



DATE: September 22, 2022

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
David Chan, Director of Programming and Legislation
Scott McDonald, Principal Transportation Planner

SUBJECT: Nomination Recommendations for the One Bay Area Grant Program Cycle 3 (Action), Agenda Item No. 8

RECOMMENDATION

The TAM Board adopts the nomination and contingency nomination recommendations for One Bay Area Grant Cycle 3 (OBAG 3) funding, as shown in Attachments C and D. The TAM Board also adopts project conditions on PDA studies and transit coordination requirements for applicable projects selected for funding.

On September 12, 2022, the Funding, Programs & Legislation (FP&L) Executive Committee reviewed the recommendations for OBAG 3 funding and adopted a motion to support the nominations and contingency nominations, as shown in Attachments C and D, and forward them to the TAM Board for approval.

BACKGROUND

The Metropolitan Transportation Commission (MTC) created the OBAG Cycle 1 (OBAG 1) Program in 2012 to distribute funds from Federal Surface Transportation Acts. OBAG 1 covered the five-year period from FY 12/13 to FY 16/17. TAM programmed funds from OBAG 1 to eligible projects in November 2012. OBAG 1 was the first effort by MTC to integrate the region's federal transportation program with California's required Sustainable Communities Strategy (SCS) to encourage land-use and housing policies that support the production of housing with transportation investments.

In November 2015, MTC adopted guidelines for federal funding distribution from OBAG Cycle 2 (OBAG 2) that covers the five-year period from FY 17/18 to FY 21/22. OBAG 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. OBAG 2 also used Regional Housing Needs Allocation (RHNA) numbers as one of the calculation factors to determine each county's share of funding. TAM programmed funds from OBAG 2 to eligible projects in September 2016.

With OBAG 2 expiring, MTC adopted policies and guidelines in March 2022 for OBAG 3 to distribute federal transportation funds from the Infrastructure Investment and Jobs Act (IIJA), commonly referred to as the Bipartisan Infrastructure Law (BIL). OBAG 3 funds will be programmed for a four-year period from FY 22/23 to FY 25/26.

DISCUSSION

OBAG 3 is a continuation of OBAG 1 and 2 with new considerations and policies to address contemporary concerns and priorities with transportation investments. In particular, OBAG 3 emphasizes projects and programs that improve safety, spur economic development, support Equity Priority Communities, and help the Bay Area meet climate change and air quality improvement goals.

OBAG 3 Funds Available and Marin's Share

Over the four-year OBAG 3 period, \$757 million in federal programming capacity is estimated to be available for the MTC region. Additional federal funding from IJA may become available later for MTC to augment OBAG 3 and will require further approval from the MTC Commission. Of the initial \$757 million available in OBAG 3, MTC has adopted a funding split of 50.5%, or \$382 million, for the Regional Program to be administered by MTC and 49.5%, or \$375 million, for the County and Local Programs to be largely administered by County Transportation Agencies (CTAs).

Of the \$375 million for the County and Local Programs, \$35 million has been set aside for CTA Planning Activities, as has been customary with prior federal authorization cycles. TAM will receive the minimum amount for small counties of \$3.45 million for CTA Planning Activities over the four-year period. After the set-aside for CTA Planning Activities, \$340 million remains for projects and programs in the County and Local Programs.

For OBAG 3, MTC expects to have a larger role in selecting projects for the County and Local Programs due to feedback from the Federal Highway Administration (FHWA). Each county is provided with a nomination target, and each county is to conduct a call for projects. However, the counties are then to submit their project nominations to MTC, which will compile a list of recommended projects for the entire region to be approved by the MTC Commission. MTC has indicated that OBAG 3 nomination targets do not commit or imply a guaranteed share of funding to any individual CTA, but MTC will attempt to select projects based on the targeted amount for each CTA as close as possible. Therefore, some CTAs may receive more funds than their targets while others may receive less.

MTC has established a nomination target of 120% of the available funds that CTAs may submit in nominations. The 120% nomination target of \$340 million in available funds is \$408 million. Each CTA's nomination target is calculated as a percent share of the overall nomination total of \$408 million, using the population, housing production, and planned growth as factors. Based on these factors, Marin's nomination target for the County and Local Program funds is 2.8%, which amounts to \$9.6 million, and a 120% nomination target of \$11.5 million.

Local Criteria

As required by OBAG 3 Guidelines, CTAs are to adopt County and Local Criteria along with MTC required criteria for application evaluation. Attachment A is TAM's Local Criteria for the OBAG 3 County and Local Program Call for Projects, adopted by the TAM Board on May 26, 2022 and approved by MTC staff on June 16, 2022.

The adopted Local Criteria provides more details on the nomination target and the funding adjustment for the Countywide Transportation Plan (CTP), also discussed below. It also discusses the proposed review committee makeup, eligible sponsors and projects, screening and prioritization criteria, sponsor requirements, and schedule.

Funding Adjustment for CTP

On May 26, 2022, the TAM Board also adopted an adjustment to the nomination target of \$11.5 million by setting aside \$400,000 for allowable planning activities under the Growth Framework Implementation Category of OBAG 3. TAM will be developing a CTP with the set-aside funds in accordance with MTC guidance. Therefore, TAM will submit project nominations totaling an adjusted 120% amount of approximately \$11.1 million in nominations to MTC, with a target amount of \$9.2 million.

County and Local Program Call for Projects

TAM issued a Call for Projects for County and Local Programs on May 31, 2022. Applications were due to TAM on July 27, 2022.

The table below summarizes the critical milestones for OBAG 3.

Milestone	Date
TAM Board approved Local Criteria	May 26, 2022
TAM issued OBAG 3 Call for Projects	May 31, 2022
Applications due to TAM	July 27, 2022
Review Committee evaluated applications and prioritized funding	August/September 2022
BPAC reviewed applications	August 29, 2022
FP&L Executive Committee recommends nominations for submittal to MTC	September 12, 2022
TAM Board adopts application nomination for submittal to MTC	September 22, 2022
Project nominations due to MTC	September 30, 2022
All requisite documentation and compliance requirements due to MTC	October 31, 2022
MTC adopts final project selection for funding	January 2023

Applications Received

By the deadline of July 27, 2022, TAM received 17 applications from nine applicants. TAM had submitted an application for funding for the Street Smarts program in case funding was available, but subsequently withdrew its Street Smarts application when it was clear that the applications received far exceeded the amount of funding available. Attachment B is a summary of the remaining 16 applications received, including description, project cost, project type, and requested amount for each application.

