

OBAG 3: Application Form for Local Public Agency - Active Transportation & Safety (ATS) Program

The Countywide Call for Projects for the One Bay Area Grant (OBAG 3) ATS program requires a clear and completed:

- Application (online)
- Complete Streets Checklist (<https://mtc.ca.gov/planning/transportation/complete-streets> and Presentation to CBPAC Guidance here: <https://docs.google.com/document/d/14355c1gRQ9tSVYysXNMXjt8N1h616m75vqwSIQmp7RI/edit?usp=sharing>),
- mapping and GIS files (Application-related program/project location mapping files; Updated jurisdiction-wide bike & walkway route designations & Level-of-Traffic-Stress/type/class (existing vs. proposed); LRSP data, curb ramp conditions, CIP data; Transit routes/frequency, bike/roll trip counts data, if available; Preferred long-term data-sharing: https://docs.google.com/spreadsheets/d/1o3NT0G9NFYnhf0ygphjDGLrOJZ4GRtb1yEa5_JQDOK0/edit?usp=sharing),
- Project Information Form (Project Description guidelines here <<https://docs.google.com/document/d/1iLGFgKib07yffCiePqJGmS7T2f89JfvRa5gCRV6C6U/edit?usp=sharing>>),
- Project Funding Plan (template here which integrates Section-4 form <<https://docs.google.com/spreadsheets/d/1cEy8fD7z3zqy3w8VF78sYJNMu8olTgh-/edit?usp=sharing&ouid=118291287617767795126&rtpof=true&sd=true>>),
- supporting attachments,
- references

(e.g., Policy Resolution, similar to template here <<https://docs.google.com/document/d/1irBqf-lvwf-iaPotyFKP2HkAjqwwJkLR/edit?usp=sharing&ouid=118291287617767795126&rtpof=true&sd=true>>, that prioritizes Safety before Speed throughout scoping, project delivery, and maintenance; yellow- highlighted policy statements from General Plan excerpts) and all other required materials, in electronic format, are due and must be submitted, by the Applicant or Project Sponsor, before **5 PM on Friday, July 15, 2022**. A question in the Application Form below will remind each respondent that each Applicant must electronically submit all application materials (in a single combined PDF packet with numbered attachments, and all application files organized in folder structure), here: <https://spaces.hightail.com/uplink/cclarke>

The Authority's OBAG 3 Call for Projects, Program Policy, intent, screening requirements, and scoring criteria are available at <https://ccta.net/planning/one-bay-area-grant-3/>. Please adhere to the information stated in the Scoring Sheet/Criteria in each Application. Each program/project application packet (single, combined PDF) of attachments should be no more than 20 pages, excluding the online Application itself. Application forms are available for each jurisdiction to complete online via Microsoft Forms (not PDF). Hardcopy applications and materials will not be accepted, in the spirit of the Authority's Paperless Policy.

Applicant Workshops were held for OBAG 3 on June 7 and June 8, 2022, with slides and supporting materials emailed afterward. A portion of the in-person agenda on June 8th included a roundtable discussion, and small group breakouts, to encourage and discuss multi-jurisdiction project bundling. On July 13th (to be confirmed), a public workshop will be held to request additional input from the general public along with representatives from planning, public works, and maintenance personnel, emergency services (e.g., fire department), bikeway design professionals, people with disabilities, and advocacy groups.

Please contact the Contra Costa Transportation Authority's Associate Transportation Planner Colin Clarke at 925-256-4726 or cclarke@ccta.net for questions on the application process.

* Required

Project Information

1. Countywide Grant Application/Project Name:

*

2. Countywide Grant Application/Project Phase(s):

*

e.g., Design & Construction, or which & total years funded if Programmatic Application. Not Eligible: Design-Only phase.

3. (2018) Countywide Bicycle & Pedestrian Plan - Project Number(s). If "Not Applicable," state whether the jurisdiction formally will request that this program/project be added to the CBPP Project List (last adopted July 2018).

*

4. Project Sponsor/ Lead Applicant Agency (Requester/Recipient/Processor of Funding):

*

5. Partner Agency/Agency(ies) or Co-Sponsor(s):

*

(Select all that apply)

- East Bay Regional Park District (EBRPD) Contra Costa Water District (CCWD), e.g., canal modernization project right-of-way to relocate water pipeline underground and create accessible surface area
- Adjacent Jurisdiction (geographic)
- Other Jurisdiction in Contra Costa or Alameda County (e.g., transit agency)
- County of Contra Costa, e.g., flood control channel right-of-way (Public Works Dept)
- Public Health professional(s), e.g., Contra Costa Health Services
- PG&E: Pacific Gas & Electric
- Private Company Name (Applicant will provide it below, e.g., Union Pacific Railroad)
- Other

6. Sponsor Single Point of Contact:

*

Please include contact name, phone numbers (mobile, office desk, remote work), and email.

