

SUPPLEMENT NO. 1 TO MASTER FUNDING AGREEMENT
Between the METROPOLITAN TRANSPORTATION COMMISSION
And CITY OF MILPITAS
For MILPITAS GATEWAY/MAIN ST. SPECIFIC PLAN

This Supplement No. 1 to the Master Funding Agreement (“Supplement” or “Agreement”) is entered into this March 1, 2022, by and between the Metropolitan Transportation Commission (“MTC”) and the City of Milpitas (“AGENCY”) and supplements the Master Funding Agreement, dated March 1, 2022, by and between MTC and AGENCY.

Pursuant to this Supplement, MTC agrees to reimburse an amount not to exceed five hundred thousand dollars (\$500,000) in Federal Highway Authority (FHWA) funds to AGENCY to fund the MILPITAS GATEWAY/MAIN ST. SPECIFIC PLAN (as more fully described in Annex I hereto, the “Supplement Project”). The estimated budget and payment milestones for the Supplement Project scope of work is attached as Annex II hereto.

The Supplement Project work will commence on March 1, 2022 and be completed no later than March 1, 2025.

The clauses selected below and attached as exhibits to the Master Funding Agreement shall apply to AGENCY’s performance of the applicable Supplement Project scope of work hereunder:

- Exhibit B-1, Additional Terms and Conditions (General), Paragraph A
- Exhibit B-1, Additional Terms and Conditions (General), Paragraph B
- Exhibit B-2, Additional Terms and Conditions (Federally Required Clauses)
- Exhibit B-3, Additional Terms and Conditions (State Required Clauses)
- Exhibit B-4, Additional Terms and Conditions (Prevailing Wage Rates, Apprenticeships, and Payroll Records, Non-Federally-Funded Agreements)
- Exhibit B-5, Additional Terms and Conditions (Prevailing Wage Rates, Apprenticeships, and Payroll Records, Federally-Funded Agreements)
- Exhibit B-6, Additional Terms and Conditions (Regional Toll Funds including RM1, RM2, and AB1171)
- Exhibit B-7, Additional Terms and Conditions (Regional Discretionary Federal Funds including STP and CMAQ)

Funding for this project was authorized by the Metropolitan Transportation Commission at its May 26, 2021 meeting through Resolution 4202, Revised (see p. 1 of Attachment B-1), attached to this document as Attachment A.

The MTC Project Manager for the Supplement Project is Somaya Abdelgany, (415) 778-5217, sabdelgany@bayareametro.gov. The AGENCY Project Manager for the Supplement Project is Jay Lee, (408) 586-3077, jlee2@ci.milpitas.ca.gov.

This Supplement is supplemental to the Master Funding Agreement; all terms and conditions of the Master Funding Agreement, as may be amended, remain unchanged hereby.

Capitalized terms used but not defined herein shall have the respective meanings assigned to them in the Master Funding Agreement.

**METROPOLITAN TRANSPORTATION
COMMISSION**

CITY OF MILPITAS

Therese W. McMillan, Executive Director

Steven McHarris, City Manager

Annex I Project Description and Scope of Work

MILPITAS GATEWAY/MAIN ST. SPECIFIC PLAN

Background

The Milpitas Gateway/Main St. Specific Plan (“The Plan”) will update the Midtown Specific Plan, which was adopted in 2002 to maximize land use, transportation and economic opportunities and catalyze mixed-use, transit-oriented development in the “heart” of Milpitas. Midtown is ideally situated between two Interstate freeways, two major east-west arterials, and two active Union Pacific Railroad lines. It also has direct access to VTA light rail and the new Milpitas BART Station. Midtown is a regionally important PDA with potential to accommodate significant jobs and housing growth in a sustainable and efficient manner. However, much of the development potential in Midtown has not been realized, especially along historic Main Street and Calaveras Boulevard.

The plan update will redefine the boundaries and facilitate redevelopment to transform Midtown into a vibrant destination and gateway to the City’s core, concentrated around the new Milpitas BART Station. The Midtown Specific Plan will be renamed the “Gateway/Main Street Specific Plan” and identify three focus areas (Main Street, Calaveras Boulevard, and Abbott Avenue / I-880) to reflect this new vision. The proposed scope of work includes a comprehensive suite of activities including technical research and analysis of existing conditions, robust community outreach and plan visioning, plan development, and plan adoption.

Agency or its consultant team shall perform the scope of work described below. Agency’s current consultant is Ascent.

Task 1 – Plan Boundaries, Data Gathering, & Assessments

Task 1.1: Kick-Off Meeting & Site Tour

Ascent and its teaming partners (The Ascent Team) will initiate the project with a (virtual) kick-off meeting and site tour to discuss:

- City goals and objectives
- Team roles and responsibilities
- Project area context and efforts underway
- Planning Area / Focus Area boundaries
- Schedule and key milestones
- Scenario planning
- Community engagement and project branding
- Coordination with City staff.

During this time, The Ascent Team will also submit a list of data and information needs. Shortly after the kick-off meeting (on the same or separate day), pending public health directives, team members will conduct a site tour to examine key issues, focus area context conditions, and the extent of Plan Area boundaries. Following the site tour, The Ascent Team will coordinate with the City to discuss focus area boundaries and base map preparation, including use of scenario planning tools for mapping.

Task 1.1 Deliverables: Kick-off Meeting Materials and Meeting Summary**Task 1.2: Material Review & Preliminary Mapping**

Following the kick-off meeting and data exchange, Ascent will prepare a working map database and initial series of maps that depict the City, community, and local context. The maps will establish the baseline and Plan Area boundaries for subsequent work.

As part of this phase, the Ascent Team will review relevant existing and in-progress studies to serve as a basis for The Ascent Team initial analysis of the Plan Area. To avoid “reinventing the wheel” and ensure continuity between plans, The Ascent Team will build from recent or developing plans and studies in the Plan Area, including the:

- 2002 Milpitas Midtown Specific Plan
- Newly adopted 2020 General Plan
- 2024-2030 Housing Element Update
- City of Milpitas Municipal Code
- City of Milpitas 2020 Economic Development Strategy and Implementation Actions
- City of Milpitas Climate Action Plan
- Milpitas Metro Specific Plan studies
- Cultural Resources Register
- Milpitas Parks and Recreation Master Plan Update
- Bikeway and Pedestrian and Trails Master Plan
- City of Milpitas Streetscape Master Plan
- Utility Master Plan Updates for water and sewer and storm drainage

The Ascent Team will leverage the work that has been produced and highlight key takeaways that will inform the focus of latter studies and solutions in the Plan Area.

Task 1.2 Deliverables: Preliminary Mapping Database**Task 1.3: Existing Conditions Assessment**

The Ascent Team will assess the existing physical context of the Plan Area, including land use and urban form, transit and circulation network, infrastructure and utilities, and market analysis. The Ascent Team will focus The Ascent Team’s analysis on identifying preliminary opportunities and constraints related to land use and development, catalytic sites (in coordination with input from city staff), and potential circulation and infrastructure improvements that would support the goals of the Specific Plan effort.

Deliverables for this task will be concise and graphic in nature, focusing on implementation-oriented opportunities that can be analyzed and addressed through the Specific Plan Update. Ascent will prepare a brief graphic PowerPoint presentation, summarizing the results of the Existing Conditions Assessment for use by the team and city for public meetings.

Land Use, Zoning, & Urban Form Analysis

Ascent will review the Specific Plan and assess the progress made on the specific plan in terms of construction and improvements to date, remaining unrealized projects, future opportunities, and potential constraints both on-the-ground and from a regulatory standpoint. The Ascent Team will

prepare a graphic Land Use, Zoning, and Urban Form Memo, formatted as a PowerPoint, addressing the following:

- Focus areas, neighborhoods, and corridor segments that contribute to the identity of the Plan Area. Ascent will describe the urban form and character within each of these focus areas, including legacy businesses or anchors, essential services, and community assets that contribute to the character and culture of the area.
- Existing and planned land uses, zoning, and Specific Plan regulations, including development standards, such as setback conditions, height, floor area ratio, housing density, and other determinants that have dictated urban form.
- Vacant and underutilized parcels and opportunity sites.
- Existing and planned environmental features, open space, and parks, including opportunities for new public realm spaces, open spaces, and other connections.
- Overview of known, eligible, and designated historic and cultural resources in and adjacent to the Plan Area, relying on existing city background documents, including the City of Milpitas Cultural Resources Register and a cultural resources database search.

This examination will be helping The Ascent Team understand where development controls are conducive to or hindering the transformation of the Plan Area, honing in on addressing key updates to the Specific Plan that will remove barriers, modernize and update the approach, and facilitate the desired evolution of the Plan Area.

Market Analysis

BAE will prepare a high-level real estate market analysis to evaluate market support for new development in the Plan Area based on current and future anticipated market conditions. For each use, BAE will identify the inventory in the appropriate market area and analyze data related to key metrics such as vacancy, rental rates, new construction deliveries, net absorption, and future demand. The market analysis will also identify, describe, and analyze the impact of national and regional trends on demand for the identified land uses within the Plan Area. These trends could include shifts in preference for office locations and type of workspace, disruption in the retailing industry impacting space demand, trends in amenities desired by residents and office tenants, and potential medium- to long-term impacts on residential and nonresidential real estate demand due to COVID- 19. The market analysis will study up to three (3) land uses, such as office, retail, and residential uses. For the analysis of retail uses, BAE will coordinate with Greensfelder Real Estate Strategy.

The market analysis will identify opportunities and constraints for the Plan Area to inform the mix of uses in the Specific Plan. In addition, the analysis will identify potential challenges to achieving the desired mix of uses in the Plan Area and recommend strategies to address these challenges as appropriate.

Affordable Housing, Equity, & Community Benefits Analysis

BAE will identify options for the promotion and delivery of affordable housing in the Plan area and identify options for the Plan's community benefits framework. The analysis will draw on data assembled from the market analysis task, including an analysis of jobs and wages in the Plan area, to identify market conditions that affect the production of affordable housing in the Plan area. In addition, BAE will coordinate with the City's Housing Element Update and Assessment of Fair Housing consultants and request information from the City regarding affordable housing production in the Plan Area to establish a Housing Profile of deed-restricted affordable housing, unsubsidized affordable housing, market-rate

housing, informal housing, and accessibility. The Housing Profile will analyze other relevant factors including population demographics, economic stability, and health/risk factors and compare the Plan area to Milpitas, Santa Clara County, and the greater Bay Area region. BAE will also review existing policies related to affordable housing production and community benefits, including but not limited to citywide policies, policies specifically affecting the Plan area, and any policies included in the Milpitas Metro Specific Plan. Based on an analysis of these trends, BAE will identify opportunities to improve affordable housing production and community benefits outcomes. As a part of this work, BAE will coordinate with City staff and the consultant team to align affordable housing and community benefits goals with the overall goals of the Plan. BAE will then develop a menu of options for enhancing affordable housing production and community benefits outcomes in the Plan area, along with trade-offs associated with various policy options. BAE will prepare an administrative draft affordable housing and community benefits promotion and delivery options memorandum for City review. Following receipt of a single set of consolidated comments on the administrative draft, BAE will revise the memorandum to prepare a draft for public review.

Transportation Analysis

Fehr & Peers will prepare an existing conditions transportation memo, including the following elements:

- Review of relevant data and documents affecting transportation policies and infrastructure in the Plan Area, including the City's traffic safety and parking data and existing car share infrastructure.
- Review the City's Vehicle Miles Traveled (VMT) Policy, which includes heat maps demonstrating the average VMT for Milpitas residents and employees.
- Mapping of the street network by functional class, the bicycle and pedestrian network, transit routes and services, truck routes, and key gaps or missing links in the vehicular and bicycle/pedestrian network.
- Daily roadway volumes on up to 15 roadway segments, using data collected for the General Plan update.
- Peak hour intersection volumes and LOS at up to ten key intersections, using data collected and analyzed for the General Plan update.
- As an optional task, Fehr & Peers can collect new counts at up to five intersections, if needed, supplemented by StreetLight data to check COVID recovery count data.
- Resident and worker travel characteristics for the City and the Plan area based on census data, using the Census Transportation Planning Package database.
- A summary of transportation opportunities and constraints for the Plan Area.