Application Screening

MTC requires all applications to be initially screened for three requirements before the applications are eligible for funding evaluation. The screening criteria are:

- eligibility with federal and regional requirements;
- alignment with relevant federal and regional plans and policies, such as Plan Bay Area 2050; and
- ability to obligate OBAG 3 funds no later than January 31, 2027.

Staff reviewed each application in accordance with the screening criteria and determined that all applications have met the requirements.

Priority Development Area (PDA)

MTC has established a minimum requirement for each CTA to program OBAG 3 funds to projects located within or connected to a PDA. The minimum requirement varies by County in accordance with population. For Marin County, OBAG 3 guidelines require that at least 50% of funds must be programmed to projects in a PDA. The eligible PDAs in Marin include:

- Downtown San Rafael
- Unincorporated Highway 101 Corridor
- Southeast San Rafael
- Northgate

Review Committee

A Review Committee was formed to review applications for prioritization up to the nomination target. The Review Committee consisted of TAM staff, Sarah Jones, Assistant Director for the Marin Community Development Agency, and David Eshoo, Engineer for the Tiburon Public Works Department. Neither Marin County nor the Town of Tiburon submitted an OBAG 3 application.

The Review Committee reviewed the applications in accordance with the adopted Local Criteria and developed a ranking for the 16 applications received. A nomination recommendation with recommended funding amounts were developed based on the Review Committee’s evaluation as summarized below and shown in detail in Attachment C.

Sponsor	Project	Review Committee Ranking	Review Committee Recommended Funding
San Rafael	Canal Active Transportation Improvements	1	\$4,123,054
San Rafael	Canal Area PDA Study	2	\$796,770
Marin Transit	Transit Corridor Improvements	3	\$1,600,000
Sausalito	Bridgeway Bike Project - Princess Street to Richardson	4	\$504,600
San Rafael	Northgate Area PDA Study	4	\$796,770
San Rafael	Second and Fourth Street Intersection Improvements	6	\$3,051,000
SMART	SMART Pathway (Hannah Ranch Road to Rowland)	7	\$1,000,000
		Total	\$11,872,194

Bicycle Pedestrian Advisory Committee (BPAC)

The TAM BPAC convened on August 29, 2022 to review the applications received for OBAG 3. Applicants were invited to the meeting to address questions and offer comments on their applications. The BPAC considered the preliminary staff recommendations, in which funding nominations were based on rankings developed through the Review Committee in accordance with the required criteria and deliberated on the merits of the recommended applications. The BPAC concurred with staff recommendations that among the nominations, the five recommended capital project applications shown below merited funding at their requested amounts.

However, the BPAC expressed a difference in opinion regarding the two recommended PDA Study requests (SE San Rafael Canal PDA and Northgate PDA) from San Rafael. While the BPAC concurred that the two PDA Study requests merited funding, the BPAC recommended nominating the two PDA Study requests at reduced amounts by \$250,000 each in order to support another capital project with the difference of \$500,000.

The BPAC selected the Hilarita Avenue Eastside component of Mill Valley’s Pedestrian Gap Closure Project as the sixth capital project for funding. The BPAC also recommended that planning studies are ranked below capital projects. The BPAC adopted recommendations as shown in the below table.

Sponsor	Project	BPAC Ranking	BPAC Recommended Funding
San Rafael	Canal Active Transportation Improvements	1	\$4,123,054
Marin Transit	Transit Corridor Improvements	2	\$1,600,000
Sausalito	Bridgeway Bike Project - Princess Street to Richardson	3	\$504,600
San Rafael	Second and Fourth Street Intersection Improvements	4	\$3,051,000
SMART	SMART Pathway (Hannah Ranch Road to Rowland)	5	\$1,000,000
Mill Valley	Pedestrian Gap Closure - Hilarita Ave Eastside Component	6	\$500,000
San Rafael	Canal Area PDA Study	7	\$546,770
San Rafael	Northgate Area PDA Study	7	\$546,770
		Total	\$11,872,194

The BPAC merit-based review was particularly helpful in that it reaffirmed the first five capital project applications on the preliminary staff recommendations (based on the Evaluation Committee rankings). Staff will consider the input provided by BPAC when soliciting project applications for other upcoming funding opportunities.

Staff Recommendations

Staff considered the Review Committee's rankings along with the BPAC's recommendations, which were nearly identical with the exception of the funding variations for the PDA studies and the inclusion of the Hilarita Avenue Eastside component from Mill Valley's Pedestrian Gap Closure Project. Staff and the BPAC often align on programming priorities and staff considered the BPAC's priorities for OBAG 3. However, based on input from MTC staff and the requirements of the OBAG 3 local criteria, staff believes that the PDA studies would be prioritized among MTC's selection and are identified regional priorities in accordance with the OBAG 3 framework.

Furthermore, MTC's guidelines included very specific criteria for project selection that the TAM Selection Committee sought to adhere to and which resulted in the staff recommendations. The criteria included preference for projects that are located in or serve PDAs or Equity Priority Communities (EPCs), projects in alignment with regional facilities such as the Bay Trail, and projects that support transit access. Neither the regional nor the local guidelines specified a preference for capital over planning projects.

Staff also considered the BPAC's recommended reduced funding amounts for the two PDA studies. Since the reduced recommended amounts for the PDA studies would not allow San Rafael to adequately develop the two PDA studies as intended, staff recommends the funding level for the studies remains as requested.

Staff is not opposed to funding more capital projects. In fact, the projects that were not recommended for OBAG 3 are strong candidates for the upcoming TDA/TFCA Call for Projects in the Spring of 2023, as well as future ATP and Measure AA Safe Pathway cycles. Funding opportunities for PDA studies are also expected in Spring 2023, with OBAG funding and Regional Early Action Program (REAP) 2.0 funding. However, this pot of funding is expected to be oversubscribed, and there would be risk in these plans not receiving any funding if not advanced through the current County and Local Program funding recommendation.

Based on these reasons, staff is recommending the Board support the nomination recommendations as shown in Attachment C.