7. Single Point of Contact's Supervisor:

*

Please include contact name, phone numbers (mobile, office desk, remote work), and email.

8. RTPC Region for Geographic Location of Site(s):

*

(Regional Transportation Planning Advisory Committee to the Authority)

9. Project Location(s) and Boundaries:

*

*Please include the applicable geographic RTPC region/subarea, *and* also specific boundaries (e.g., intersections, cross-streets, corridors, N/S/E/W limits of a project area) mapped in GIS files/format.*

10. Brief Project Description:

*

(application attachments may include a longer version than typed)

Guidelines here:

<https://docs.google.com/document/d/1iLGFgKib07yffCiuePqJGmS7T2f89JfvRa5gCRV6C6U/edit?usp=sharing>



Program Eligibility

11. Select the OBAG 3 federal fund source(s) for which the project is eligible:

Federal Fund Eligibility

Is the final scope eligible for federal transportation funds?

Note - projects eligible for CMAQ funding must provide inputs for air quality improvement calculations, using templates provided on the OBAG 3 webpage (<https://mtc.ca.gov/obag3>)

- Surface Transportation Block Grant (STP) Program (See FHWA fact sheet: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm>)
- Congestion Mitigation & Air Quality Improvement (CMAQ) Program (See FHWA fact sheet: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm>, and tools: https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/)

12. Select the eligible project type(s) below, referring to the Authority's OBAG 3 Program policy (Attachment-A / Call for Projects), MTC Complete Streets Policy Resolution 4493 (<https://mtc.legistar.com/LegislationDetail.aspx?ID=5518024&GUID=F0D771EA-EEBF-4080-A9FE-303DF0DF3100&Options=&Search=>), and MTC Resolution No. 4505 (revised dated (June 22 &) March 23, 2022, <https://mtc.ca.gov/digital-library/5022630-mtc-resolution-no-4505>) for detailed eligibility guidelines:

Eligible Project Type, Criterion 4, 6, & 12

Is the final scope an eligible proposal type?

(Select all final scope components that apply)

- Growth Framework Implementation** - PDA Planning Grant
- Growth Framework Implementation** - Local Planning Grant (for other *Plan Bay Area 2050* Growth Geographies, https://www.planbayarea.org/sites/default/files/documents/PBA2050_Growth_Geographies_Oct2021_0.pdf, for open data, <https://opendata.mtc.ca.gov/datasets/plan-bay-area-2050-growth-geographies/explore?location=37.985450%2C-122.000287%2C12.00>)

- Complete Streets, Sustainable Streets, & Community Choice** - Quick-Build (materials or method)
- Complete Streets, Sustainable Streets, & Community Choice** - Net New Class I Bicycling Facility (provide linear feet & width)
- Complete Streets, Sustainable Streets, & Community Choice** - Net New Class IV Bicycling Facility (provide linear feet & width)
- Complete Streets, Sustainable Streets, & Community Choice** - Pedestrian Infrastructure
- Complete Streets, Sustainable Streets, & Community Choice** - Safe Routes to School Non- Infrastructure (programmatic SRTS-NI)
- Complete Streets, Sustainable Streets, & Community Choice** - SRTS Infrastructure Project or Bike/Walk Audit (to result in Project List)
- Complete Streets, Sustainable Streets, & Community Choice** - Safety Project
- Complete Streets, Sustainable Streets, & Community Choice** - Complete Streets Improvements & Multi-Modal
- Complete Streets, Sustainable Streets, & Community Choice** - Sustainable Streets Improvements (e.g., stormwater management, low-impact development techniques)
- Complete Streets, Sustainable Streets, & Community Choice** - Streetscape Improvements
- Complete Streets, Sustainable Streets, & Community Choice** - Local Streets and Roads Rehabilitation or Maintenance (e.g., repaving)
- Complete Streets, Sustainable Streets, & Community Choice** - Gap Closure (e.g., specify whether bikeway or walkway; provide linear feet & width)
- Complete Streets, Sustainable Streets, & Community Choice** - Net New Curb Ramp (provide number of ramps & whether diagonal to support a Pedestrian Scramble, or 90-degrees to enable straight pathway to receiving ramp)