Public Infrastructure & Utilities Analysis

BKF will visit the site to review the existing site constraints and conditions. Based on the site visit, and BKF's previous Milpitas Midtown Specific Plan project experience, BKF will prepare a Public Infrastructure and Utilities Memo, including the following elements:

- Confirm City implemented utility master plan, which evaluates and identifies improvements for the City's water, stormwater, sewer, energy/gas, and broadband infrastructure.
- Document an overall utility base map for use by the team, including exhibits for each utility system.
- Assess the City's solid waste facilities and infrastructure within the Plan area.
- Identify any potential challenges to development.
- Confirm the scope of survey services to support the planning and permit processes.

Resilience & Climate Adaptation Assessment

Ascent's Urban Design + Planning Studio will coordinate with its Climate Team, which is preparing the City's Climate Action Plan Update, review the City's Local Annex to Santa Clara County's Regional Hazard Mitigation Plan, and utilize Cal EnviroScreen to assess the Plan area's vulnerability to climate change and flooding hazards. The assessment will identify and evaluate vulnerable facilities, infrastructure, and resources. The Plan will provide goals, policies, and actions to support suitable adaptation measures.

Task 1.3 Deliverables:

- Land Use, Zoning, and Urban Form Analysis
- Market Analysis
- Affordable Housing, Equity, and Community Benefits Analysis
- Transportation and Circulation Analysis
- Public Utilities and Infrastructure Analysis
- Resilience and Climate Adaptation Assessment
- Brief Graphic PowerPoint – Presentation Summarizing Existing Conditions Assessment Findings for Use in Public Meetings (For All Studies)

Task 2 – Public Outreach & Engagement

We have structured the community outreach process to align with the city's desired approach to address each focus area separately, while also comprehensively addressing the larger Plan Area. However, to efficiently meet the timeline desired for the completion of the Specific Plan, The Ascent Team proposes the concurrent sequencing of focus area meetings to advance the Plan in a coordinated manner. The Ascent Team will evaluate the issues and opportunities of each focus area, as well as how they will work together and in the broader context of Midtown, and reinforce their individual area strengths and placemaking goal, rather than compete for similar market needs. The Ascent Team proposes using a variety of approaches to engage and collect input from the community, as further described in the tasks that follow.

Task 2.1: Community Engagement Strategy

Shortly after the project kick-off meeting (Task 1.1), Ascent and Plan to Place will engage the City in a meeting to discuss the approach and strategy to community engagement and project branding. The Community Engagement Strategy will identify:

- Roles and responsibilities of the consultant team, staff, and stakeholders in the planning process.
- Timelines for outreach activities, coordinated with the phased presentation of each focus area.
- Communication strategy for creating awareness, invitation, and creative buzz about the project.

In addition to engaging residents, business owners, and development community stakeholders, the Engagement Strategy will also address outreach to engage low-income communities, minority residents, and non-English speakers through local community channels and/or pop up events at strategic locations in the city. The Community Workshops and Open House will also include translation and , if conducted in-person, childcare services.

***Task 2.1 Deliverables:* Community Engagement Strategy**

Task 2.2: Project Branding & Communication Materials

The Ascent Team will develop a project brand, anticipated to include a logo, tagline, font, and color palette for the Milpitas Main Street/Gateway Specific Plan Update. This will be used for all messaging and collateral, including the project website, PowerPoint presentations, print and digital materials, and final Specific Plan deliverable. As an optional task, Studio J9 will develop coordinated concept branding for streetscape and wayfinding elements, see Task 3, for more information related to that effort.

Task 2.2 Deliverables: Project Branding and Communication Materials

Task 2.3: Project Website

The Ascent Team will work with the City to create and maintain a project website to be used to publicize the project timeline and updates, host community engagement activities, including workshops, surveys, and public review draft documents.

Task 2.3 Deliverables: Project Website

Task 2.4: Stakeholder Interviews

Early in the process, Ascent will conduct six stakeholder interview sessions in small group settings of no more than five people per group and lasting no more than 1-1/2 hours in duration. These stakeholder interviews may be organized by those wishing to participate and provide feedback on the individual focus area and/or the Plan Area. The Ascent Team will work with City staff to identify the list of individuals and groups to participate in the interviews. Potential candidates may include business and property owners, business representatives, neighborhood associations, developers and real estate professionals, community groups, and other stakeholders who have an interest in the Plan Area. The interviews will allow participants to speak to issues and opportunities in a confidential setting that allow for honest feedback without assigning comments to individuals. Interview participants will have an opportunity to review and provide feedback on the Public Draft Plan.

Task 2.4 Deliverables: Stakeholder Interview Summaries

Task 2.5: Community Workshops

Ascent and Plan to Place will coordinate with City staff in the preparation for and execution of up to two Community Workshops to provide the community and decision makers with basic knowledge focused on the Specific Plan Update, share preliminary planning scenarios and provide progress updates. The team will be prepared to implement digital virtual meeting formats to share information about the project, answer questions and gather feedback to address community concerns. It is anticipated that live polling and other interactive tools will be used to complement virtual meeting platforms to share and gather input during the meeting. Community workshops will be advertised digitally on social media platforms and the City's website along with physical mailers (by City) that can be mailed directly to residents.

Workshop #1: This visioning event will allow the public to provide input on plan priorities, needs, and their vision and ideas for the Plan Area and focus areas. These visioning events will allow the public to provide input on plan priorities, needs, and their vision and ideas for the Plan Area and focus areas.

Workshop #2: Ascent and Plan to Place will host a community workshop, to solicit feedback on plan alternatives in order to arrive at a preferred plan, as well as framework strategies and placemaking concepts that will form the basis of the Specific Plan.

In conjunction with each of the workshops, an online community survey, polling, or other activity will be conducted on the project website, to expand the reach of the effort out to the community and extend the feedback period for those who were not able to participate real-time in live events.

Task 2.5 Deliverables: Community Workshop Materials and Meeting Summaries

Task 2.6: Pop-Up Events (Up to 2)

Pop-up events are proposed to collect additional input within each of the focus areas. If/once shelter-in-place restrictions are lifted in 2021, Plan to Place can assist the project team and City staff with the preparation for and facilitation of “pop-up” or intercept workshops to meet the community where they are. The objectives will be to:

- Meet with the community at times and locations that are convenient and safe to them, such as farmers markets or other local events; and
- Facilitate informal workshops to share information about the engagement effort and gather input through interactive tools while practicing social distancing and safety measures.

Since the Main Street Community Conversations will have occurred prior to the project kick-off, the pop-up events may focus on users and stakeholders within the Calaveras Gateway and Abbott Avenue/I-880 focus areas.

Task 2.6 Deliverables: Pop-Up Event Summaries (Up to 2 Events)

Task 2.7: Community Open House

Ascent and Plan to Place will coordinate and lead an Open House event, either digitally or in person to share the Specific Plan Update and gather final input during the Public Review process. This is anticipated as an open meeting where participants can drop in throughout a designated time to ask questions and share input about different aspects of the Specific Plan.

Task 2.7 Deliverables: Community Open House Materials and Meeting Summary (1 Event)

Task 2.8: Meet with Technical Advisory Committee

Ascent will attend up to **four** meetings with a Technical Advisory Committee (TAC). The City will organize the TAC, which can include staff from various city departments, as well as public agencies, such as VTA and other key partners in the process. The first meeting will be to share the project scope and timeline and query the TAC for feedback on project objectives, area boundaries, and known or potential issues within the Plan Area that need to be studied. The subsequent three meetings with the TAC will address planning scenarios; review the preferred plan and draft strategies; and provide an update and discuss any comments to the Administrative Draft Specific Plan.

Task 2.8 Deliverables: TAC Materials and Meeting Summaries (Up to 4)

Task 2.9: Support Commission & City Council Study Sessions

We understand that the City Council will take an active role in the planning process and have planned to provide support for up to seven study session meetings, including up to six study sessions with the City Council, as well as one study session with the Planning Commission. Agendas and timing will be refined through the planning process in coordination with the City. For scoping purposes, The Ascent Team have identified potential agenda topics for each of the study sessions below, and have included the approximate timing and relationship to the overall work program on the project timeline:

- Study Session #1: Study session with the City Council. This session will be an opportunity for the team to hear the Council's vision, as well as discuss process, strategy, and engagement.
- Study Session #2: Study session with the City Council, to discuss plan priorities.
- Study Session #3: Study session with the City Council, to discuss land use and development scenarios and strategies.
- Study Session #4: Study session with the City Council, to discuss transportation and mobility.
- Study Session #5: Study session with the City Council, to discuss public realm design and improvements.
- Study Session #6: Study session with the City Council, to discuss economic development, funding, and incentives.
- Study Session #7: Study session with the Planning Commission, to provide an overview of the planning process and provide a briefing on the Administrative Draft document.

Ascent will prepare and present a PowerPoint presentation for each meeting and take notes on input received from these meetings. To support the efficiency of the planning process, joint study sessions are encouraged, when possible.

Task 2.9 Deliverables: Commission and Council Materials and Meeting Summaries

Task 3 – Visioning, Scenarios Planning, & Preferred Plan**Task 3.1: Initial Visioning**

The community engagement process, described in Phase 2, will begin to reveal the needs and desires of the community and neighborhood stakeholders leading to identification of community priorities. These may take the form of physical, social, or economic outcomes.

The Ascent Team will engage the City in a brainstorming session to describe what the priorities are and use them to prepare a *draft vision and guiding principles and confirm the range of options*. Key members of city staff from the TAC, such as Economic Development, Transportation, Public Works, and city staff leading other planning efforts, may be encouraged to participate, depending on the City's goals for the process. As part of this process, the Ascent Team will share inspirational images to consider as planning benchmarks or precedents for the evolution of the Plan Area, and the Ascent Team retail specialist will share a presentation framing the state of retail-post COVID and providing best practices for integrating ground-floor commercial uses into mixed-use development. Ascent will document the outcomes in a *Draft Vision Memo*.

Task 3.1 Deliverables:

- Brainstorming Session Presentation Materials
- Draft Vision Memo

Task 3.2: Scenario Planning

Ascent will work with city staff to prepare up to 3 development options, testing different development frameworks, including land use, intensity, mobility/ connectivity, parks and open space, and block and development configurations. The Ascent Team will work with the city to confirm the preferred method for scenario planning, including utilizing ESRI ArcUrban or Urban Footprint, to prepare focus area options to evaluate the range of development potential, and how each option achieves the city's objectives and key metrics, such as achieving housing goals, commercial development, trip generation, and greenhouse gas emissions. The scenario evaluation may also be coordinated with and/or inform proposed EIR alternatives and Climate Action Planning goals.

Task 3.2 Deliverables: Summary of Scenario Planning for 3 Development Framework Options

Task 3.3: Preferred Draft Plan & Strategies for Incorporation into the Plan

Based on city and community feedback, the Ascent Team will develop a preferred plan and coordinate with the city on strategies to implement the vision for the Plan Area, with a focus on responding to city and/ or community issues and priorities and addressing the tasks described on pages 10-11 of the RFP. These strategies will serve as the basis for the development of the Specific Plan chapters.

Land Use Updates, Urban Form, & Parking

As part of this task, in conjunction with the Economic Development and Retail Strategies, the Ascent urban design team will conduct 2d and 3d testing to evaluate prototypical projects from a design, programming, and yield standpoint, as well as to test existing and proposed development and design standards, such as development intensities, setbacks, step backs, open space requirements, and parking requirements.

Ascent will prepare a preferred plan and associated framework diagrams, with accompanying strategies and imagery to describe land use and urban form that correspond to the vision and development projections. The Ascent Team will prepare accompanying development yield tables, and an illustrative master plan graphic that depicts how the focus areas can be “stitched” into the broader Midtown District.