BPAC members were informed of staff's final recommendations and invited to participate at the TAM Board meeting to offer comments.

Contingency Nomination

As indicated in the Note column in Attachment C, San Rafael's Canal Active Transportation Improvement Project is a candidate for ATP funds (along with several other projects in the County). The California Transportation Commission (CTC) staff's recommendation for ATP state funding is scheduled to be released on October 21, 2022. Staff is cautiously optimistic that San Rafael's Canal Active Transportation Improvement Project has a legitimate chance of being selected for ATP funding.

Because of the close timing of the ATP announcements, staff is also recommending the adoption of a contingency list of nominations as shown in Attachment D. In this scenario, if San Rafael's Canal Active Transportation Improvement Project is selected for state ATP funding, then TAM would include Corte Madera's Paradise Drive Project and Marin Transit's Green Facility Improvement Project in the list of recommended funded applications for MTC's consideration. MTC staff has indicated flexibility to allow for this approach by TAM and other counties in similar positions with respect to ATP funding.

Other Funding Conditions

MTC may require all PDA planning studies to include certain elements, such as outreach, design guidelines, and specific plan adoption to ensure PDA plans are addressing regional housing and transportation goals. Staff has consulted with MTC on the possibility of nominating PDA planning studies to avoid the omissions of any required elements. MTC will communicate those elements to CTAs and may condition the nominated PDA planning studies on complying with MTC requirements if they are not already included in their applications.

Additionally, while reviewing applications received, staff noted that at least one application did not indicate that they had already sought to coordinate their project design with the local transit providers, a step which is required under the newly updated MTC Complete Streets Checklist. Since the checklist was revised during the OBAG 3 Call for Projects period and not in advance, MTC is not strictly holding agencies accountable for compliance at this time. However, TAM staff recommends that the Sausalito Bridgeway Bike Lane – Princess Street to Richardson project, nominated for funding by TAM, should enact this transit coordination step early in the project development process if funded by MTC. This condition is reflected in the note for this project in Attachment C. Staff urges all project sponsors to carefully consider the new checklist in project development and take appropriate steps to meet the requirements including early coordination with transit operators.

FISCAL IMPACTS

TAM will assist recipients with inputting OBAG 3 funds in the federal database, but recipients will be required to obligate federal funds directly through Caltrans Local Assistance. The programming of OBAG 3 funds to recipients in Attachment C does not pose any potential fiscal impacts to TAM.

NEXT STEPS

Upon TAM Board adoption, TAM will communicate both the nominations and contingency nominations to MTC and work with applicants on complying with OBAG 3 requirements if their applications are selected by MTC for funding. TAM staff will continue to update the TAM Board and project applicants on the MTC selection process as it progresses. TAM will also work directly with MTC regarding obligation of the county planning funds including funds for a future CTP.

ATTACHMENTS

- Attachment A – Adopted Local Criteria for the OBAG 3 County and Local Programs
- Attachment B – OBAG 3 Application Descriptions
- Attachment C – OBAG 3 Nomination Recommendations
- Attachment D – OBAG 3 Contingency Nomination Recommendations
- Attachment E – PowerPoint Presentation

**One Bay Area Grant Cycle 3 (OBAG 3)
Transportation Authority of Marin Local Criteria
(adopted May 26, 2022)**

Call for Projects

TAM will issue a Call for Projects with OBAG 3 funds upon approval of the OBAG 3 Local Criteria by the TAM Board.

Marin Nomination Target

MTC has established a nomination target of \$11,544,000 for TAM, which represents the allowable 120% of the available funds for Marin (the 100% amount is approximately \$9.6 million). The nomination target will be adjusted for allowable planning activities by \$400,000. See **Local Planning Set Aside** section below. The adjusted nomination target is \$11,144,000. Based on nominations received, TAM will submit project nominations totaling a maximum of \$11,144,000 in funding requests to MTC, upon receiving TAM Board approval. Per MTC Guidelines, the nomination target does not imply or guarantee amounts for Marin projects.

Local Planning Set Aside

TAM intends to develop a Countywide Transportation Plan (CTP) in accordance with MTC guidance. The CTP is expected to articulate a long-range vision for the county and shorter-term actions that advance these goals. As a performance-based plan, the CTP is expected to identify transportation issues and needs, including existing and future conditions, set goals and performance measures, and develop potential policy and investment alternatives for consideration. TAM will set aside \$400,000 from the nomination target to complete this effort as allowed by OBAG 3 Policies under the Growth Framework Implementation Category (see **Eligible Projects for Funding** section below).

Eligible Sponsors

Eligible sponsors in Marin County include cities, counties, transit agencies, federally-recognized Tribal governments, and TAM.

OBAG 3 Review Committee

The OBAG 3 Review Committee will evaluate projects submitted and develop a recommended list of prioritized projects for funding up to the adjusted nomination target for TAM Board approval.

The OBAG 3 Review Committee will comprise TAM staff members and invited members from other public agencies. Invitations will be extended to a representative of the Marin Public Works Association (MPWA) and a community development director whose agencies did not apply for funds, and a staff member of the County's Office of Education or a school district, or a staff member from the County's Office of Equity, as available. TAM staff will strive to find a balanced committee representing a variety of perspectives and generally familiar with the types of capital projects expected in the OBAG program.

Project Applications Screening

TAM will solicit project applications and conduct an initial screening of projects. TAM will incorporate the following criteria in screening projects:

- Eligibility: Potential sponsors and applications are screened for eligibility with federal and regional requirements.
- Alignment: Projects are evaluated for alignment with relevant federal and regional plans and policies. All projects must be consistent with Plan Bay Area 2050.
- Deliverability: Applicants and projects are screened for potential deliverability issues, deprioritizing or excluding projects as needed based on risk. TAM will ensure that project sponsors have sufficient agency capacity and technical expertise to complete projects in accordance with MTC's Regional Project Delivery Policy and can meet OBAG 3 deadlines. Project sponsors must be able to obligate OBAG 3 funds no later than January 31, 2027.

Priority Development Area (PDA) Minimum Investments

TAM will submit project nominations from PDAs that amount to 50% or more of the total funding request.