- Complete Streets, Sustainable Streets, & Community Choice** - Net New Wayfinding Sign(s) or Pavement Marking(s), etc.
- Complete Streets, Sustainable Streets, & Community Choice** - Rural Roadway Improvement (or FAS: Federal-Aid Secondary)
- Complete Streets, Sustainable Streets, & Community Choice** - Community-Based Transportation Plan (CBTP) or Participatory Budgeting (PB) Process in an Equity Priority Community (EPC), <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>
- Complete Streets, Sustainable Streets, & Community Choice** - CBTP/PB Project Implementation
- Climate, Conservation, & Resilience** - Transportation Demand Management (TDM) Program or Bicycle/Pedestrian Program
- Climate, Conservation, & Resilience** - Mobility Hub
- Climate, Conservation, & Resilience** - Parking or Curb Management
- Climate, Conservation, & Resilience** - Mobility/Bikeshare Capital Improvement
- Climate, Conservation, & Resilience** - Improvements to access Open Space, Park(s), or (Passive or Active) Recreation
- Climate, Conservation, & Resilience** - Regional Advance Mitigation Planning (RAMP)
- Multimodal Systems Operations & Performance** - Transit Capital Improvement
- Multimodal Systems Operations & Performance** - Transit Station Improvement
- Multimodal Systems Operations & Performance** - Bay Area Transit Transformation Action Plan Implementation, https://mtc.ca.gov/sites/default/files/documents/2021-09/Transit_Action_Plan_1.pdf

- Multimodal Systems Operations & Performance** - Active Operational Management
- Multimodal Systems Operations & Performance** - Mobility Management and Coordination
- Multimodal Systems Operations & Performance** – Bundled Project/Application (final scope in two or more jurisdictions)

Policy Alignment

13. Select the Federal performance measures that are supported by the project

(<https://mtc.ca.gov/planning/transportation/federal-performance-targets>):

Federal Performance Goals, Criterion 1, 2, 6, & 11

How will the final scope support Federal performance measures?

(Select all goals that apply)

- Safety: Significantly reduce traffic fatalities and serious injuries for all users on all public roads and improve the safety of all public transportation systems (select this option for Public Health Outcomes or Programmatic, e.g., SRTS-NI or TDM) * *Which of the FHWA "proven countermeasure(s)" or "crash modification/reduction factor(s)" will be included in the final scope to reduce maximum potential vehicle speed during construction and future operation?*
- Infrastructure Condition: Improve the pavement condition on the Interstate and National Highway System (NHS) and NHS bridges and maintain the condition of public transit assets in a state of good repair.
- Congestion Reduction: Significantly reduce congestion on the NHS in urbanized areas. System Reliability: Improve the reliability of the Interstate system and NHS.
- Freight Movement and Economic Vitality: Improve the reliability of the Interstate system for truck travel. * *Will the final scope improve access to jobs, or the reliability of Freights/Goods Movement by cargo bicycle, electric bicycle, and improve Economic Access/Vitality? * How many family & cargo sized bicycle parking spaces will be added?*

Environmental Sustainability: Maximize emission reductions from CMAQ-funded projects. (select this option for programmatic or Public Health outcomes) * To which extent will the application reduce air pollution & greenhouse gas emissions? State whether application/project is in an area of non-attainment status, Air Quality Conformity Analysis, or Community Air Risk Evaluation Program status, or Air Pollution Cancer Risk status, or Area Highly Impacted by Air Pollution.

14. In one to three paragraphs per selection above, describe how the application/project will support the selected Federal performance measure(s), including responses to any questions below or contained in selection(s) above:

- To which Level-of-Traffic-Stress (LTS 1 through 4) will the project construct a segment that is part of a future safer, more contiguous countywide Low-Traffic-Stress Network? (mainly Class I bicycle facilities)
- To which extent is the systemic / Safe Systems approach (e.g., SSI intersection analysis) integrated into the final scope? e.g., a specific crash type addressed in multiple locations via careful site selection/planning?
- To which extent will the final scope reduce the maximum potential Speed (observed/actual instead of "posted speed limit") of vehicles?
- To which extent will the severity of each potential collision be reduced by way of kinetic energy transfer that will result from the project?
- Will the final scope add a new Roundabout? or Turbo-Roundabout?
- To which extent will the individual & regional economic costs (2020) per incident (e.g., including repair/recovery) be reduced by the proposal? (e.g., refer to MTC regional safety data webtool for Local Public Agencies here: <https://BayViz.mysidewalk.com>)
- To which extent will the cumulative "Plan Countermeasures" (e.g., Leading Pedestrian Interval) be effective after the final scope is completed, to move toward Vision Zero? (e.g., refer to MTC regional safety data webtool for Local Public Agencies here: <https://BayViz.mysidewalk.com>)
- Quantify the estimated reduction in severity of each collision.
- Which of the Countywide Vision Zero toolbox actions are included in the proposal? (<https://ccta.net/planning/countywide-vision-zero/>)

- Is the proposal located along or within a particular proximity of a High-Injury Network corridor, High Risk (or Exposure) Network segment, emergency evacuation route, and/or a CTP or GMP Action Plan-designated Regional Route of Significance? (latest) moving toward more proactive, Safe Systems approach, such as road characteristics?
- Which of the FHWA “proven countermeasure(s)” or “crash modification/reduction factor(s)” (<https://www.cmfclearinghouse.org/>) will be included in the final scope to reduce maximum potential vehicle Speed during construction and future operation? How has the City Attorney committed to using the law known as Assembly Bill 43?
- Which of the Common Countywide Collision Pattern(s) from 2008 – 2017 SWITRS data will be eliminated or reduced because of the final proposal scope: speeding, driving under the influence, Contraflow bike riding, seniors and/or youth (vulnerable populations), highway interchange(s), trail crossing(s), channelized right turn slip- lanes, skewed intersection(s), unprotected left turns at signal, red light violation?
- Will the final scope significantly reduce bicycling or pedestrian fatalities and/or severe injuries? Can an estimate be quantified?
- Will the final scope improve the pavement condition on an off-street trail or walkway and maintain the condition of public transit assets in a state of good repair?
- To which extent has and/or will the program address the topics above?

Federal Performance Goals, Criterion 1 & 2 (continued)

15. In two or three paragraphs, describe how the project supports *Plan Bay Area 2050* Strategies (<https://www.planbayarea.org/finalplan2050>) and/or Implementation Plan (<https://www.planbayarea.org/2050-plan/final-plan-bay-area-2050/chapter-7-final-implementation-plan>):

Plan Bay Area 2050 Strategies

How does the final scope align with Plan Bay Area 2050 and outcomes such as Public Health?

16. Select the regional plans and policies with which the application/project is aligned:

Regional Policy Alignment

How does the final scope align with other regional policies and plans?

- MTC's Regional Safety/Vision Zero Policy, <https://mtc.ca.gov/planning/transportation/bicycle-pedestrian-micromobility/regional-safetyvision-zero>
- MTC's Equity Platform, <https://mtc.ca.gov/about-mtc/what-mtc/equity-platform>
- MTC's Regional Active Transportation Plan, <https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan>
- MTC's Transit-Oriented Communities Policy, <https://mtc.ca.gov/planning/land-use/transit-oriented-development-tod-policy>
- Bay Area Transit Transformation Action Plan, https://mtc.ca.gov/sites/default/files/documents/2021-09/Transit_Action_Plan_1.pdf
- County Climate Action Plan

- Countywide Bicycle and Pedestrian Plan (adopted)
- Locally Adopted Plan (e.g., Local Road Safety Plan, Jurisdiction-wide Active Transportation Plan)
- Locally Adopted Project List

17. In two or three paragraphs total, describe how the application/project aligns with the regional plans and/or policies selected above:

Regional Policy Alignment

How does the final scope align with other regional policies and plans?

18. Priority Development Area (PDA) - Indicate the proposal's relationship to Plan Bay Area 2050

Growth Geographies

(https://www.planbayarea.org/sites/default/files/documents/PBA2050_Growth_Geographies_Oct2021_0.pdf):

Regional Growth Geographies, Criterion 6, 10, & 12

Does the final scope support PBA 2050 Growth Geographies?