Economic Development & Retail Strategies

The Ascent Team, led by BAE with support from Greenfelder Commercial Real Estate Strategy, will support the economic development component of the Specific Plan by building from the 2020 Economic Development Strategy and implementing many of its specific actions under the new Specific Plan framework. This task will overlap with the development of the Specific Plan Implementation chapter, with the goal of having the Specific Plan provide a clear pathway to overcome current obstacles that have inhibited new development and redevelopment of property in the plan area. Work under this task will include:

- *Opportunity Sites.* Identification of publicly- and privately-owned opportunity sites and their market-supported potential uses and recommended actions to activate these sites which would include the Serra Center; MUSD properties, Santa Clara County-owned properties, the vacant Hammond Way, lands with annexation potential south of Calaveras Boulevard along Abbott Avenue, indicating which sites would be most suitable for new local restaurants and independent retail. Evaluate the alignment of existing land use policies and regulations with the level of market support for permitted uses and what steps need to be taken to facilitate new development.

- *Retail Audit of Zoning Code.* Greenfelder Real Estate Strategy will review the zoning code, current specific plan, and development standards and draft a memo recommending how they might be updated and/or integrated to facilitate, expedite, and expand retail in the Plan Area.
- *Retail Strategies Memo.* Greenfelder Real Estate Strategy will draft a memo describing economic development and retail strategies to reposition the study area for main street development as well as redevelopment and infill of the larger plan area. The memo will address the following: (1) commodity/specialty retail (2) solutions for activating the main street frontage and ensuring retail resilience, including Post-COVID retail impacts including short versus long term implications; (3) retail strategies for business attraction including how to encourage retail, how to avoid overbuilding, addressing 18-hour/15- minute cities, and (4) potential objective design standards to facilitate successful ground floor commercial space.
- *Property-based Business Improvement District (PBID).* Expand the Economic Strategy Actions related to a PBID with outreach to property owners and business owners to first ascertain the level of support for a PBID and then to formulate a preliminary scope of PBID activities and services and prepare a preliminary estimate of special assessments on properties. Formation of a PBID is not included as part of this scope and budget.
- *Capital Improvement Program and Financing Plan.* BAE will prepare a Financing Plan for the Plan Area, which identifies federal, state, and local sources of funding, including Plan Area-specific impact fees. This task is described in Task 4 below.

Strategic Property Acquisition Revenue (“SPAR”) Fund

BAE will evaluate the portfolio of City-owned properties and estimate revenue generation potential, any required initial investment, and timing of potential revenue. It is assumed the City can provide an excel database of properties. Based upon its market analysis and work on the Specific Plan, BAE will evaluate the highest and best use for each property and how it aligns with existing permitted uses and/or proposed uses under the new Specific Plan. Using market data, as well as information from recently commissioned City appraisals (such as a recent one commissioned to set park fees), BAE will prepare a matrix that shows each property’s highest and best use, permitted uses, AB 1486 Surplus Public Lands Act applicability, potential value, potential lease income, and disposition strategy options to generate one-time or ongoing revenue that can flow to the SPAR fund. Cost to operate the SPAR fund will be formulated through conferring with City staff. As part of this optional task, BAE will prepare a draft and final technical memo with the data, analysis, and findings.

Economic/Scenario Feasibility Testing

BAE will conduct financial feasibility testing to evaluate the impact that various policy options would have on development feasibility. This financial feasibility testing could identify the extent to which new or updated policies or development standards could facilitate the production of affordable housing or the delivery of community benefits as part of new development projects.

Impact Fee Scoping Coordination

BAE and the Ascent team will work with the City to discuss the potential implementation of a Main Street/ Gateway District Impact Fee Program. As part of this task, the Ascent Team anticipate 1-2 meetings with a combination of the City’s project team, the Finance Director, and/ or the City Manager to discuss considerations for the development of an impact fee, including a nexus study and associated order-of-magnitude costs estimates or other studies.

It is anticipated that impact fee considerations and scoping can also be addressed in City Council Study Session #6, Funding and Incentives, which has been budgeted as part of Task 2.9. Following this task, the Ascent team will prepare a detailed approach and budget for the impact fee development and any associated studies that will be needed.

Mobility & Circulation

Fehr & Peers will perform the following tasks to support the development of the Plan mobility element:

- Prepare rough order of magnitude trip generation and VMT generation estimates to support consideration of up to three land use alternatives, to support the development of a preferred alternative.
- Develop a multi-modal network plan for the preferred alternative.
- In collaboration with the Ascent Team, develop complete street design concepts for up to five roadway cross-sections and five intersections, including a combination of cross-sections and plan views.
- Develop transportation policies and programs to support the goals of the Plan, including travel demand management policies to apply to existing and new development, parking rates, curbside management, and other key topics.
- As an optional task (not included in budget), Fehr & Peers can develop local circulator shuttle route options, building on the City's past work and studies, including potential funding mechanisms (concept-level).

Public Realm Improvements, Placemaking, & Branding

The Ascent urban design team will evaluate parks, pathways, and open space projects constructed to date, identifying remaining needs and further efforts to support preferred plan's level of development intensity and placemaking objectives. Framework diagrams with accompanying strategies, design concepts, and imagery will be prepared for topics such as open space, public realm design, streetscape improvements, paseo connections to Main Street, placemaking, urban greening, wayfinding and signage, and district branding.

Optional Task (not included in budget): District Identity & Branding

As an optional task, Ascent and Studio J9 will advance the district branding to develop a branding program of customized graphics, signage, and wayfinding. The branding program can serve as a near-term implementation item to convey a sense of place, highlight the spirit of the community, and support marketing efforts for the Main Street/ Gateway Area.

We anticipate addressing the following, to be refined through the Ascent Team dialogue with the City, community, and stakeholders:

- Pedestrian and vehicular district identity and wayfinding components, to be coordinated by location, per a location plan
- Streetscape Banners (Base and Special Event)
- Seating, Street Furnishings, and Public Art
- Kiosks (Bus Shelters or Freestanding Sign Kiosks) and Pedestrian/Bike Connectivity Signs
- Special Signage Elements, such as Boundary Definition or Identification/Gateway Designation

Task 3.3 Deliverables:

- Preferred Draft Plan
- Strategies Summary for Economic Development & Retail
- SPAR Funding

- Mobility & Circulation
- Public Realm Improvements, Placemaking, & Branding

Task 4 – Specific Plan Drafting

To meet the City’s desired timeline, the Ascent Team has proposed a streamlined process to for preparing the Specific Plan Update.

Although the effort has been described as an “Update”, due to the length of time that has passed since the preparation of the Specific Plan, The Ascent Team understand that this will not be a surgical update. The Ascent Team will address changes to state law, as well as best practices for modernizing the specific plan regulations and objective design standards and update the organization and format. The Ascent Team will work with the City to come up with the most streamlined approach, and confirm content, organization, and format, early in the process.

We will have developed the plan frameworks and core strategies within Task 3, including key imagery, graphics, and diagrams, and seeking input from the community, the TAC, and the Planning Commission. Task 4 will be focused on integrating the Task 3 deliverables into a coordinated Specific Plan Update document for review and feedback by City staff.

Task 4.1: Outline & Mock-Up

In conjunction with Phase 3, Ascent will prepare a document mock-up and annotated outline to describe the proposed structure for the Specific Plan document early in the process to confirm the structure and components of the document with city staff.

Task 4.1 Deliverables: Outline and Mock-Up

Task 4.2: Administrative Draft Plan

The Ascent Team will prepare an Administrative Draft Plan for review by City staff. The Plan will incorporate goals, policies, and the findings and strategies from earlier plan phases. The Administrative Draft Plan will include the following information in a format to be confirmed under Task 4.1, consistent with state law/ guidance for Specific Plans:

- **Introduction.** This chapter will provide an overview of the Plan Area, the history of past and ongoing planning efforts, the focus of the update, the organization of the Plan, and updates to the Plan Area boundaries. Additionally, a summary of the community engagement process, events, outcomes, and how that input has shaped the development of the Plan will be provided.
- **Vision and Goals.** This chapter will describe the vision and summarize guiding principles, provide an illustrative plan, and 3D imagery that tell the story of the vision for the evolution of the Plan Area.
- **Land Use and Zoning.** This chapter will provide a regulatory framework for land use and zoning, including housing, desired mix of uses, intensity (as well as available incentives for market rate and affordable housing), height, setbacks, and other development standards such as building frontages, and parking.
- **Mobility.** This chapter will provide the access, circulation, mobility, and transit framework, to facilitate movement within and through the area, including new streets and connections, complete streets improvements, shuttle services, and pedestrian and bikeway connections and improvements.

- Public Realm Improvements. This chapter will identify specific strategies to support more fine grain placemaking improvements within each of the Plan's focus areas, including open space, public realm, and streetscape improvements, potential paseo connections to Main Street, urban greening, wayfinding and signage, and district branding.
- Infrastructure and Utilities. This chapter will provide guidance for infrastructure and utilities improvements, including identifying enhancements, changes and additions to the Basic Infrastructure Program appropriate to and supportive of changes in the development scenario reflected in the Plan.
- Implementation. This chapter includes implementation actions, responsibilities, and associated timeframes to support public and private investment within the Plan Area, including agency action items, assessment districts, and/ or impact fee development. It will also describe the process for subsequent project review and streamlining, based on the Specific Plan EIR scope and analysis.

Note: A form-based approach may be taken incorporating Specific Plan zoning and design criteria, or the Specific Plan may refer to citywide zoning districts and citywide objective design standards. The Ascent Team will work with the city to confirm approach and coordinate based on the status of other city efforts.

Financing Strategy

BAE will identify potential funding sources for public improvements identified in the Plan Area (e.g., infrastructure and community facilities) and prepare a funding source matrix that identifies one or more potential funding sources for each category of improvements. BAE will also identify actions that the City should implement or coordinate to execute the financing strategy. For example, this may include, but shall not be limited to, actions such as adoption of a Plan Area public improvements fee; establishment of a financing district; establishing policies for reimbursement agreements for developers who install infrastructure that is more than necessary to serve their own properties, etc. Ascent and City staff will provide BAE with a listing of public improvements identified in the Plan, grouped by type of improvement (e.g., utilities, roads/complete streets, public facilities).

Mobility Element

Ascent, in coordination with Fehr & Peers, will prepare an Mobility Element that identifies the multimodal network plan and framework and presents the complete street design concepts for key corridors within the Plan Area. The multimodal network will be designed to coordinate with the City's Active Transportation Plan.

Public Infrastructure and Utilities

BKF will review any proposed changes to the plan boundary along with any proposed land use updates. They will assist with identifying any critical utility/ roadway constraints and identify infrastructure improvements that should be anticipated based on change of land use or increased density.

BKF will provide exhibits for each system to be incorporated into the Specific Plan graphics. The analysis of each system will include infrastructure phasing for near-term development projections and longer-term (2040) Specific Plan horizons. BKF will provide order of magnitude cost for backbone infrastructure improvements per focus area.

Note: Formal modeling is not included in this proposal and can be provided as an additional service.

Task 4.2 Deliverables: Administrative Draft Plan (1 Draft)

Task 4.3: Revised Draft Plan

Ascent will prepare a second draft of the document that incorporates City comments. This version is assumed to be approximately 90 percent complete toward a public draft.

Task 4.3 Deliverables: Revised Draft Plan (1 Draft)

Task 4.4: Prepare Screencheck & Public Draft Plan

Ascent will prepare a Screencheck Public Draft for city review, prior to issuing the Public Draft Plan for public review and circulation. A small budget for minor revisions is assumed for corrections between the Screencheck and Public Draft.

Task 4.4 Deliverables:

- Screencheck Draft Plan (1 Draft)
- Public Draft Plan (1 Draft)

Task 5 – Environmental Evaluation

As noted above, the City recently adopted a new General Plan that includes a Program EIR that provides an initial evaluation of the environmental effects of the establishment of the Specific Plan. The Ascent Team approach will be to leverage the analysis in the General Plan EIR to streamline the preparation of this EIR to only focus on environmental issues that are peculiar to the Specific Plan, consistent with State CEQA Guidelines Section 15183.

The Ascent Team approach would also include development of an environmental checklist for use on subsequent development applications to determine the appropriate exemption or environmental review streamlining process to be used consistent with State CEQA Guidelines Section 15168 and 15182.