To be credited towards each county's PDA minimum investment threshold, a project must be located within or connected to a PDA or be within one mile of a PDA boundary. Projects that are not physically located within one mile of a PDA but have a clear and direct connection to PDA implementation, such as transit maintenance facility improvements, may also be credited towards the PDA minimum investment thresholds. Determinations for such projects will be provided by MTC staff on a case-by-case basis.

Projects which consist of countywide programs or activities, including funds dedicated to CTA planning and programming, are given partial credit towards each county's minimum investment threshold calculations.

Evaluation Criteria

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

1. Are located in PDAs or Transit-Rich Areas (TRAs), or identified in locally adopted plans for PDAs;
2. Are located in jurisdictions with affordable housing protection, preservation, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness;
3. Invest in historically underserved communities, including projects prioritized in a Community-Based Transportation Plan (CBTP) or projects located within Equity Priority Communities with demonstrated community support;
4. Demonstrate public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color are prioritized over projects without these attributes;
5. Address federal performance management requirements by supporting regional performance goals for roadway safety, asset management, environmental sustainability, or system performance;
6. Implement multiple Plan Bay Area 2050 strategies;
7. Demonstrate consistency with other regional plans and policies, including the Regional Safety/Vision Zero policy, Equity Platform, Regional Active Transportation Plan, Transit Oriented Communities (TOC) policy update, and the Blue Ribbon Transit Transformation Action Plan;
8. Are considered of countywide or regional significance;

9. Are located in multiple jurisdictions with evidence of support from each jurisdiction (a single project delivery sponsor is required);
10. Contribute a higher share of local funds than the requisite local match for federal funds, for project nominations that are not in disadvantaged communities; projects located in disadvantaged communities need only contribute the required local match;
11. Promote or enhance multi-modal access; and
12. Address safety improvements.

Evaluation criteria must be approved by both MTC staff and the TAM Board prior to the release of the Call for Projects.

County Nominations

After completing initial project screening and evaluations, TAM will present the recommended project nominations to the TAM Board for approval as required by MTC's guidelines. Following Board approval, TAM will submit prioritized project nominations and required documentation to MTC by September 30, 2022.

On a case-by-case basis, as determined by MTC staff, TAM may submit a draft prioritized nomination list by September 30, 2022 and submit the TAM Board approved nomination list and required documentation by October 31, 2022.

MTC will select final projects for funding based on project nominations received from TAM.

Eligible Projects for Funding

Eligible projects for funding by category include the following:

- **Growth Framework Implementation**
 - Local PDA Planning grants (in addition to those funded through the Regional Program)
 - Local planning grants for other new PBA 2050 Growth Geographies
- **Climate, Conservation, and Resilience**
 - Transportation demand management programs
 - Mobility Hub planning and implementation
 - Parking reduction and curb management programs
 - Car share and bike share capital projects
 - Plans and projects to assist in the preservation and enhancement of open space, natural resource and agricultural lands, and critical habitats (may require non-federal funds)
 - Bicycle and pedestrian access to open space and parklands
 - Regional Advance Mitigation Planning (RAMP) planning activities and implementation (may require non-federal funds)
- **Complete Streets and Community Choice**
 - Bicycle and pedestrian improvements and programs
 - SRTS projects and programs
 - Safety projects, local road safety plans (LRSP), and Vision Zero planning activities
 - Complete streets and sustainable streets improvements
 - Streetscape projects to encourage biking, walking, and transit use

- Example project elements include bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signals, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refuges, wayfinding signage, tree grates, bollards, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving, and pedestrian-scaled street furniture including bus shelters, benches, magazine racks, and garbage and recycling bins.
- Local streets and roads preservation projects on the federal-aid system. Projects should be based on a needs analysis from the jurisdiction's Pavement Management Program:
 - Pavement rehabilitation projects must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the jurisdiction's PMP demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.
 - Eligible non-pavement activities include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements, and features that bring the facility to current standards.
- Rural road improvements on the federal aid system.
- Projects and programs prioritized in CBTPs and PB processes, which may include any of the above project types and project elements, as well as a variety of transit capital improvements.
- Community-based transportation plans or participatory budgeting processes in Equity Priority Communities (in addition to CBTP and PB processes administered through the Regional Programs)
- **Multimodal Systems Operations and Performance**
 - Transit capital improvements, including vehicles for new or expanded service
 - Transit station improvements such as plazas, station access improvements, bicycle parking, and replacement parking or parking management for Transit Oriented Development (TOD)
 - Local actions to advance implementation of the Transit Transformation Action Plan
 - Cost-effective, technology-driven active operational management strategies for local arterials and highways (for highways, when used to augment state or federal funds and developed/implemented in coordination with MTC)
 - Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community. Examples include the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals; individualized travel training and trip planning activities; development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and the operation of transportation brokerages to coordinate providers, funding agencies, and passengers.

Ineligible Projects

Projects and programs that are not eligible for funding include air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

OBAG 3 Schedule

Milestone	Date
TAM Board approves Local Criteria	May 26, 2022
TAM issues OBAG 3 Call for Projects	May 31, 2022, no later
Applications due to TAM	July 27, 2022
Review Committee evaluates applications and prioritizes funding	August/September 2022
FP&L Executive Committee recommends applications for submittal to MTC	September 12, 2022
TAM Board adopts applications for submittal to MTC	September 22, 2022
Project nominations due to MTC	September 30, 2022
All requisite documentation and compliance requirements due to MTC	October 31, 2022
MTC adopts final project selection for funding	January 2023

Sponsor Requirements for Cities and Counties

These requirements apply to cities and counties and do not apply to sponsors with no general plan or land use authority, such as TAM or transit agencies under a Joint Powers Agreement (JPA) or special district. Cities and counties must meet the following requirements to receive program funding:

- Have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-31 Regional Housing Needs Allocation (RHNA) cycle by December 31, 2023, and maintain certification throughout the OBAG 3 program period;
- Submit Housing Element Annual Reports to HCD each year by the April 1 deadline throughout the OBAG 3 program period;
- Adopt a resolution self-certifying compliance with state housing laws related to surplus lands, accessory dwelling units, and density bonuses by December 31, 2023;
- Maintain ongoing compliance with the Housing Accountability Act (as determined by MTC staff) throughout the OBAG 3 program period;
- Adopt a Local Roadway Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines, by December 31, 2023;
- Maintain a certified Pavement Management Program (StreetSaver® or equivalent), updated as prescribed by MTC staff;
- Fully participate in statewide local streets and road needs assessment surveys (including any assigned funding contribution); and
- Provide traffic count data to MTC to support FHWA's Highway Performance Monitoring System (HPMS) on an annual basis, or as directed by MTC staff.

