

### One Bay Area Grant Program

Established in 2012, the OBAG program serves as MTC's policy and programming framework for investing federal discretionary funding throughout the region to:

- > Strengthen the connection between transportation investments and the goals of Plan Bay Area,
- Focus transportation investments within Priority Development Areas (PDAs)\* and
- Require jurisdictions to comply with certain state and regional policies.
- \* Minimum 70% of OBAG funds to PDAs



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3

### One Bay Area Grant Program

Two prior OBAG cycles programmed to date:

- OBAG 1 (MTC Resolution 4035):
  - > Alameda County: \$60M programmed
    - 88% of funds invested in PDAs
  - > Sample Investments:
    - Countywide Safe Routes to School Program
    - Downtown Berkeley BART Plaza/Transit Access
    - Fremont City Center Multi-Modal Improvements
    - Oakland Lakeside Complete Streets and Road Diet



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### One Bay Area Grant Program

- OBAG 2 (MTC Resolution 4202):
  - > Alameda County: \$76M programmed
    - Over 90% of funds invested in PDAs
    - 2021 Safe and Seamless Quick-strike Mobility Program: Additional \$12M
  - Sample Investments\*
    - Countywide Safe Routes to School Program
    - Berkeley Southside Complete Streets & Transit Improvements
    - Hayward Main Street Complete Streets
    - Meekland Avenue Corridor Improvement, Phase II
    - Pleasanton Complete Street Improvements

<sup>\*</sup>Most projects still active or funds programmed in FYs 2021-22 & 2022-23



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5

## One Bay Area Grant Cycle 3 (OBAG 3)

#### Framework adopted by MTC January 2022:

- Aligns principles and categories with regional strategies, goals, and federal programming requirements.
- Four-year cycle (FYs 2022-23 through 2025-26)
- Bay Area Fund Estimate \$750M
  - > 50% Regional Program
  - > 50% County Programs
- MTC will have a larger role in development of County Programs



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#### One Bay Area Grant Cycle 3 (OBAG 3)

#### Key Provisions:

- Projects must be consistent with Plan Bay Area 2050
- Continued focus on PDA-supportive projects, with emphasis on:
  - Bicycle/pedestrian, Safe Routes to School, and other safety efforts, including projects on designated High injury Networks (HINs);
  - Projects within Equity Priority Areas or that otherwise benefit equity;
  - > Transit access or other improvements to accelerate transit-oriented development.
- Existing policy compliance requirements maintained with updates to align with current state housing laws and various MTC regional policies.



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7

## One Bay Area Grant Cycle 3 (OBAG 3)

#### OBAG 3 County Program:

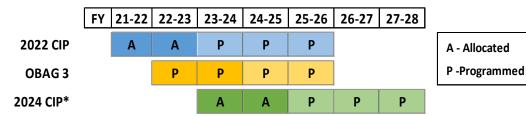
- Eligible applicants:
  - > Local jurisdictions, transit agencies, and CTAs
- Eligible project types include:
  - > Capital projects that encourage walking, biking, and transit:
    - Bike/pedestrian improvements (bike lanes, streetscape, safety)
    - Transit capital and station improvements
    - Complete streets
  - Programs SR2S, TDM
- Minimum of 70% of funds to PDAs (Alameda County has 48)



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## County-level Programming Approach

OBAG 3 programming process will be coordinated with the development of the Alameda CTC's 2024 Comprehensive Investment Plan (CIP):



\*The 2024 CIP Fund Estimate is anticipated to be over \$100M. (OBAG, MBB, VRF and TFCA)



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9

## Coordinated Programming Schedule

- April 2022 MTC adopts OBAG 3 Fund Estimate & Guidelines
- Early May Alameda CTC releases combined OBAG 3 & 2024 CIP call for project nominations
- Late June Applications due to Alameda CTC
- September OBAG 3 Staff recommendations to Commission
  - > Commission-approved nominations due to MTC by Sept. 30th
- Jan 2023 MTC adopts OBAG 3 Program
- April/May 2023 Commission approval of 2024 CIP
- Summer 2023 Execute funding agreements for 2024 CIP funds.

ALAMEDA County Bousporlation Commission

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## **Next Steps**

#### February - April 2022:

- Develop 2024 CIP Guidelines
- Finalize 2024 CIP Fund Estimate (with OBAG funds)
- Incorporate OBAG 3-specific requirements and guidelines into 2024 CIP application materials



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11

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Questions?



12

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