Task 5.1: Initiation of the Environmental Review

The Ascent environmental team will monitor development of the Specific Plan under Task 4 and will provide input on policy provisions that would improve environmental streamlining for subsequent development projects in the Specific Plan area. The Ascent Team will conduct a meeting with City staff to discuss the type of EIR to be prepared in relation to the General Plan EIR (e.g., Subsequent EIR or Supplemental EIR) as the Specific Plan is an implementation of the General Plan. The Ascent Team will also provide electronic form letters for tribal consultation as required under Senate Bill 18 and Assembly Bill 52 for the City to distribute.

Task 5.2: Prepare Notice of Preparation & Scoping Meeting

Ascent will prepare an electronic draft in Word of the Notice of Preparation (NOP) for the Specific Plan that will summarize key environmental issues to be addressed in the EIR. Upon receiving comments on the draft NOP from the City, the Ascent Team will prepare the public version of the NOP for City distribution. The Ascent Team will submit the NOP to the State Clearinghouse electronically on behalf of the City with the Notice of Completion.

Ascent will participate in the NOP scoping meeting that will consist of preparation of a PowerPoint presentation and assistance in the presentation of the project and anticipated environmental issues at the meeting. Ascent will also take meeting notes and provide a summary of NOP and scoping meeting comments.

Task 5.2 Deliverables: Notice of Preparation and Scoping Meeting Summaries

Task 5.3: Administrative Draft EIR

Ascent will prepare an electronic version (in Word) of the Administrative Draft EIR, in accordance with CEQA and the State CEQA Guidelines. For those resources that would not be affected by the Specific Plan or were adequately addressed in the General Plan EIR, the EIR will provide the rationale as to why no impact would occur and note that the issue is not discussed further in the EIR. These environmental issue areas are anticipated to include, but are not limited to, the following:

- Agriculture and Forestry Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Wildfires

The EIR will adhere to all CEQA requirements and is anticipated to focus on resource categories for which significant impacts could occur. The EIR will include the following chapters:

- Introduction – The Introduction will describe the purpose of the EIR and will outline the EIR contents.
- Executive Summary – The Executive Summary will provide an overview of the project, alternatives evaluated, areas of controversy and issues to be resolved, and project impacts and mitigation measures.
- Project Description – The Project Description will provide a complete description of the Specific Plan, including anticipated infrastructure and transportation improvements and amendments to the City's General Plan (if required). Project objectives will also be identified.
- Environmental Setting, Impacts, and Mitigation Measures – Each environmental resource section will include a description of the environmental setting (i.e., the baseline environmental conditions), regulatory setting (i.e., federal, state, and local regulations), criteria used to determine the significance of impacts, analysis methodology and assumptions, and detailed discussion of the potential environmental effects of the project. Impact conclusions will be based on substantial evidence, and mitigation measures will be recommended for significant or potentially significant impacts. References will be provided as necessary to the supporting technical studies, which will be included as appendices to the EIR. The EIR will focus on the following environmental issues:
 - *Aesthetics* – The aesthetics analysis will evaluate how implementation of the Specific Plan could alter the visual character of the area. Included would be photo documentation and an analysis of anticipated changes in building height and massing as compared to existing conditions.
 - *Air Quality* – The air quality analysis will focus on project-specific construction and operational impacts as compared to the build-out analysis in the General Plan EIR. The analysis will review and utilize (as appropriate) the Bay Area Air Quality Management District's Thresholds of Significance under its CEQA Guidelines. The impact analysis will address whether the project would result in exacerbation of any existing toxic air contaminant concentrations that could result in greater health impacts than current conditions.
 - *Biological Resources* – The plan area is developed and lacks natural habitat conditions to support substantial plant and wildlife species. However, trees in the project area could be designated as protected under Section X-2-7.01 of the City Code of Ordinances as well as support special-status

- raptor and migratory bird species. The analysis will focus on existing habitat conditions in the project area and the potential for the project to impact special-status species.
- *Cultural and Tribal Cultural Resources* – The project will trigger tribal consultation under Senate Bill 18 and Assembly Bill 52 regarding the potential to impact tribal cultural resources. The analysis will also consider whether any potentially significant historic structures may exist in the plan area.
 - *Energy* – The EIR will estimate existing energy demands (building and mobile) in the plan area and will identify changes in energy demand from development under the Specific Plan. The analysis will factor in any proposed energy efficiency or renewable energy use that is included in the updated Specific Plan. Impacts
 - will be assessed based on State CEQA Guidelines Appendix G, analyzing whether the project may result in wasteful, inefficient, or unnecessary consumption of energy or conflict with a plan for renewable energy or energy efficiency.
 - *Greenhouse Gas and Climate Change* – The greenhouse gas (GHG) analysis will quantify the GHG emissions of the project and identify the Specific Plan’s proposed GHG emission reduction measures. The analysis will also address the plan’s consistency with the City’s Climate Action Plan and the anticipated update to the CAP.
 - *Land Use and Planning* – The EIR will evaluate the Specific Plan’s compatibility with existing land uses and development patterns and evaluate the proposed plan’s consistency with other adopted City plans and policies. The analysis will identify whether the project would result in the physical division of an established community.
 - *Noise* – The noise analysis will evaluate potential noise and vibration impacts and will evaluate whether increases in traffic volumes would create new noise impacts not previously addressed in the General Plan EIR.
 - *Population and Housing* – The EIR will evaluate whether the Specific Plan would result in a substantial increase in population and employment (beyond the General Plan growth projections) and whether the project could displace residences.
 - *Public Services* – The analysis will evaluate whether implementation of the Specific Plan would create new public service demands (fire, law enforcement, parks, schools) that would require the construction of new facilities which could trigger environmental impacts.
 - *Transportation*–The EIR will summarize the results of the Specific Plan transportation analysis that will focus on changes in vehicle miles traveled, multimodal operations, transportation safety, and conflicts with pedestrian, bicycle, and transit services. Fehr & Peers will conduct the transportation analysis for the Specific Plan EIR to provide traffic operations information to the City and an assessment of the Plan’s impacts with respect to the four CEQA Guidelines Appendix G Checklist criteria. The Ascent Team will incorporate City General Plan policies and design requirements into the evaluation of criteria 1A, 3C and 4D. For Criteria 2B, The Ascent Team will conduct a baseline VMT screening, and prepare a more complete VMT analysis evaluating the direct, indirect and cumulative effects of the project using project generated VMT and boundary VMT within a specific geographic area (for example, Santa Clara County, or the nine-county Bay Area). The methodology and significance thresholds will be discussed with City staff prior to proceeding with this analysis and will be consistent with the City’s VMT analysis methodology and thresholds (currently under development) to the extent they are applicable to this large, mixed-use development area. As an optional task, Fehr & Peers will prepare a Local Transportation Analysis (LTA) to provide traffic operations information to VTA (in keeping with the VTA Transportation Impact Analysis Guidelines) For the LTA, The Ascent Team will provide the intersection, roadway, freeway analysis as indicated by the VTA Transportation Impact Analysis Guidelines. For purposes of budget preparation, it is assumed that up to 20 freeway segments, 10 ramps, and 10 intersections will be analyzed.
- Fehr & Peers will also provide some assistance to the team in responding to transportation related public comments on the Draft EIR.

- *Utilities and Services* – The results of the utility analysis prepared by BKF will be summarized. The analysis will address water, wastewater, and storm drainage infrastructure and whether any improvements would be required to support the additional development potential.

Other CEQA Sections – CEQA has very specific requirements for the contents of an EIR. Ascent will provide the City with a complete EIR, containing all sections required by CEQA, including the following:

- **Alternatives:** Up to three alternatives, including the no-project alternative, will be evaluated in the EIR. The alternatives will be analyzed at a comparative level of detail, less than that of the proposed project but sufficient to allow a comparison of impacts.
- **Significant Environmental Effects Which Cannot Be Avoided:** This section will clearly and succinctly summarize significant and unavoidable environmental effects of the proposed project and alternatives as evaluated in the EIR.
- **Growth-Inducing Impacts of the Proposed Project:** This section will qualitatively evaluate the project's potential to induce growth and subsequent environmental impacts that would occur.
- **Significant Irreversible Environmental Changes:** This section will address environmental changes that would occur as a result of implementation of the updated Moffett Park Specific Plan.
- **Cumulative Impacts:** Ascent will evaluate the impacts of cumulative development and activities on all the resource issues evaluated in the EIR. Ascent will work closely with City staff to establish the cumulative setting, which involves identification of reasonably foreseeable projects and activities in the region and an accurate list of cumulative projects (proposed, approved, under construction).

The EIR will include visual aids, such as maps and diagrams, to clearly present the environmental analysis to decision-makers, responsible agencies, and the public. The executive summary will include a summary table of all impacts and mitigation measures identified in the EIR. An impact comparison table of the alternatives will also be provided.

As part of preparation of the Administrative Draft EIR, Ascent will compile an electronic copy of all cited literature, studies, personal communications, and reference materials used in the preparation of the EIR.

Task 5.3 Deliverables: Administrative Draft EIR

Task 5.4: Public Draft EIR

Based on comments from City staff on the Administrative Draft EIR, Ascent will prepare a print-check Draft EIR in electronic form (in Word) for City review. This scope of work assumes that comments will not require analysis of new issues or substantially revised analysis of issues already addressed in the administrative draft.

Based on comments from City staff on the print-check Draft EIR, Ascent will prepare a public Draft EIR in electronic format (Word and PDF) for the City to release. This scope of work assumes that comments will not require analysis of new issues or substantially revised analysis of issues already addressed in the print-check document. The Ascent Team will also prepare the Notice of Availability and will submit the Draft EIR electronically to the State Clearinghouse on behalf of the City. The Ascent Team will also attend the public meeting to receive comments on the Draft EIR.

Task 5.4 Deliverables: Print Check and Public Draft EIR (including Notice of Completion)

Task 5.5: Final EIR

Ascent will coordinate with City staff, who will assemble public and agency comments received on the Final EIR. Responses to these comments will be prepared and presented in a format to accompany the document. The responses are assumed to require only clarification and/or explanation of the conclusions in the Draft EIR without the need to revise analysis, elaborate substantially, or add new issues or alternatives. Ascent will provide an electronic version (in Word) of the administrative draft Final EIR for City review. Upon receiving comments on the administrative draft Final EIR from the City, Ascent will generate a print-check copy of the Final EIR in an electronic version (in Word) for final City review. The Ascent Team will revise the document and generate the Final EIR (Word and PDF) for City distribution.

Task 5.5 Deliverables: Administrative Draft Final, Print Check Final, and Final EIR (including Notice of Determination)

Task 5.6: CEQA Findings

In coordination with City staff, Ascent will prepare CEQA Findings of Fact (Findings) and, if necessary, a Statement of Overriding Considerations for the City's use. The Findings will specify mitigation measures incorporated into the project and will explain why other measures, if any, have been found to be infeasible. If applicable, the Findings will also identify feasible project alternatives that could reduce adverse environmental effects but are not being implemented, with an explanation as to why they are infeasible. Ascent will prepare an administrative draft of the Findings and will submit (electronically in Word) to the City for review and comment. Once comments are received, Ascent will incorporate comments and deliver an electronic file of the final Findings to the City.

Task 5.6 Deliverables: CEQA Findings of Fact / Statement of Overriding Considerations

Task 5.7: Mitigation Monitoring & Reporting Program & Environmental Checklist for Subsequent Projects

A draft and final mitigation monitoring and reporting program (MMRP) will be prepared electronically (Word). The MMRP will include all mitigation measures in the EIR and will identify timing, responsible party, performance standards, etc. As part of this work effort, The Ascent Team will develop an Environmental Checklist template that can be used by City staff for streamlining environmental review or identification of exemptions for subsequent projects in the Specific Plan area. This checklist would be combined with the city's future CAP consistency checklist.