Sponsor Requirements for All Recipients

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

- Comply with MTC's Complete Streets Policy, and its successor, including the requirement to complete a Complete Streets Checklist for each project applying for OBAG 3 funding; and
- Comply with MTC's Regional Project Delivery Policy (MTC Resolution No. 3606), including identification of a staff position to serve as the single point of contact (SPOC) for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out.

Project Requirements

For each project, sponsors must provide the following:

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

OBAG 3 Project Applications Received						
No.	Sponsor	Project Name and Description	Project Type	Total Project Cost	Amount Requested	Phase(s) Requested
1	Corte Madera	Paradise Drive - Bicycle and pedestrian facilities along Paradise Drive between Westward Drive and 950' east of Robin Drive.	Bike/Ped	\$3,125,000	\$2,187,500	PE, CON
2	Marin Transit	Green Facility Improvements - Renovate and improve two recently purchased transit facilities at 3000-3020 Kerner Blvd, San Rafael, Marin County, CA and 600 Rush Landing Road, Novato.	Transit Capital	\$2,400,000	\$1,920,000	PE, CON
3	Marin Transit	Transit Corridor Improvements - Evaluate and make improvements to high ridership transit corridors that include enhanced passenger information, upgraded amenities at bus stops, and transit priority improvements with target corridors to include 4th Street, San Rafael; Lincoln Ave, San Rafael; and South Novato Blvd, Novato.	Transit Operations	\$2,000,000	\$1,600,000	PE, CON
4	Mill Valley	Pedestrian Gap Closure Project - Design and construct four key sidewalk gap closure locations and one Class III bicycle facility along one of the project segments at: 1) Elm Avenue (westside), 2) Hilarita Avenue (eastside), 3) Throckmorton Avenue (northside), and 4) Kipling Drive (westside).	Bike/Ped	\$2,102,890	\$1,861,689	PE, CON
5	Novato	Grant Avenue Bridge Rehabilitation and Complete Streets - Rehabilitate the existing vehicle bridge on Grant Avenue over Novato Creek, adding complete streets elements, and improving pedestrian and bicycle access along this major corridor into downtown Novato.	Bridge/Bike/Ped	\$6,160,000	\$4,575,000	CON
6	Novato	San Marin High School Area Multimodal Access Project - Install enhancements at the intersection of Novato Boulevard/San Marin Drive-Sutro Avenue, the intersection of Sutro Avenue/Michele Circle, and segment of Sutro Avenue from Novato Boulevard to Michele Circle. Project includes modifying striping of the intersection to better channelize vehicles and bicycles, adding a crosswalk across the Sutro Avenue approach, constructing new curb extensions to reduce pedestrian crossing distances, providing accessible curb ramps, and adding enhanced green bike lane markings. In addition, a Class I multi-use path would be constructed along the west side of Sutro Avenue and a new crosswalk would be installed across Sutro Avenue at the uncontrolled crossing at Michele Circle.	Bike/Ped	\$2,445,000	\$2,108,000	PE, CON
7	Ross	Laurel Grove Safe Pathways Project Phase III - Construct a dedicated asphalt pedestrian pathway and protective berm from the limits of the proposed Phase II at Canyon Road South to the Town Limits at Makin Grade.	Bike/Ped	\$1,105,000	\$500,000	CON

8	San Rafael	Northgate Area PDA Study - Develop a Specific/Precise Plan for the North San Rafael/Northgate Priority Development Area (PDA), covering over 100 acres within the Northgate area of North San Rafael including the Civic Center SMART commuter train station.	Planning Study	\$900,000	\$796,770	Planning
9	San Rafael	Canal Area PDA Study - Develop a Specific/Precise Plan for the Southeast San Rafael/Canal Priority Development Area (PDA), covering a large geographic area that contains the highest concentration of mixed uses and intensity of development, including the highest density of rental housing in Marin County. The Canal neighborhood is identified as an Equity Priority Community (EPC) as its residents are primarily low-income immigrants.	Planning Study	\$900,000	\$796,770	Planning
10	San Rafael	Second and Fourth Street Intersection Improvements - Improve access to the non-conventional multi-legged intersection at the City's westerly gateway where two major arterial roadways meet a frontage road and residential streets. The intersection is difficult to navigate by motorists, bicyclists, and pedestrians. This project reconfigures the intersection and improves the traffic signal to extend the Cross Marin Bikeway while improving access and safety for pedestrians. These intersection enhancements are complementary to the Third Street improvement project, which includes a Class IV cycletrack along Second Street that is currently under construction.	LSR/Bike/Ped	\$4,367,000	\$3,051,000	CON
11	San Rafael	San Rafael/Canal Active Transportation Improvements - Design and construct a number of pedestrian, bicycle, and transit enhancements in the Canal neighborhood. Pedestrian enhancements include curb ramp upgrades, sidewalk gap closures, corridor lighting improvements, and uncontrolled crosswalk enhancements on 19 streets and pathways. Bicycle improvements would construct bicycle boulevard treatments along three key streets in the neighborhood's bicycle network and add secure bicycle parking at a popular neighborhood park. Transit improvements would add transit shelter enhancements at 5 high-ridership stops and would construct a new transit stop along a high-use transit route.	Bike/Ped/Transit Access	\$5,153,818	\$4,123,054	PE, CON
12	Sausalito	Bridgeway Bike Lane Project - Princess Street to Richardson - Remove the center lane between Princess Street and Richardson Ave. and install dedicated bike lanes on either side of the roadway. Where width allows a dedicated class 4 bike lane north bound will be added. The project also includes road repairs and the installation of a new cross walk, Rapid Flashing Beacon and curb ramps at the Richardson/Bridgeway intersection.	Bike/Ped	\$637,214	\$504,600	CON
13	Sausalito	Bridgeway Improvements - Napa to San Carlos Ave. - Resurface Bridgeway Blvd, install safety improvements between Napa Street and San Carlos, and the install a round about at Napa Street.	LSR	\$3,751,000	\$3,320,400	PE, CON

