibly will include resilience and sea level rise programs for protecting transportation assets

## TAM/CTA Considerations

- Will advocate to maintain the PCA program and a separate North Bay program as in OBAG 1 and 2
- Will advocate to lower the existing one-for-one local match requirement
- Acknowledge importance of resilience/SLR, additional funding needed



# Regional Transit Initiatives

## Potential Program Focus

- Could fund implementation actions from Blue Ribbon Transit Recovery Task Force, such as transit priority improvements and Bay Area Forwards, and regional transit data technology efforts



## TAM/CTA Considerations

- CTAs support Blue Ribbon Transit Recovery Task Force deliverables, not clear whether funding should come from OBAG
- Support the implementation of MTC Express Lane Strategic Plan and advancing transit priority, including express bus and bus on shoulder, high-occupancy vehicles, and TDM planning and projects

# System Operations and Performance

## Potential Program Focus

- Could fund design alternative assessments and studies, Bay Area Forwards, other freeway operations improvements



## TAM/CTA Considerations

- Support multi-county and multi-modal corridor planning, development, and implementation with regional funds that would position projects for state and federal funding

# Other General Considerations

- Grow the county program from 45% to 50%
- Maintain county share calculations
- Emphasis on partnership: involve CTAs in development of the regional programs
- Allow CTAs flexibility to incorporate local priorities
- Allow flexibility to shift funds between LSR and bike/pedestrian categories to address county needs
- Reasonable administration and streamlined requirements from project applicants



# Questions