Task 5.7 Deliverables:

- Mitigation Monitoring and Reporting Program
- Environmental Checklist and CAP Consistency Checklist for Subsequent Projects

Task 6 – Plan Adoption**Task 6.1: Support Planning Commission & City Council Hearings**

The Ascent Team will provide support for the Planning Commission and City Council study adoption hearings. The Ascent Team will prepare a PowerPoint presentation for each meeting and be available to address questions from the Planning Commission or City Council. The Ascent Team assume city staff will prepare the staff reports and noticing for the meetings.

Task 6.1 Deliverables: Commission and Council Materials

Task 6.2: Prepare Final Specific Plan

Ascent will prepare the Final Specific Plan, incorporating public and City comments following the public review process.

Task 6.2 Deliverables: Final Specific Plan (1 Draft)

Task 7 – Project Management & Team Meetings

Ascent will coordinate all aspects of the project to ensure that the schedule is achieved, and high-quality products are delivered. Ascent will prepare and submit monthly invoices and progress reports. Ascent will facilitate biweekly project coordination meetings of conference calls.

Ascent assumes that the project will include regular project meetings, the majority of which will be conducted via Zoom or Microsoft Teams conference calls. The Ascent Team assume these meetings are conducted biweekly on average with some periods that may require less and other periods that may require more frequent communication. For the purposes of this assignment, The Ascent Team will assume up to 30 staff meetings/calls over the duration of the project, as well as additional time for project invoicing and general coordination. Ascent will provide brief summary notes with action items following each biweekly meeting or call.

Annex II**Project Schedule, Budget and Payment****FIRM-FIXED PAYMENT**

Payment to City of Milpitas shall be due in the firm fixed amounts indicated below, upon acceptance by the MTC Project Manager of the following deliverables or milestones, described in detail in Annex I:

DELIVERABLE	TOTAL COST	RECIPIENT MATCH	PDA GRANT	DUE DATE
Task 1 – Plan Boundaries, Data Gathering, & Assessments				
1.1 Kick-Off Meeting & Site Tour Deliverables: Kick-Off Meeting Materials & Meeting Summary	\$11,055	\$4,851	\$6,204	3/4/2022
1.2 Material Review & Preliminary Mapping Deliverables: Preliminary Mapping Database	\$5,850	\$2,567	\$3,283	3/11/2022
1.3 Existing Conditions Assessment Deliverables: <ul style="list-style-type: none"> • Land Use, Zoning, & Urban Form Analysis • Market Analysis • Affordable Housing, Equity, & Community Benefits Analysis • Transportation & Circulation Analysis • Public Utilities & Infrastructure Analysis • Resilience & Climate Adaptation Assessment • Brief Graphic PowerPoint 	\$88,250	\$38,727	\$49,523	3/11/2022
Task 2 – Public Outreach & Engagement				
2.1 Community Engagement Strategy Deliverables: Community Engagement Strategy	\$5,550	\$2,435	\$3,115	3/4/2022
2.2 Project Branding & Communication Materials Deliverables: Project Branding & Communication Materials	\$9,320	\$4,090	\$5,230	3/4/2022
2.3 Project Website Deliverables: Project Website	\$2,760	\$1,211	\$1,549	3/4/2022

2.4 Stakeholder Interviews Deliverables: Stakeholder Interview Summaries	\$6,340	\$2,782	\$3,558	4/18/2022
2.5 Community Workshops Deliverables: Community Workshop Materials & Meeting Summaries	\$34,020	\$14,929	\$19,091	6/27/2022
2.6 Pop-Up Events Deliverables: Pop-Up Event Summaries	\$11,015	\$4,834	\$6,181	3/28/2022
2.7 Community Open House Deliverables: Community Open House Materials & Meeting Summary	\$8,660	\$3,800	\$4,860	12/19/2022
2.8 Meet with Technical Advisory Committee Deliverables: TAC Materials & Meeting Summaries	\$22,720	\$9,970	\$12,750	9/26/2022
2.9 Support Commission & City Council Study Sessions Deliverables: Commission & Council Materials & Meeting Summaries	\$58,980	\$25,882	\$33,098	9/26/2022
Task 3 – Visioning, Scenario Planning, & Preferred Plan				
3.1 Initial Visioning Deliverables: <ul style="list-style-type: none"> • Brainstorming Session Presentation Materials • Draft Vision Memo 	\$18,668	\$8,192	\$10,476	4/1/2022
3.2 Scenario Planning Deliverables: Summary of Scenario Planning for 3 Development Framework Options	\$19,985	\$8,770	\$11,215	4/11/2022
3.3 Preferred Draft Plan & Strategies for Incorporation into the Plan Deliverables: <ul style="list-style-type: none"> • Preferred Draft Plan • Strategies Summary for Economic Development & Retail • SPAR Funding • Mobility & Circulation • Public Realm Improvements, Placemaking, & Branding 	\$187,825	\$82,423	\$105,402	6/13/2022
Task 4 – Specific Plan Drafting				
4.1 Outline & Mock-Up Deliverables: Outline & Mock-Up	\$3,580	\$1,571	\$2,009	6/27/2022
4.2 Administrative Draft Plan Deliverables: Administrative Draft Plan	\$96,807	\$42,482	\$54,325	8/29/2022

4.3 Revised Draft Plan Deliverables: Revised Draft Plan	\$25,075	\$11,004	\$14,071	10/24/2022
4.4 Prepare Screencheck & Public Draft Plan Deliverables: <ul style="list-style-type: none"> • Screencheck Draft Plan • Public Draft Plan 	\$16,080	\$7,056	\$9,024	12/12/2022
Task 5 – Environmental Evaluation				
5.1 Initiation of the Environmental Review	\$840	\$369	\$471	6/20/2022
5.2 Prepare Notice of Preparation & Scoping Meeting Deliverables: Notice of Preparation & Scoping Meeting Summaries	\$4,900	\$2,150	\$2,750	7/18/2022
5.3 Administrative Draft EIR Deliverables: Administrative Draft EIR	\$131,520	\$57,715	\$73,805	10/3/2022
5.4 Public Draft EIR Deliverables: Print Check & Public Draft EIR (including Notice of Completion)	\$23,600	\$10,356	\$13,244	12/12/2022
5.5 Final EIR Deliverables: Administrative Draft Final, Print Check Final, & Final EIR (including Notice of Determination)	\$25,990	\$11,405	\$14,585	2/13/2023
5.6 CEQA Findings Deliverables: CEQA Findings of Fact / Statement of Overriding Considerations	\$4,740	\$2,080	\$2,660	2/13/2023
5.7 Mitigation Monitoring & Reporting Program & Environmental Checklist for Subsequent Projects Deliverables: <ul style="list-style-type: none"> • Mitigation Monitoring & Reporting Program • Environmental Checklist & CAP Consistency Checklist for Subsequent Projects 	\$6,040	\$2,651	\$3,389	2/13/2023
Task 6 – Plan Adoption				
6.1 Support Planning Commission & City Council Hearings Deliverables: Commission & Council Materials	\$23,425	\$10,280	\$13,145	4/10/2023
6.2 Prepare Final Specific Plan	\$9,120	\$4,002	\$5,118	2/13/2023

Deliverables: Final Specific Plan				
Task 7 – Project Management & Team Meetings				
7.1 Project Management & Team Meetings	\$28,278	\$12,409	\$15,869	4/10/2023
TOTAL	\$890,993	\$390,993	\$500,000	

City of Milpitas shall submit an invoice identifying the project deliverable or milestone for which payment is sought no later than thirty (30) days after MTC's acceptance of such deliverable/milestone.

ATTACHMENT 1

MTC Resolution 4202, Revised 05/26/21-C

Date: November 18, 2015
W.I.: 1512
Referred by: PAC
Revised: 07/27/16-C 10/26/16-C 12/21/16-C
03/22/17-C 04/26/17-C 05/24/17-C
06/28/17-C 07/26/17-C 09/27/17-C
10/25/17-C 11/15/17-C 12/20/17-C
01/24/18-C 02/28/18-C 03/28/18-C
04/25/18-C 05/23/18-C 06/27/18-C
07/25/18-C 09/26/18-C 11/28/18-C
12/19/18-C 01/23/19-C 02/27/19-C
03/27/19-C 06/26/19-C 07/24/19-C
09/25/19-C 10/23/19-C 11/20/19-C
02/26/20-C 05/27/20-C 07/22/20-C
09/23/20-C 11/20/20-C 01/27/21-C
02/24/21-C 04/28/21-C 05/26/21-C

ABSTRACT

Resolution No. 4202, Revised

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP) for the OBAG 2 funding period.

The resolution includes the following attachments:

- Attachment A – OBAG 2 Project Selection Criteria and Programming Policy
- Attachment B-1 – OBAG 2 Regional Program Project List
- Attachment B-2 – OBAG 2 County Program Project List

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including \$72 million in additional Fixing America’s Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram \$2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

On December 21, 2016, Attachments B-1 and B-2 were revised to redirect \$417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three subcomponents totaling \$10,000,000: \$720,000 for Rideshare Implementation, \$7,280,000 for the Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen to the Commuter Benefits program; direct \$1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and \$500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift \$40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and \$13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program \$5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

On March 22, 2017, Attachment B-1 was revised to program \$17,000,000 in un-programmed balances within the Regional Transit Priorities Program to MTC's Clipper Program, as part of the FY17 Transit Capital Priorities program.

On April 26, 2017, Attachment B-2 was revised to program \$1,655,000 to the Sonoma Safe Routes to School program; and redirect \$1,000 from Contra Costa Transportation Authority's Planning Activities Base to its discretionary balance and \$1,000 from San Francisco County Transportation Authority's Planning Activities Base to its discretionary balance to address an inconsistency between amounts programmed to planning activities in Appendix A-3 and reflect actual amounts obligated for planning.

On May 24, 2017, Attachment B-1 was revised to redirect \$1,237,000 from 511 Next Gen to AOM Implementation within the Regional Active Operational Management program to reflect re-organization of staff between program elements; direct \$18,000,000 in Arterial/Transit Performance to the Program for Arterial System Synchronization (\$5,000,000) and the Next Gen Arterial Operations Program (\$13,000,000) within the Regional Active Operational Management program; direct \$19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation (\$2,910,000), Performance-Based Intelligent

ABSTRACT

MTC Resolution No. 4202, Revised

Page 3

Transportation Systems Device Maintenance and Rehabilitation (\$5,940,000), Transportation Management Center Asset Upgrade and Replacement (\$4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures (\$4,000,000) and a Detection Technology Pilot (\$5,000,000) within the Regional Active Operational Management program; and remove \$290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

On June 28, 2017, Attachments B-1 and B-2 were revised to reprogram \$1,000,000 from the SMART Pathway – 2nd to Andersen to San Rafael’s Grand Ave Bike/Pedestrian Improvements within the Regional Climate Initiatives program as part of a funding exchange within the City of San Rafael, conditioned on San Rafael committing \$1 million in non-federal funds to the construction of the pathway, and a resolution of local support for the use of federal funds on the Grand Ave project, and TAM approval of the redirection of local measure funds between the projects; split out \$8,729,000 from the 511 Next Gen program to 511 Implementation within the Regional Active Operational Management program; program \$1,250,000 to Golden Gate Bridge Highway and Transportation District for the Bettini Transit Center as part of the Marin County Program; and program \$2,617,000 within the San Mateo County Program to the San Mateo County Office of Education for the SRTS program, including \$223,000 in supplemental funds from San Mateo’s discretionary balance.

On July 26, 2017, Attachment B-1 was revised to program \$12,000,000 to the US 101 Marin Sonoma Narrows project as part of a fund exchange agreement with Sonoma County Transportation Authority; \$11,000,000 in exchange funds are added to the program for tracking purposes, with the final \$1 million in exchange funds to be identified through a future Commission action.

On September 27, 2017, Attachment B-1 was revised to change the name of the Next Gen Arterial Operations Program (NGAOP) to Innovative Deployment for Enhanced Arterials (IDEA) to reflect program rebranding and additional focus on advanced technologies; program \$4,160,000 to Incident Management Implementation and \$8,840,000 to I-880 Integrated Corridor Mobility project within the Regional Active Operational Management program; split out the Connected Vehicles/Shared Mobility program into the Connected Vehicles/Automated Vehicles program for \$2,500,000 and the Shared Use Mobility program for \$2,500,000; and program \$16,000,000 for three corridors within the Freeway Performance Program, with \$8,000,000 for I-680, \$3,000,000 for I-880, and \$5,000,000 for SR-84.