14	Sausalito	Coloma Street Sidewalk Improvement Project - Install new sidewalk along the north side of Coloma Street adjacent to the Martin Luther King Campus from Bridgeway to Olima. The work includes sidewalk minor retaining walls, a mid block crossing with a RRFB, roadway improvements, striping and improvements to support safe pedestrian access.	Ped	\$988,901	\$475,613	CON
15	Sausalito	Bridgeway Signal Improvements at Easterby - Remove and replace an older signal system at the intersection of Bridgeway Blvd. and Easterby Street, Spring Street at Marinship which are all within several hundred feet of each other. The project includes but is not limited to replacement of signal poles, signal heads, installation of video detection, improvements to the cross walks and ramps.	LSR	\$1,026,591	\$908,841	CON
16	SMART	SMART Pathway-Great Redwood Trail – Novato (Hannah Ranch Road to Rowland) - Construct 0.4 miles of Class 1 non-motorized pathway within and along the publicly owned railroad right-of-way between Hannah Ranch Road and Rowland Boulevard South, connecting to Class 1 pathway to the south and creating bicycle-pedestrian access where none currently exists.	Bike/Ped	\$2,259,272	\$1,000,000	CON
			Total	\$39,621,686	\$29,994,827	

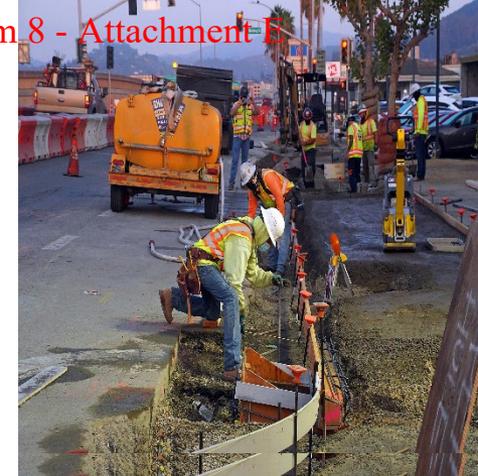
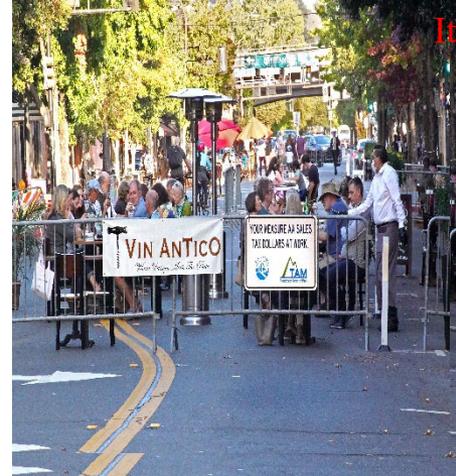
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OBAG 3 Project Applications - Recommendations for Nomination									
No.	Sponsor	Project	PDA	Review Committee Ranking	Amount Requested	Phase(s) Requested	Recommended Funding Amount		Note
							PDA	Non-PDA	
11	San Rafael	San Rafael/Canal Active Transportation Improvements	Yes	1	\$4,123,054	PE, CON	\$4,123,054		ATP candidate
9	San Rafael	Canal Area PDA Study	Yes	2	\$796,770	Planning	\$796,770		Inquired with MTC for consideration for Regional OBAG 3 PDA Planning Program
3	Marin Transit	Transit Corridor Improvements	Partial	3	\$1,600,000	PE, CON	\$800,000	\$800,000	
12	Sausalito	Bridgeway Bike Lane Project - Princess Street to Richardson		4	\$504,600	CON		\$504,600	Include condition to coordinate with transit on design
8	San Rafael	Northgate Area PDA Study	Yes	4	\$796,770	Planning	\$796,770		Inquired with MTC for consideration for Regional OBAG 3 PDA Planning Program
10	San Rafael	Second and Fourth Street Intersection Improvements	Yes	6	\$3,051,000	CON	\$3,051,000		
16	SMART	SMART Pathway-Great Redwood Trail – Novato (Hannah Ranch Road to Rowland)		6	\$1,000,000	CON		\$1,000,000	
1	Corte Madera	Paradise Drive		8	\$2,187,500	PE, CON			\$263K for PE
2	Marin Transit	Green Facility Improvements	Partial	9	\$1,920,000	PE, CON			
14	Sausalito	Coloma Street Sidewalk Improvement Project		10	\$475,613	CON			ATP candidate
5	Novato	Grant Avenue Bridge Rehabilitation and Complete Streets		11	\$4,575,000	CON			
13	Sausalito	Bridgeway Improvements - Napa to San Carlos Ave		12	\$3,320,400	PE, CON			
6	Novato	San Marin High School Area Multimodal Access Project		13	\$2,108,000	PE, CON			
4	Mill Valley	Pedestrian Gap Closure Project		14	\$1,861,689	PE, CON			
7	Ross	Laurel Grove Safe Pathways Project Phase II		14	\$500,000	CON			
15	Sausalito	Bridgeway Signal Improvements at Easterby		16	\$908,841	CON			ATP candidate
Total					\$29,729,237		\$9,567,594	\$2,304,600	81% in PDA and 19% in non-PDA
Total Nomination from PDA and non-PDA							\$11,872,194		The Total Nomination and Nomination Target amounts do not include the \$400,000 approved by the TAM Board on May 26, 2022 for a Countywide Transportation Plan (CTP), which was previously submitted to MTC
Nomination Target							\$11,144,000		
difference							-\$728,194		