(Select all that apply; definitions can be found here:

https://www.planbayarea.org/sites/default/files/pdfs_referenced/2019_Regional_Growth_Framework_Update_-_Whats_Changed_1.pdf)

- Meets MTC's definition of PDA-supportive (within one mile or less of a PDA boundary, <https://opendata.mtc.ca.gov/datasets/pba-2050-priority-development-areas-one-mile-buffer/explore>)

Does not meet definition of PDA-supportive, but has a clear and direct connection to implementation of a Priority Development Area(s)

Included in locally adopted PDA plan (e.g., Specific Plan, PDA Investment and Growth Strategy)

19. Priority Development Area (PDA) - Please describe why, and how, the proposal does not meet MTC's uniform definition of a PDA-supportive project, if applicable:

Regional Growth Geographies, Criterion 6, 10, & 12

Does the final scope support PBA 2050 Growth Geographies?

20. Priority Development Area (PDA) - Include a reference (and a yellow-highlighted relevant excerpt) for a locally adopted PDA plan, if applicable:

Regional Growth Geographies, Criterion 6, 10, & 12

Does the final scope support PBA 2050 Growth Geographies?

21. Transit-Rich Area (TRA)* or Connected Community - Indicate the proposal's relationship to Plan Bay Area 2050 Growth Geographies

(https://www.planbayarea.org/sites/default/files/documents/PBA2050_Growth_Geographies_Oct_2021_0.pdf):

Regional Growth Geographies, Criterion 6, 10, & 12

Does the final scope support PBA 2050 Growth Geographies?

(Select all that apply; definitions can be found here:

https://www.planbayarea.org/sites/default/files/pdfs_referenced/2019_Regional_Growth_Framework_Update_-_Whats_Changed_1.pdf)

**Reminder: Transit priority areas were identified by the Authority as a Common Countywide Collision Pattern in 2008-2017 SWITRS data.*

Within a TRA or otherwise supportive of a TRA (see Growth Geographies map, <https://opendata.mtc.ca.gov/datasets/plan-bay-area-2050-growth-geographies/explore>)

Within a Connected Community PDA or otherwise supportive

22. Transit Rich Area (TRA)* or Connected Community - If proposal is within a Connected Community PDA or otherwise supportive, please describe:

Regional Growth Geographies, Criterion 6, 10, & 12

Does the final scope support PBA 2050 Growth Geographies?

**Reminder: Transit priority areas were identified by the Authority as a Common Countywide Collision Pattern in 2008-2017 SWITRS data.*

23. Priority Production Area (PPA) - Indicate the proposal's relationship to Plan Bay Area 2050

Growth Geographies

(https://www.planbayarea.org/sites/default/files/documents/PBA2050_Growth_Geographies_Oct2021_0.pdf):

Regional Growth Geographies, Criterion 6, 10, & 12

Does the final scope support PBA 2050 Growth Geographies?

(Select all that apply; definitions can be found here:

https://www.planbayarea.org/sites/default/files/pdfs_referenced/2019_Regional_Growth_Framework_Update_-_Whats_Changed_1.pdf)

- Supports the preservation of industry, region-essential business, or middle-wage jobs, within a PPA (see Growth Geographies map, <https://opendata.mtc.ca.gov/datasets/plan-bay-area-2050-growth-geographies/explore>)

24. Priority Production Area (PPA) - If application/project supports the preservation of industry, region-essential business, or middle-wage jobs within a PPA, please describe:

Regional Growth Geographies, Criterion 6, 10, & 12

Does the final scope support PBA 2050 Growth Geographies?

25. Indicate how the application/project will invest in historically underserved communities, including *Plan Bay Area 2050 Equity Priority Communities (EPCs,*

<https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>):

Equity Priority Communities, Criterion 4, 7, & 8

- Located within and supportive of an EPC (see Equity Priority Communities map, <https://opendata.mtc.ca.gov/datasets/equity-priority-communities-plan-bay-area-2050/explore>)
- Not located within an EPC, but otherwise supportive of an EPS or other historically underserved community

26. Please describe how the application/project supports an EPC or other historically underserved community, if applicable:

Equity Priority Communities, Criterion 4, 7, & 8

27. Indicate if the application/project is located in a jurisdiction that has adopted policies which support the "3Ps" approach to affordable housing (<https://mtc.ca.gov/funding/investment-strategies-commitments/housing-solutions/housing-protection-preservation>) by listing the relevant adopted policies for each element of the 3Ps. Additional guidance and resources on affordable housing policies are provided on the OBAG 3 webpage (<https://mtc.ca.gov/obag3>):

Local Housing Policies, Criterion 10

- Protect current residents from displacement (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement).
- Preserve existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement).
- Produce new housing at all income levels.