ABSTRACT

MTC Resolution No. 4202, Revised

Page 4

On October 25, 2017, Attachment B-1 was revised to program \$10,000,000 to the Bay Area Air Quality Management District for the Spare the Air program, in lieu of the Electric Vehicle Programs within the Regional Climate Initiatives Program, conditioned on the Air District contribution of an additional \$10 million to advance implementation of electric vehicles within the region.

On November 15, 2017, Attachment B-2 was revised to program \$200,000 in the Alameda County Program to the I-580 Corridor Study, to support a joint corridor study between Alameda County Transportation Commission (ACTC) and MTC; \$122,000 within the Napa County Program to Napa Valley Transportation Authority (NVTA) for the Napa County Safe Routes to School (SRTS) Program; and \$300,000 within the Contra Costa County Program to San Ramon for the San Ramon Valley Street Smarts Program.

On December 20, 2017, Attachments A, Appendix A-3, B-1, and B-2 were revised to program \$334 million in the County Program to local and county projects recommended by the nine Congestion Management Agencies (CMAs); redirect \$10,248,000 from BART Car Replacement/Expansion to Clipper within the Regional Transit Priorities Program; revise the CMA Planning Activities funding amounts to reflect the supplementary funds requested by several CMAs through their County Programs; and clarify the program details for the Local Housing Production Incentive program (also known as the *80K by 2020 Challenge Grant*).

On January 24, 2018, Attachment B-1 was revised to redirect \$4,100,000 from Performance-Based ITS Device Maintenance and Rehabilitation to I-880 Communication Upgrade and Infrastructure Gap Closures, within the Transportation Management System program.

On February 28, 2018, Attachments B-1 and B-2 were revised to program \$13 million in Innovative Deployments to Enhance Arterials (IDEA) program grants within the Regional Active Operational Management Program; redirect \$822,000 within Contra Costa County's Safe Routes to School Program (SRTS) for future SRTS projects; program \$2,813,000 to San Francisco SRTS Non-Infrastructure Program within the San Francisco County Program; and clarify MTC exchange fund projects.

On March 28, 2018, Attachment B-1 was revised to distribute the \$1.5 million Community-Based Transportation Planning Program among the nine county Congestion Management Areas

ABSTRACT

MTC Resolution No. 4202, Revised

Page 5

(CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of \$30,000 in MTC exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

On April 25, 2018, Attachment B-1 was revised to program \$8,200,000 in Priority Conservation Area (PCA) grants within the North Bay PCA Program; \$3,400,000 to Sonoma County Transportation Authority (SCTA) for the Marin Sonoma Narrows B2 Phase 2 project, as part of an exchange agreement in which an equal amount of SCTA's future Regional Transportation Improvement Program (RTIP) funds will be programmed at MTC's discretion; \$7,288,000 in PDA Planning and Implementation grants; and \$500,000 to MTC for PDA Implementation.

On May 23, 2018, Attachments B-1 and B-2 were revised to change the project sponsor from MTC to VTA for the IDEA Program project at the Veteran's Administration Palo Alto Medical Center; redirect funds within the Santa Clara County OBAG 2 County Program to reduce San Jose's West San Carlos Urban Village Streetscape Improvements by \$2,050,000, redirecting \$1,000,000 from the project to Santa Clara's Saratoga Creek Trail Phase 1 and \$1,050,000 to Saratoga's Prospect Rd Complete Streets project; and direct an additional \$25,000 in unprogrammed balances within Santa Clara County OBAG 2 County Program to Saratoga's Prospect Rd Complete Streets project.

On June 27, 2018, Attachments B-1 and B-2 were revised to program \$800,000 to MTC's Carsharing Implementation and \$325,000 to Targeted Transportation Alternatives within the Climate Initiatives Program; redirect from MTC's 511 NextGen program \$8,271,000 to 511 Implementation, \$2,000,000 to Contra Costa Transportation Authority's (CCTA's) I-80 Central Ave Interchange Improvements project, and \$380,000 to an unprogrammed balance within the Regional Active Operational Management program; clarify the scope of MTC's Freeway Performance Program I-880 to reflect the project limits of I-80 to I-280; and redirect \$1,394,000 from Vallejo's Local Streets Rehabilitation project to Fairfield's Heart of Fairfield project within the Solano County Program.

On July 25, 2018, Attachment B-1 was revised to program \$1,600,000 to Santa Clara Valley Transportation Authority (VTA) for the SR 85 Transit Guideway Study as part of a fund exchange agreement; remove Rohnert Park's \$65,000 Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant from the Regional PDA

ABSTRACT

MTC Resolution No. 4202, Revised

Page 6

Planning Grant program as it will be funded through a prior cycle; reduce the funding for Windsor's PDA Planning and Implementation Staffing Assistance grant by \$85,000 as this project will receive an equivalent amount of funds through a prior cycle; a total of \$150,000 balance created by these two revisions was returned to the Regional PDA Planning Grant Program un-programmed balance.

On September 12, 2018, Attachments B-1 and B-2 were revised to program \$3,000,000 within the Freeway Performance Program to the US 101 corridor in San Mateo and Santa Clara counties; direct an additional \$6,000,000 within the Freeway Performance Program to the I-680 corridor within Contra Costa County, \$4,000,000 of which is part of an exchange agreement with Contra Costa Transportation Authority (CCTA); redirect \$15,000 within the Innovative Deployment for Enhanced Arterials (IDEA) program from IDEA Technical Assistance to VTA's IDEA grant at the Veterans Affairs Palo Alto Medical Center; redirect \$48,000 from MTC's Clipper to the BART Car Replacement/Expansion project within the Transit Priorities program to reflect program amounts previously adopted through the Transit Capital Priorities (TCP) program; revise the amount programmed to VTA's SR 85 Transit Guideway Study within Regional Strategic Initiatives to \$1,200,000 to reflect amount previously approved; redirect \$1,214,000 from Berkeley's North Shattuck Avenue Rehabilitation project to its Southside Complete Streets and Transit Improvements project within the Alameda County Program; from Sunnyvale's East Sunnyvale Area Sense of Place Improvements, redirect \$1,000,000 to Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements and \$1,140,000 to the Safe Routes to School program balance within the Santa Clara County Program; and program \$4,500,000 available from a previous funding cycle to the following projects within Regional Strategic Initiatives: \$617,000 to Novato's Pavement Rehabilitation (for Downtown Novato SMART Station) as part of a local funding exchange, \$1,120,000 to the Transportation Authority of Marin (TAM) for the Old Redwood Highway Multi-Use Pathway project, \$763,000 for San Rafael's Grand Ave Bridge project, and \$2,000,000 to TAM for the US 101 Marin Sonoma Narrows project.

On November 28, 2018, Attachment B-1 was revised to make adjustments related to the MTC/SCVTA Funding Exchange Agreement MTC Resolution No. 4356 and to the MTC/CCTA Funding Exchange Agreement MTC Resolution No. 4357, and to program \$4,000,000 in MTC exchange funds in accordance with MTC Resolution 3989, to the following projects: \$619,000 to CCTA for Innovative Deployment for Enhanced Arterials; \$621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; \$500,000 to the city of Richmond for the

ABSTRACT

MTC Resolution No. 4202, Revised

Page 7

Richmond-San Rafael Bridge Bikeway Access; \$1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and \$1,100,000 to MTC for Napa Valley Transportation Demand.

On December 19, 2018, Attachments B-1 and B-2 were revised to redirect \$5,200,000 from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the I-880 ICM Northern Segment project within the Regional Active Operational Management Program; clarify the Diridon Integrated Station Area Concept Plan project within the Regional Priority Development Planning and Implementation Program to reference Santa Clara Valley Transportation Authority (VTA) as a project partner; within the Santa Clara County Program, redirect \$794,000 in unprogrammed balances to Sunnyvale's East Sunnyvale Sense of Place Improvements, clarify the remaining unprogrammed balance is discretionary, and clarify the division of funding for Santa Clara's Saratoga Creek Trail Phase 1 project between the county's Safe Routes to School program and its discretionary program.

On January 23, 2019, Attachment B-2 was revised to redirect \$15,980,000 within the San Francisco County Program from the Better Market Street project to the Central Subway project.

On February 27, 2019, Attachment B-1 was revised to change the fund source of \$3,779,849 programmed to the Golden Gate Bridge Suicide Deterrent in Surface Transportation Block Grant Program (STP) funds to federal Highway Infrastructure Program (STP Bump) funds provided in the Consolidated Appropriations Act, 2018. Of the \$3,779,849 freed up by this swap, \$1,000,000 is returned to the region's STP/CMAQ balance to help address the CMAQ shortfall as a result of the region becoming attainment for carbon monoxide (CO) and therefore receiving less CMAQ funds which are distributed based on air quality status. The remaining \$2,779,849 is held for future Commission action.

On March 27, 2019, Attachment A, Appendix A-8, Appendix A-10, and Attachment B-1 were revised to clarify provisions pertaining to the interim status report requirements for Priority Development Area (PDA) Investment & Growth Strategies; change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the MTC Exchange funding from \$619,000 to \$589,000; and redirect the \$30,000 in MTC Exchange funds to a new MTC-led Concord IDEA project.

On June 26, 2019, Attachment B-2 was revised to program \$822,000 in unprogrammed Safe Routes to School Program (SRTS) balances within the Contra Costa County Program to six

ABSTRACT

MTC Resolution No. 4202, Revised

Page 8

existing projects; and to redirect \$251,000 within the San Mateo County Program from Atherton's Middlefield Road Class II Bike Lanes to its James Avenue Rehabilitation.

On July 24, 2019, Attachment A was revised to delegate authority to the Executive Director or designee to sign Letters of Understanding for the exchange of STP/CMAQ funds with other regions, within certain conditions and limitations, and to delegate to a Committee of the Commission the authority to approve exchanges beyond these conditions and limitations.

On September 25, 2019, Attachments B-1 and B-2 were revised to clarify that the \$300,000 programmed to Alameda County Transportation Commission (ACTC) within the Community Based Transportation Plan (CBTP) Updates program will be directed to its Congestion Management Agency (CMA) Planning program as part of an internal fund exchange within ACTC; redirect \$9.6 million from 511 Implementation to 511 Next Gen within the Bay Area 511 Traveler Information Program; within the Freeway Performance Program redirect \$625,000 in from MTC's SR 84 (US 101 to I-880) to the environmental phase of MTC's I-580 WB HOV Lane Extension project and change the project sponsor of the I-80/Central Ave. Interchange Improvements project from the Contra Costa Transportation Authority (CCTA) to City of Richmond; within the Innovative Deployment to Enhance Arterials (IDEA) program, clarify that LAVTA is a partner agency for the Dublin Category 2 IDEA project; within the Transportation Management Systems (TMS) program, change the name of the overall program to Connected Bay Area, redirect \$2 million from the Detection Technology Pilot project and \$1.8 million from the Performance-Based ITS Device Maintenance and Rehabilitation project to provide an additional \$3.8 million to the I-880 Communications Upgrade and Infrastructure Gap Closures project; within the Incident Management program, redirect \$1 million from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the Northern Segment; within the San Francisco County program, redirect \$3,366,000 from John Yehall Chin Elementary Safe Routes to School (SRTS) Improvement; and within the Santa Clara County program, redirect \$1 million from Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements project to Cupertino's McClellan Rd Separated Bike Lane project, and program \$1,346,000 in unprogrammed discretionary balances to Campbell's Harriet Ave Sidewalk project and Los Gatos Shannon Rd Complete Streets project.

On October 23, 2019, Attachment B-1 was revised to redirect \$3 million from MTC's Detection Technology Pilot project to establish the InterConnect Bay Area grant program within the Connected Bay Area program; direct \$5 million (\$4 million Solano County and \$1 million other

ABSTRACT

MTC Resolution No. 4202, Revised

Page 9

North Bay counties) within the Housing Incentive Pool program to establish the Sub-HIP program, with specific projects to be recommended through future programming actions; and program \$1 million to BART for AB2923 Implementation from unprogrammed balances within the PDA Planning & Implementation program.