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OBAG 3 Project Applications - Contingency Recommendations for Nomination										
No.	Sponsor	Project	PDA	Review Committee Ranking	Amount Requested	Phase(s) Requested	Recommended Funding Amount		Note	
							PDA	Non-PDA		
11	San Rafael	San Rafael/Canal Active Transportation Improvements	Yes	1	\$4,123,054	PE, CON			If funded by ATP, recommended OBAG 3 funds would be programmed to Corte Madera's Paradise Drive and Marin Transit's Green Transit Facility	
9	San Rafael	Canal Area PDA Study	Yes	2	\$796,770	Planning	\$796,770		Inquired with MTC for consideration for Regional OBAG 3 PDA Planning Program	
3	Marin Transit	Transit Corridor Improvements	Partial	3	\$1,600,000	PE, CON	\$800,000	\$800,000		
12	Sausalito	Bridgeway Bike Lane Project - Princess Street to Richardson		4	\$504,600	CON		\$504,600	Include condition to coordinate with transit on design	
8	San Rafael	Northgate Area PDA Study	Yes	4	\$796,770	Planning	\$796,770		Inquired with MTC for consideration for Regional OBAG 3 PDA Planning Program	
10	San Rafael	Second and Fourth Street Intersection Improvements	Yes	6	\$3,051,000	CON	\$3,051,000			
16	SMART	SMART Pathway-Great Redwood Trail – Novato (Hannah Ranch Road to Rowland)		6	\$1,000,000	CON		\$1,000,000		
1	Corte Madera	Paradise Drive		8	\$2,187,500	PE, CON		\$2,187,500	\$263K for PE	
2	Marin Transit	Green Facility Improvements	Partial	9	\$1,920,000	PE, CON	\$960,000	\$960,000		
14	Sausalito	Coloma Street Sidewalk Improvement Project		10	\$475,613	CON			ATP candidate	
5	Novato	Grant Avenue Bridge Rehabilitation and Complete Streets		11	\$4,575,000	CON				
13	Sausalito	Bridgeway Improvements - Napa to San Carlos Ave		12	\$3,320,400	PE, CON				
6	Novato	San Marin High School Area Multimodal Access Project		13	\$2,108,000	PE, CON				
4	Mill Valley	Pedestrian Gap Closure Project		14	\$1,861,689	PE, CON				
7	Ross	Laurel Grove Safe Pathways Project Phase III		14	\$500,000	CON				
15	Sausalito	Bridgeway Signal Improvements at Easterby		16	\$908,841	CON			ATP candidate	
					Total	\$29,729,237		\$6,404,540	\$5,452,100	54% in PDA and 46% in non-PDA
Total Nomination from PDA and non-PDA							\$11,856,640		The Total Nomination and Nomination Target amounts do not include the \$400,000 approved by the TAM Board on May 26, 2022 for a Countywide Transportation Plan (CTP), which was previously submitted to MTC	
Nomination Target difference							\$11,144,000			
							-\$712,640			

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Transportation Authority of Marin

TAM Board of Commissioners One Bay Area Grant Program Cycle 3 (OBAG 3) Project Nomination Recommendations

September 22, 2022

OBAG Cycle 3 Background

- One Bay Area Grant (OBAG) Program – MTC's program to distribute federal transportation funding (STP/CMAQ funds) to projects and programs
- OBAG is currently in the third cycle of funding (Cycle 3)
- Cycle 3 includes 4 years of funding: FY 22/23 to FY 25/26

Background (cont.)

- OBAG 3 includes \$757 million total in federal STP/CMAQ funds
- Additional federal funding from Infrastructure Investment and Jobs Act (IIJA) may become available later for MTC to augment OBAG 3 and will require further approval from the MTC Commission
- MTC set asides a portion of funds for regional and county programs under OBAG
- MTC has proposed 50.5% Regional and 49.5% County
 - Most Regional Programs TBD including Priority Conservation Area (PCA) Program

MTC OBAG 3 Policies

- Project Selection Process:
 - TAM issues Call for Projects
 - MTC selects projects for funding
- Projects must be consistent with Plan Bay Area 2050
- Minimum Grant Size – \$250,000, may be less on a case-by-case basis, but no less than \$150,000

MTC Policy: Priority Development Areas (PDA)

- PDA minimum investments for Marin County – a project must be located within or connected to a PDA
- At least 50% of funds must be programmed in PDAs
 - Downtown San Rafael
 - Unincorporated Highway 101 Corridor
 - Southeast San Rafael
 - Northgate

Nomination Targets

- Factors in Formula:
 - Population 50%
 - Housing Production 30% - county's share of regional housing production during the current and previous RHNA cycles
 - Planned Growth 20% - county's share of regional housing allocations through the 2023-31 RHNA cycle
- Marin's Target (2.8%) - \$9.6 million
- Nomination Target - 120% of available amount of \$9.6 million is approximately \$11.5 million

Adjustment to Nomination Targets

- On May 26, 2022, the TAM Board adopted an adjustment to the nomination target of \$11.5 million by setting aside \$400,000 for developing a Countywide Transportation Plan (CTP)
- TAM will submit project nominations totaling an adjusted amount of approximately \$11.1 million in funding requests to MTC
- MTC is anticipated to select final applications for funding in the approximate amount of \$9.2 million after factoring in the adjustment for the CTP

Call for Projects

- TAM issued a Call for Projects for County and Local Programs on May 31, 2022
- Applications were due to TAM on July 27, 2022
- TAM initially received 17 applications from nine applicants, requesting \$29.8 million
- TAM's Street Smarts application was subsequently withdrawn, leaving 16 applications from eight applicants

OBAG 3 Schedule

- Remaining Milestones:
 - Nominations approved by TAM Board – September 22, 2022
 - Nominations due to MTC – September 30, 2022
 - All required documentation due – October 31, 2022
 - MTC adopts selected projects – January 2023

Application Screening

- MTC requires all applications to be initially screened for three requirements before the applications are eligible for funding evaluation:
 - Eligibility with federal and regional requirements;
 - Alignment with relevant federal and regional plans and policies, such as Plan Bay Area 2050; and
 - Ability to obligate OBAG 3 funds no later than January 31, 2027.
- Staff reviewed each application in accordance with the screening criteria and determined that all applications have met the requirements.

