

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

February 14, 2024

Agenda Item 2d - 24-0137

**MTC Resolution Nos. 3989, 4202, 4505, and 4540, Revised**

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**Subject:**

Various revisions to the One Bay Area Grant programs (OBAG 2 and 3), Carbon Reduction Program (CRP), and MTC exchange program, including programming \$1 million in OBAG 3 Regional funds to MTC for Adaptive Ramp Metering on State Route 237 in Santa Clara County and changing the fund source for \$16.5 million in OBAG 2 and 3 projects from STP/CMAQ to CRP to facilitate timely CRP program delivery.

**Background:**

The OBAG 2 and 3 programs adopted by the Commission establish the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for FY 2017-18 through FY 2025-26. As part of the OBAG 3 regional investment strategy, the Commission also approved the Carbon Reduction Program (CRP), establishing the policy and programming framework for investing federal CRP funds for FY 2021-22 through FY 2025-26.

To provide greater flexibility to deliver select priority projects within the broader OBAG framework, MTC has entered into agreements, on occasion, to exchange federal STP/CMAQ funds with non-federal local funds. These exchanges do not increase the total amount of funds available to the region but enable MTC to support key investments within the OBAG policy framework that are ineligible for federal STP/CMAQ funds. MTC Resolution No. 3989, Revised, describes the procedures governing MTC's exchange program and details the agreements and commitments that have been made to date.

This month, staff recommend revisions to the OBAG 3, CRP, OBAG 2, and MTC exchange programs as described below.

***OBAG 3 (MTC Resolution No. 4505, Revised)***

Staff recommend programming \$1 million of the \$4 million in OBAG 3 Regional Program funds previously set aside by the Commission for Adaptive Ramp Metering to MTC for Adaptive Ramp Metering on State Route 237 in Santa Clara County. The project will upgrade the existing ramp meters into a corridor-wide adaptive system that is anticipated to reduce congestion and improve travel times, particularly for transit and high-occupancy vehicles utilizing dedicated bypass lanes at metered ramps. Staff expect to return to the Commission to recommend

additional programming for the remaining OBAG 3 Adaptive Ramp Metering funds in early 2025.

Staff also recommend reflecting the \$8.5 million PCA Call for Projects Phase I (approved by the Joint Planning Committee in December 2023) as part of the \$16.5 million in OBAG 3 Regional Program funds previously set aside by the Commission for the Priority Conservation Area (PCA) Grant Program. Staff plan to return to the Planning Committee and Commission with recommended PCA Phase I project awards this summer. Staff will recommend a Phase II call for projects for the remaining \$8 million OBAG 3 PCA balance after the PCA framework refresh study is completed, anticipated later this year.

***Carbon Reduction Program (CRP) (MTC Resolution No. 4540, Revised)***

The federal CRP program is a new Federal Highway Administration (FHWA) program created in 2021 through the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL). Since authorization of the program, FHWA, Caltrans, and MTC have developed policies and procedures for administering this new fund source on federal, state, and regional levels, respectively. The Commission adopted MTC's CRP framework in October 2022 via MTC Resolution No. 4540, and project selection and programming are well underway: \$10.1 million in Mobility Hubs projects was approved in June 2023, and an additional \$10 million in Transit Station Public Charging projects is recommended for programming with this item.

Importantly, the initial obligation deadline for the first year of CRP apportionment (FY 2021-22) is approaching, in September 2025. To ensure that MTC's regional CRP apportionment can be obligated at least a year in advance of the federal deadline, staff recommend that the Commission proactively direct inaugural CRP funds towards projects that can deliver this fiscal year.

Specifically, staff recommend revising the fund source for the \$9.3 million in OBAG 2 currently programmed to Alameda County's Meekland Ave Corridor Improvement, Phase II from STP/CMAQ to CRP funds. To complete this fund source change, staff recommend reprogramming \$9.3 million in CRP funds currently committed to the Mobility Hubs program with the same amount in STP/CMAQ funds through the OBAG 3 Regional Program (see Table 1, below).

**Table 1: Proposed CRP and STP/CMAQ Fund Source Changes**

<b>Project</b>	<b>Current CRP \$ millions</b>	<b>Current STP/CMAQ \$ millions</b>	<b>Proposed CRP \$ millions</b>	<b>Proposed STP/CMAQ \$ millions</b>
Alameda County's Meekland Ave	-	9.3	9.3	-
Mobility Hubs Unprogrammed Balance	19.9	0.3	10.6	9.6
<b>Totals</b>	<b>19.9</b>	<b>9.6</b>	<b>19.9</b>	<b>9.6</b>

In addition, to reflect recent project award actions taken by the Commission and MTC/ABAG Committees, staff recommend the following CRP Program revisions:

- As approved by the Joint MTC Planning and ABAG Administrative Committee in January of this year, program \$10 million in CRP Electric Vehicles and Infrastructure funds previously set aside by the Commission for the Transit Station Public Charging Program to three projects, as follows:
  - \$5.9 million to the Bay Area Rapid Transit District (BART) for Electric Vehicle Charging at BART Stations,
  - \$3.8 million to the Water Emergency Transportation Authority (WETA) for Richmond Ferry Terminal Charging Infrastructure, and
  - \$350,000 to Suisun City for Electric Vehicle Charging Station Installation.
- Further define the remaining \$20 million in CRP Electric Vehicles and Infrastructure funds for Charging Infrastructure: Regional Technical Assistance Program, to reflect the Transportation Electrification investment framework categories approved by the Joint Planning Committee in April 2023.

***OBAG 2 (MTC Resolution No. 4202, Revised)***

***Staff recommend deprogramming \$387,600 in OBAG 2 Mobility Hubs Pilot Program funds from San Ramon’s Bishop Ranch Business Park project. The City of San Ramon will not be moving forward with this project and has relinquished the grant. Staff will return to the Commission to recommend reprogramming of the relinquished OBAG 2 Mobility Hubs Pilot Program funds as part of a future item.MTC Exchange Program (MTC Resolution No. 3989, Revised)***

Finally, staff recommend adding the Sonoma County Transportation Authority (SCTA) as a co-sponsor for the City of Rohnert Park’s Highway 101 Bicycle/Pedestrian Overcrossing at Copeland Creek, which was awarded \$40,000 in MTC exchange program funds through the

Active Transportation Technical Assistance Program in December 2023. This revision was requested by the City and SCTA and would allow the agencies to coordinate related efforts and achieve cost efficiencies.

**Issues:**

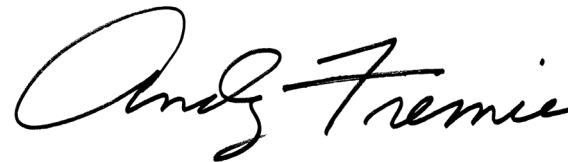
None.

**Recommendations:**

Refer MTC Resolution Nos. 3989, Revised; 4202, Revised; 4505, Revised; and 4540, Revised to the Commission for approval.

**Attachments:**

- MTC Resolution No. 3989, Revised, with Attachment B
- MTC Resolution No. 4202, Revised, with Attachments B-1 and B-2
- MTC Resolution No. 4505, Revised, with Attachment B-1
- MTC Resolution No. 4540, Revised, with Attachment B



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