On November 20, 2019, Attachments B-1 and B-2 were revised to program \$6,023,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to 13 projects within the Priority Conservation Area (PCA) Grants program; and within the Contra Costa County program, redirect \$1,025,000 from Brentwood's Various Streets and Roads Preservation project to Pittsburg's Pavement Improvements project, redirect \$618,000 from San Pablo's Market Street Pavement Rehabilitation project to Giant Road Pavement Rehabilitation project; and revise the name of Walnut Creek's Ygnacio Valley Road Rehabilitation project to reflect the latest proposed scope of work.

On February 26, 2020, Attachments A, B-1, and B-2 were revised to program \$1 million to MTC for SR 37 corridor planning in Marin, Napa, Solano, and Sonoma Counties and \$3 million to MTC for I-80 corridor planning from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge (SFOBB) Toll Plaza within the Freeway Performance Program; revise the name of the Concord Willow Pass Road Rehabilitation and Safe Routes to School project within the Contra Costa County Program to reflect the project's current scope; and clarify language within the OBAG 2 Project Selection Criteria and Programming Policy to reflect the Commission adoption of Housing Incentive Pool (HIP) program guidelines, MTC Resolution No. 4348.

On May 27, 2020, Attachment B-1 was revised to clarify the scope of MTC's Freeway Performance Program planning-only project on I-80 extends from Carquinez Bridge in Contra Costa to Fremont Street in San Francisco; change the sponsor for three projects within the Regional Priority Conservation Area (PCA) Grant program; and to redirect \$104,000 in the North Bay Priority PCA Grant program from Novato's Carmel Open Space Acquisition project to Novato's Hill Area National Recreation Area, as the former project has been cancelled.

On July 22, 2020, Attachment B-1 was revised to program \$5 million to five projects in Solano, Marin, Napa, and Sonoma Counties within the Housing Incentive Pool Pilot Program (Sub-HIP) and program \$1 million to the Napa Valley Forward Traffic Calming and Multimodal Improvements project within the Freeway Performance Program (FPP); and incorporate \$7,681,887 in federal Highway Infrastructure Program apportionment provided through the

ABSTRACT

MTC Resolution No. 4202, Revised

Page 10

Department of Transportation Appropriations Act, 2020 to the Golden Gate Bridge Suicide Deterrent.

On September 23, 2020, Attachment B-2 was revised to redirect \$2,000,000 from Napa's Silverado Trail Five-way Intersection Improvement project to Napa Valley Transportation Authority's Vine Transit Bus Maintenance Facility within the Napa County Program, and \$1,394,000 from Fairfield's Heart of Fairfield Improvements to its Cadenasso Dr. repaving project within the Solano County Program.

On November 20, 2020, Attachment B-1 was revised to program \$1,000,000 to SFCTA for the environmental phase of the Yerba Buena Island/Treasure Island Multi-Use Pathway project within the Priority Conservation Area (PCA) Grants program, with payback from BATA at a future date; \$647,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to four projects within the Priority Conservation Area (PCA) Grants program; and to clarify the project sponsor of the Old Redwood Highway Multi-Use Pathway project as Larkspur, rather than the Transportation Authority of Marin (TAM).

On January 27, 2021, Attachments A and Attachment B-1 were revised, and Appendix A-11 was added, to incorporate additional funding into the OBAG 2 framework, including \$52.9 million in STP/CMAQ program balances made available through FY2018-FY2020 appropriations of Federal Highway Infrastructure Program (FHIP) funds, and a \$1.5 million balance redirected from the Cycle 1 STP/CMAQ Climate Initiatives program, as part of the Safe & Seamless Mobility Quick-Strike program.

On February 24, 2021, Attachment B-1 was revised to program a total of \$7.91 million in Federal Highway Infrastructure Program (FHIP) funds provided in the Consolidated Appropriations Act, 2021, and project savings from previous STP/CMAQ cycles to the Golden Gate Bridge Highway and Transportation District (GGBHTD) for shareable costs of an increase to the Golden Gate Bridge Suicide Deterrent System. Because the final FFY 2021 FHIP amount is not yet available at the time of the Commission meeting, the final split between the two fund sources will be adjusted by staff as a technical change, with the total amount not to exceed \$7.91 million.

On April 28, 2021, Attachment B-1 was revised to change the fund source of \$13,942,852 from Federal Highway Infrastructure Program (FHIP) funds to Surface Transportation Block Grant

ABSTRACT

MTC Resolution No. 4202, Revised

Page 11

(STP) funds for the Gate Bridge Highway and Transportation District (GGBHTD) for the Golden Gate Bridge Suicide Deterrent System project; program \$61,708,245 in STP/CMAQ funds, and \$13,942,852 in FHIP funds redirected from the GGB suicide deterrent system, to the Transportation Authority of Marin (TAM) for the US-101 Marin-Sonoma Narrows Segment B7 project as part of the SB1/RMS alternative funding plan; and program \$99,840,510 in STP/CMAQ funds to the Solano Transportation Authority (STA) for the Solano I-80 Express Lanes project as part of the SB1/RMS alternative funding plan. The programmed funding to TAM and STA serves as a loan to the project sponsors to permit the projects to move to construction while Regional Measure 3 funds are unavailable. The loaned funds shall be repaid to MTC as non-federal funds and will be subject to future OBAG programming.

On May 26, 2021, Attachment B-1 and Appendix A-11 were revised to program \$34,593,076 in Federal Highway Infrastructure Program funds made available through federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) to augment the Regional Safe and Seamless Mobility Quick-Strike program framework; and to program \$7,775,000 in Priority Development Area (PDA) Planning and Implementation grants and \$87,000 in Regional PDA Supportive Studies within the Regional PDA Planning and Implementation program.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; and the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, February 12, 2020, May 13, 2020, July 8, 2020, September 9 2020, November 4, 2020, January 13, 2021, February 10, 2021, April 14, 2021, and May 12, 2021; and the Planning Committee dated May 14, 2021.

Date: November 18, 2015
W.I.: 1512
Referred By: Programming & Allocations

RE: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for state and federal funding assigned to the RTPA/MPO of the San Francisco Bay Area for the programming of projects; and

WHEREAS, state and federal funds assigned for RTPA/MPO programming discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), county Transportation Authorities (TAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, will develop a program of projects to be funded with these funds for inclusion in the federal TIP, as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

MTC Resolution 4202
Page 2

RESOLVED that MTC approves the “Project Selection Criteria and Programming Policy” for projects to be funded in the OBAG 2 Program as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the regional discretionary funding shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures and programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be included in the federal TIP subject to final federal approval and requirements; and be it further

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including updates to fund sources and distributions to reflect final funding criteria and availability; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected, revised and included in the federal TIP; and be it further

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachments as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 18, 2015

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

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C 09/27/17-C 10/25/17-C
 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C
 12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C 07/22/20-C
 11/20/20-C 01/27/21-C
 02/24/21-C 04/28/21-C 05/26/21-C

		Close Grouping Before Printing Not for Commission Action				
PROJECT CATEGORY AND TITLE		SPONSOR	STP	CMAQ	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			\$484,059,423	\$196,665,000	\$680,724,423	\$99,975,260
1. REGIONAL PLANNING ACTIVITIES			STP	CMAQ		
Regional Planning	MTC		\$9,555,000		\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES			TOTAL:		\$9,555,000	\$9,555,000
2. PAVEMENT MANAGEMENT PROGRAM			STP	CMAQ		
Pavement Management Program	MTC		\$1,500,000		\$1,500,000	
Pavement Technical Advisory Program (PTAP)	MTC		\$7,500,000		\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans		\$250,000		\$250,000	
2. PAVEMENT MANAGEMENT PROGRAM			TOTAL:		\$9,250,000	\$9,250,000
3. PDA PLANNING & IMPLEMENTATION			STP	CMAQ		
PDA Planning and Implementation						
PDA Implementation	MTC		\$2,000,000		\$2,000,000	
PDA Supportive Studies	MTC		\$587,000		\$587,000	
PDA Planning						
<u>Berkeley: San Pablo Avenue PDA Plan</u>	MTC		\$750,000		\$750,000	
<u>Oakland: MacArthur Transit Village PDA; North Oakland/Golden Gate PDA Plan</u>	MTC		\$800,000		\$800,000	
<u>Oakland: Eastmont Town Center/International Blvd; Fruitvale and Dimond; MacArthur Blvd Corridor; San A</u>	MTC		\$800,000		\$800,000	
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	MTC		\$800,000		\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	MTC		\$308,000		\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	MTC		\$140,000		\$140,000	
<u>Richmond: Hilltop PDA Plan</u>	MTC		\$750,000		\$750,000	
<u>San Pablo: Rumrill Blvd PDA Plan</u>	MTC		\$250,000		\$250,000	
<u>Marin County: Urbanized Corridor/Marin City PDA Plan</u>	MTC		\$300,000		\$300,000	
San Rafael: Downtown Precise Plan	MTC		\$500,000		\$500,000	
San Francisco: HUB Area EIR	MTC		\$500,000		\$500,000	
San Francisco: Transit Corridors Study	MTC		\$500,000		\$500,000	
<u>Burlingame: Broadway Planning Area PDA Plan</u>	MTC		\$400,000		\$400,000	
<u>South San Francisco: Downtown Station Area PDA Plan</u>	MTC		\$500,000		\$500,000	
<u>Cupertino: VTA Cores and Corridors PDA Plan</u>	MTC		\$400,000		\$400,000	
<u>Milpitas: Midtown PDA Plan</u>	MTC		\$500,000		\$500,000	
<u>Palo Alto: University Ave/Downtown PDA Plan</u>	MTC		\$800,000		\$800,000	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	MTC		\$800,000		\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	MTC		\$500,000		\$500,000	
<u>Santa Clara: Downtown PDA Plan</u>	MTC		\$400,000		\$400,000	
Vacaville: Downtown Specific Plan	MTC		\$350,000		\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	MTC		\$800,000		\$800,000	
Staffing Assistance						
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Mngmt	MTC		\$180,000		\$180,000	
Fremont: SB743 Implementation	MTC		\$150,000		\$150,000	
Hayward: SB743 Implementation	MTC		\$150,000		\$150,000	
Oakland: ADU Initiative	MTC		\$200,000		\$200,000	
Oakland: Innovative Construction Initiative	MTC		\$200,000		\$200,000	
Concord: VMT-based Transportation Impact Standards	MTC		\$150,000		\$150,000	
Concord: Galindo Street Corridor Plan	MTC		\$200,000		\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	MTC		\$150,000		\$150,000	
San Jose: PDA/Citywide Design Guidelines	MTC		\$200,000		\$200,000	
Windsor: Parking Management and Pricing	MTC		\$35,000		\$35,000	
Technical Assistance						
<u>Marin/Sonoma VMT Implementation Group</u>	MTC		\$170,000		\$170,000	
<u>Napa/Solano VMT Implementation Group</u>	MTC		\$170,000		\$170,000	
<u>Various Jurisdictions: VMT Implementation Group</u>	MTC		\$140,000		\$140,000	
Emeryville: Developing the Highest and Best Use of the Public Curb	MTC		\$65,000		\$65,000	
<u>Hayward: Micro Mobility/Safety Program</u>	MTC		\$75,000		\$75,000	
Oakland: General Plan Framework - PDA Community Engagement Program	MTC		\$65,000		\$65,000	
<u>San Leandro: BayFair TOD Infrastructure Design/Finance</u>	MTC		\$150,000		\$150,000	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	MTC		\$65,000		\$65,000	
San Francisco: PDA Density Bonus Program	MTC		\$65,000		\$65,000	
Belmont: Transportation Demand Management Program	MTC		\$65,000		\$65,000	
<u>San Mateo: TDM Ordinance</u>	MTC		\$150,000		\$150,000	
<u>Santa Rosa/Sonoma County: Renewal Enterprise District</u>	MTC		\$150,000		\$150,000	
<u>San Jose: Urban Villages District Parking & Rezoning</u>	MTC		\$120,000		\$120,000	
BART AB2923 Implementation	BART		\$1,000,000		\$1,000,000	
<u>Unprogrammed balance</u>	MTC		<u>\$7,862,000</u>		<u>\$7,862,000</u>	
Community-Based Transportation Plan (CBTP) Updates						
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC		\$300,000		\$300,000	
CCTA: Community-Based Transportation Plans	MTC		\$215,000		\$215,000	
TAM: Community-Based Transportation Plans	MTC		\$75,000		\$75,000	
NVTA: Community-Based Transportation Plans	MTC		\$75,000		\$75,000	
SFCTA: Community-Based Transportation Plans	MTC		\$175,000		\$175,000	
C/CAG: Community-Based Transportation Plans	MTC		\$120,000		\$120,000	
VTA: Community-Based Transportation Plans	MTC		\$300,000		\$300,000	
STA: Community-Based Transportation Plans	MTC		\$95,000		\$95,000	
SCTA: Community-Based Transportation Plans	MTC		\$110,000		\$110,000	
CBTP Program Evaluation	MTC		\$35,000		\$35,000	
3. PDA PLANNING & IMPLEMENTATION			TOTAL:		\$20,000,000	\$20,000,000
4. CLIMATE INITIATIVES			STP	CMAQ		
Climate Initiatives						
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD			\$10,875,000	\$10,875,000	
Carsharing Implementation	MTC		\$800,000		\$800,000	
Targeted Transportation Alternatives	MTC		\$325,000		\$325,000	
Spare the Air Youth Program - 2	MTC		\$1,417,000		\$1,417,000	
4. CLIMATE INITIATIVES			TOTAL:		\$23,417,000	\$23,417,000