Application Evaluation

- Review Committee:
 - TAM Staff
 - Sarah Jones, Assistant Director for the Marin Community Development Agency
 - David Eshoo, Engineer for the Tiburon Public Works Department
- Applications were reviewed in accordance with 12 criteria that were adopted by the TAM Board on May 26, 2022
- The applications were scored by the Review Committee and the ranking for all applications can be seen in Nomination Recommendations (Next slide, and Attachment C)

Staff Recommendations

- Staff recommends the ranking and funding amounts developed by the Review Committee that includes 5 capital projects and 2 PDA studies, as shown below.
- PDA minimum investment requirement met (81%)

Sponsor	Project	Review Committee Ranking	Review Committee Recommended Funding
San Rafael	Canal Active Transportation Improvements	1	\$4,123,054
San Rafael	Canal Area PDA Study	2	\$796,770
Marin Transit	Transit Corridor Improvements	3	\$1,600,000
Sausalito	Bridgeway Bike Project - Princess Street to Richardson	4	\$504,600
San Rafael	Northgate Area PDA Study	4	\$796,770
San Rafael	Second and Fourth Street Intersection Improvements	6	\$3,051,000
SMART	SMART Pathway (Hannah Ranch Road to Rowland)	7	\$1,000,000
Total			\$11,872,194

Bicycle Pedestrian Advisory Committee (BPAC) Input

- The TAM BPAC convened on August 29, 2022, to review the OBAG 3 applications
- Applicants were invited to the meeting to address questions and offer comments on their applications
- The BPAC concurred with staff recommendations that among the nominations, the five recommended capital project applications merited funding at their requested amounts
 - San Rafael – Canal Active Transportation Improvements
 - Marin Transit – Transit Corridor Improvements
 - Sausalito – Bridgeway Bike Project-Princess to Richardson
 - San Rafael – 2nd and 4th Street Intersection Improvements
 - SMART – SMART Pathway-Hannah Ranch to Rowland
- The BPAC further recommended nominating the two PDA Study requests at reduced amounts by \$250,000 each in order to support another capital project (Mill Valley's Project) with the difference of \$500,000

BPAC Input (cont.)

- The BPAC recommendations include 6 capital projects and 2 PDA Studies
- The BPAC also recommended that planning studies are ranked below capital projects

Sponsor	Project	BPAC Ranking	BPAC Recommended Funding
San Rafael	Canal Active Transportation Improvements	1	\$4,123,054
Marin Transit	Transit Corridor Improvements	2	\$1,600,000
Sausalito	Bridgeway Bike Project - Princess Street to Richardson	3	\$504,600
San Rafael	Second and Fourth Street Intersection Improvements	4	\$3,051,000
SMART	SMART Pathway (Hannah Ranch Road to Rowland)	5	\$1,000,000
Mill Valley	Pedestrian Gap Closure - Hilarita Ave Eastside Component	6	\$500,000
San Rafael	Canal Area PDA Study	7	\$546,770
San Rafael	Northgate Area PDA Study	7	\$546,770
Total			\$11,872,194

Staff Recommendations

- Staff and the BPAC often align on programming priorities and staff considered the BPAC's priorities for OBAG 3
- However, PDA studies would likely be prioritized among MTC's selection and are identified as regional priorities in accordance with the OBAG 3 framework
- MTC's guidelines included very specific criteria for project selection that the TAM Review Committee sought to adhere to, and which resulted in the staff recommendations
- Reduced recommended amounts for the PDA studies would not allow San Rafael to adequately develop the two PDA studies as intended
- Neither the regional nor the local guidelines specified a preference for capital over planning projects
- Many projects that were not recommended for OBAG 3 are strong candidates for the upcoming TDA/TFCA Call for Projects in the Spring of 2023, as well as future ATP and Measure AA Safe Pathway cycles

Contingency Nomination Recommendations

- San Rafael's Canal Active Transportation Improvement Project is also a candidate for ATP funds (along with several other projects in the County)
- CTC staff's recommendation for ATP state funding is scheduled to be released on October 21, 2022
- Staff recommending the adoption of a contingency list of nominations as shown in Attachment D
 - If San Rafael's Canal Active Transportation Improvement Project (\$4.12 M) is selected for state ATP funding, then TAM would:
 - Remove that project from OBAG nomination, and
 - Instead include Corte Madera's Paradise Drive Project (\$2.18 M) and Marin Transit's Green Facility Improvement Project (\$1.92 M) for MTC's consideration
 - PDA minimum investment requirement would still be met (54%)

Project Conditions

- PDA Studies:
 - MTC may require all PDA planning studies to include certain elements, such as outreach, design guidelines, and specific plan adoption to ensure PDA plans are addressing regional housing and transportation goals
 - MTC will communicate those elements to CTAs and may condition the nominated PDA planning studies on complying with MTC requirements if they are not already included in their applications
- Transit Coordination:
 - Applicants are required to coordinate their project design with the local transit providers under the newly updated MTC Complete Streets Checklist
 - Staff will direct Sausalito to coordinate with transit providers for the Bridgeway Bike Lane – Princess Street to Richardson project early in project development process if funded by MTC

Sponsor Requirements

- Have a general plan housing element adopted and certified by California Department of Housing and Community Development (HCD)
- Submit Housing Element Annual Report to HCD
- Adopt a Resolution self-certifying compliance with state housing laws (surplus lands, accessory dwelling units, and density bonuses)
- Maintain ongoing compliance with Housing Accountability (prohibits a local agency from disapproving a housing development project for low to moderate income households or an emergency shelter)
- Adopt a Local Roadway Safety Plan (LRSP) or equivalent
- Maintain a certified Pavement Management Program
- Participate in statewide local streets and roads needs assessment surveys
- Provide traffic count data to MTC to support FHWA's Highway Performance Monitoring System (HPMS)
- The above requirements do not apply to CTAs and transit agencies
- Complete Streets Policy
- Complete Streets Checklist – sponsors will be required to enter projects on MTC's website for local BPAC to review
- If selected:
 - Resolution of Local Support
 - MTC's FMS – TIP
 - Provide Requisite Local Match Funds – 11.47%

FP&L Executive Committee Review

- On September 12, 2022, the FP&L Executive Committee reviewed recommendations provided by staff and the BPAC
- The FP&L Executive Committee voted unanimously to support staff's recommended nominations and contingency nominations, as shown in Attachments C and D

TAM Board Action Requested

- The Board adopts staff's recommended nominations and contingency nominations, as shown in Attachments C and D, and the project conditions on PDA studies and transit coordination requirements

Next Steps

- Upon TAM Board adoption, staff will communicate both the nominations and contingency nominations to MTC
- Work with applicants on complying with OBAG 3 requirements if their applications are selected by MTC for funding
- Staff will also work directly with MTC regarding obligation of the County planning funds including funds for a future CTP
- Staff will continue to update the TAM Board and project applicants on the MTC selection process as it progresses

Questions and Feedback

Thank you!