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

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C 09/27/17-C 10/25/17-C
 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C
 12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C 07/22/20-C
 11/20/20-C 01/27/21-C
 02/24/21-C 04/28/21-C 05/26/21-C

		Close Grouping Before Printing Not for Commission Action				
PROJECT CATEGORY AND TITLE		SPONSOR	STP	CMAQ	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			\$484,059,423	\$196,665,000	\$680,724,423	\$99,975,260
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			STP	CMAQ		
Active Operational Management						
AOM Implementation		MTC	\$23,737,000		\$23,737,000	
Bay Area 511 Traveler Information						
511 Next Gen		MTC	\$26,148,000		\$26,148,000	
511 Implementation		MTC	\$7,450,000		\$7,450,000	
Rideshare						
Rideshare Implementation		MTC		\$720,000	\$720,000	
Carpool Program		MTC		\$7,280,000	\$7,280,000	
Vanpool Program		MTC		\$2,000,000	\$2,000,000	
Commuter Benefits Implementation		MTC		\$674,000	\$674,000	
Commuter Benefits Program		MTC		\$1,111,000	\$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)		MTC/NVTA				\$1,100,000
Bay Bridge Forward						
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies		AC Transit		\$1,200,000	\$1,200,000	
Pilot Transbay Express Bus Routes		AC Transit		\$800,000	\$800,000	
Eastbay Commuter Parking		MTC	\$2,500,000		\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies		WestCat		\$2,000,000	\$2,000,000	
Dumbarton Forward						
SR 84 (US 101 to I-880) Dumbarton Forward		MTC	\$4,375,000		\$4,375,000	
Richmond-San Rafael Bridge Forward						
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)		Richmond				\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)		MTC				\$1,160,000
Freeway Performance Program						
Freeway Performance Program		MTC		\$14,240,000	\$14,240,000	
FPP: I-880 (I-80 to I-280)		MTC	\$3,000,000		\$3,000,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only		MTC	\$625,000		\$625,000	
FPP: I-80 (Carquinez Bridge to Fremont St., SF) PL only		MTC	\$3,000,000		\$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)		MTC	\$10,000,000		\$10,000,000	
FPP: I-80 Central Ave Interchange Improvements		Richmond	\$2,000,000		\$2,000,000	
FPP: SR 37 (US 101 to I-80) PL only		MTC	\$1,000,000		\$1,000,000	
FPP: Napa Valley Forward Traffic Calming & Multimodal Imps.		MTC		\$1,000,000	\$1,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)		MTC	\$3,000,000		\$3,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2		SCTA	\$1,000,000		\$1,000,000	
Program for Arterial System Synchronization (PASS)		MTC		\$5,000,000	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)						
IDEA Technical Assistance		MTC	\$1,532,000		\$1,532,000	
IDEA Category 1						
AC Transit: Dumbarton Express Route (SR84)		MTC	\$2,300,000		\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St		MTC	\$276,000		\$276,000	
Hayward: Various Locations		MTC	\$302,000		\$302,000	
Oakland: Bancroft Ave		MTC	\$310,000		\$310,000	
Pleasanton: Various Locations		MTC	\$290,000		\$290,000	
Union City: Union City Blvd & Decoto Rd		MTC	\$710,000		\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd		MTC	\$563,000		\$563,000	
San Rafael: Downtown San Rafael		MTC	\$830,000		\$830,000	
South San Francisco: Various Locations		MTC	\$532,000		\$532,000	
San Jose: Citywide		MTC	\$1,400,000		\$1,400,000	
IDEA Category 2						
LAVTA/Dublin: Citywide		MTC	\$385,000		\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St		MTC	\$785,000		\$785,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)		MTC				\$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)		MTC				\$30,000
Walnut Creek: Various locations (Fund Exchange)		MTC				\$621,000
Los Gatos: Los Gatos Blvd		MTC	\$700,000		\$700,000	
VTA: Veterans Admin. Palo Alto Medical Center		VTA	\$845,000		\$845,000	
Connected Vehicles/Automated Vehicles (CV/AV)		MTC	\$2,500,000		\$2,500,000	
Shared Use Mobility		MTC	\$2,500,000		\$2,500,000	
Connected Bay Area						
TMS Implementation		MTC	\$2,910,000		\$2,910,000	
TMC Asset Upgrade and Replacement		MTC	\$1,150,000		\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures		MTC	\$11,940,000		\$11,940,000	
InterConnect Bay Area Program		MTC	\$3,000,000		\$3,000,000	
Incident Management						
Incident Management Implementation		MTC	\$4,160,000		\$4,160,000	
I-880 ICM Northern		MTC		\$6,200,000	\$6,200,000	
I-880 ICM Central		MTC		\$2,640,000	\$2,640,000	
Unprogrammed Balance		TBD	\$380,000		\$380,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		TOTAL:	\$128,135,000	\$44,865,000	\$173,000,000	\$4,000,000
6. TRANSIT PRIORITIES			STP	CMAQ		
BART Car Replacement/Expansion		BART		\$99,800,000	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)		GGBH&TD	\$9,760,668		\$9,760,668	\$30,239,332
Clipper		MTC	\$34,200,000		\$34,200,000	
Unprogrammed Balance			\$15,283,000		\$15,283,000	
6. TRANSIT PRIORITIES		TOTAL:	\$59,243,668	\$99,800,000	\$159,043,668	\$30,239,332
7. PRIORITY CONSERVATION AREA (PCA)			STP	CMAQ		
Regional Peninsula, Southern and Eastern Counties PCA Grant Program						
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)		MTC/GreenInfo Network				\$30,000
PCA Grant Implementation		MTC/Coastal Conservancy				\$500,000
Alameda County: Niles Canyon Trail, Phase 1		Alameda County				\$321,000
Albany: Albany Hill Access Improvements		Albany				\$251,000

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

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C 09/27/17-C 10/25/17-C
 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C
 12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C 07/22/20-C
 11/20/20-C 01/27/21-C
 02/24/21-C 04/28/21-C 05/26/21-C

OBAG 2 Regional Programs Project List

Close Grouping Before Printing
 Not for Commission Action

PROJECT CATEGORY AND TITLE	SPONSOR	STP	CMAQ	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS					
Livermore: Arroyo Road Trail	Livermore	\$484,059,423	\$196,665,000	\$680,724,423	\$99,975,260
WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	WOEIP/Urban Biofilter				\$400,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	EBRPD				\$300,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	John Muir Land Trust				\$1,000,000
SFCTA: Yerba Buena Island Multi-Use Pathway (PE/ENV)	SFCTA	\$1,000,000		\$1,000,000	\$950,000
San Francisco: McLaren Park and Neighborhood Connections Plan	SF Recreation and Parks				\$194,000
San Francisco/Coastal Conservancy: Twin Peaks Trail Improvement	SF Rec and Park/Conservancy				\$74,000
GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	National Parks Service				\$200,000
SMCHD: Pillar Point Public Access Improvements	San Mateo Co. Harbor District				\$298,000
Menlo Park: Bedwell Bayfront Park Entrance Improvements	Menlo Park				\$520,000
San Mateo Co.: Colma Creek Adaptation Study (Colma Creek Connector)	San Mateo Co.				\$110,000
San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	San Mateo Co.				\$137,900
South San Francisco: Sign Hill Conservation and Trail Master Plan	South San Francisco				\$135,100
Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient Imps.	Point Blue Conservation Science				\$379,000
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Point Blue Conservation Science				\$400,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara Valley Open Space Auth.				\$1,000,000
North Bay PCA Grant Program					
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Par	Marin County	\$312,000		\$312,000	
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehab	Marin County	\$869,000		\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps.)	Novato	\$104,000		\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)	Novato	\$265,000		\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	NPS	\$500,000		\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	NVTA	\$711,000		\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	\$650,000		\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa County	\$689,000		\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County	\$2,050,000		\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County	\$1,280,000		\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County	\$770,000		\$770,000	
7. PRIORITY CONSERVATION AREA (PCA)	TOTAL:	\$9,200,000		\$9,200,000	\$7,200,000
8. BAY AREA HOUSING INITIATIVES					
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	MTC				\$10,000,000
Housing Incentive Pool	TBD		\$25,000,000	\$25,000,000	
Sub-HIP Pilot Program					
Fairfield: Pavement Preservation/Rehabilitation (for One Lake Apts. Linear Park Trail)	Fairfield	\$2,100,000		\$2,100,000	
Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable Housing)	Vacaville	\$1,900,000		\$1,900,000	
Marin County: Marin City Pedestrian Crossing Imps.	Marin County		\$300,000	\$300,000	
NVTA: Imola Park and Ride	NVTA	\$300,000		\$300,000	
Santa Rosa: Downtown Multi-modal and Fiber Improvements	Santa Rosa		\$400,000	\$400,000	
8. BAY AREA HOUSING INITIATIVES	TOTAL:	\$4,300,000	\$25,700,000	\$30,000,000	\$10,000,000
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE					
TBD	TBD	\$52,900,000		\$52,900,000	\$34,593,076
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE	TOTAL:	\$52,900,000		\$52,900,000	\$34,593,076
10. REGIONAL STRATEGIC INVESTMENTS (RSI)					
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	\$4,000,000		\$4,000,000	
GGB Suicide Deterrent System	GGBHTD	\$7,910,000		\$7,910,000	
Pavement Rehab (for Downtown Novato SMART Station)	Novato	\$617,000		\$617,000	
Old Redwood Highway Multi-Use Pathway	Larkspur		\$1,120,000	\$1,120,000	
Grand Ave Bridge	San Rafael		\$763,000	\$763,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael		\$1,000,000	\$1,000,000	
US 101 Marin-Sonoma Narrows	TAM	\$2,000,000		\$2,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	\$15,400,000		\$15,400,000	
US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)	TAM	\$61,708,245		\$61,708,245	\$13,942,852
I-80 Express Lanes in Solano County (Loan for RM3)	STA	\$99,840,510		\$99,840,510	
10. REGIONAL STRATEGIC INVESTMENTS (RSI)	TOTAL:	\$191,475,755	\$2,883,000	\$194,358,755	\$13,942,852
OBAG 2 REGIONAL PROGRAMS	TOTAL:	\$484,059,423	\$196,665,000	\$680,724,423	\$99,975,260

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4202_ongoing_OBAG2\{tmp-4202_Attachment-B-1_May-June.xlsx}May 2021