28. Please list all applicable policies that support all elements of MTC's "3Ps" approach to affordable housing, selected above:

Local Housing Policies, Criterion 10

Local and Community Support

29. Indicate if the proposal has demonstrated community support through one or more of the following, particularly if located in a conventionally underserved community:

Community Support, Criterion 9

Which tools were used for outreach and engagement?

https://docs.google.com/spreadsheets/d/1PzOzOgj5T1e7_iuNjSrPOKRjhEVDtpxL/edit?usp=sharing&ouid=118291287617767795126&rtpof=true&sd=true

Which tools were used to demonstrate community benefits?

https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/

- Public outreach responses specific to this proposal, including comments received at public meetings or hearings, feedback from (virtual and/or in-person) community workshops, or survey responses.
- Proposal is consistent with an adopted local transportation plan (specify which, and the adoption date).

30. Please list a (date of publication &) summary of public outreach responses, if applicable:

Community Support, Criterion 9

31. Please provide a description of the proposal's consistency with local plan(s), if applicable:

Community Support, Criterion 9

32. Indicate if the application/project has demonstrated support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, code and restrictions, urban renewal, and highway construction that divided low-income and communities of color. Resources for identifying impacted communities are available on the OBAG 3 webpage (<https://mtc.ca.gov/obag3>). Community support may be demonstrated through one or more of the following:

Community Support, Criterion 9

Which tools were used for outreach and engagement?

https://docs.google.com/spreadsheets/d/1PzOzOgj5T1e7_iuNjSrPOKRjhEVDtpxL/edit?usp=sharing&ouid=118291287617767795126&_rtpof=true&sd=true

Which tools were used to demonstrate community benefits?

https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/

- Prioritization of the proposal in a Community-Based Transportation Plan (CBTP) or Participatory Budgeting (PB) process

- Endorsement(s) from a Community-Based Organizations (CBO) representing historically underserved and potentially impacted communities

- Proposal is in an adopted Complete Streets Safety Assessment Study

- Proposal is consistent with a State, County, or Local Public Agency Greenhouse Gas Emissions Reduction Plan

- Proposal is in an Equity Priority Community (EPC), <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>

- Proposal is in an adopted Area Plan/Specific Plan

33. Please provide a CBTP or PB reference (Community-Based Transportation Plan or Participatory Budgeting process), if applicable:

Community Support, Criterion 9

34. Please provide a (date &) description of CBO (community-based organization) endorsement, if applicable:

Community Support, Criterion 9

Deliverability & Readiness

35. Describe the readiness of the application/project, including right-of-way (acquisition) impacts and the type/level of environmental document/clearance required:

Project Readiness, Criterion 5

- To which extent has the applicant committed annual operations & maintenance, repair, and lifecycle replacement costs after initial construction? e.g., At which frequency is the jurisdiction proposing to commit to maintenance of the new or improved facility, such as sweeping? (e.g., for safety)
- Is any necessary right-of-way already acquired?

36. If the application/project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent), environmental approval, and encroachment permit:

Project Readiness, Criterion 5

- Which month & year will the proposal (realistically) begin construction? (or program operation)

37. Describe the proposal’s delivery timeline and status, as well as the sponsor’s ability to meet the January 31, 2027 obligation deadline to be able to use Federal funds:

Deliverability, Criterion 5

- Will the final scope be consistent with the minimum criteria required in the state law effective since January 1, 2021, known as Senate Bill 288? (to streamline CEQA review and documentation, per guidelines here: <https://docs.google.com/document/d/1yvkhGGsWwojJo27DH9KfoODBHEkhOpg0MZ0tKwkJV0M/edit?usp=sharing>)

38. Identify any known barriers or risks to on-time delivery and schedule of the proposal, and how the Sponsor will mitigate and respond to those risks, if they arise:

Deliverability, Criterion 5

- Which issues could arise before implementation? (e.g., construction / "groundbreaking")
- Has a single jurisdiction committed to ensuring complete implementation of the final scope across multiple jurisdictions?

Project Cost & Funding

39. Does the application/project meet the minimum grant size requirements? An OBAG 3 grant application in Contra Costa must be a minimum of \$500,000. **If proposal does not meet grant requirements, please include below an exception request** (excluding staffing resources such as time, workload, or number of personnel) **to MTC's minimum grant size:**

Grant Minimum

40. To which extent will the Project Sponsor meet or exceed in providing a Local Match of at least 11.47% of the total Federally participating project cost?
(optional: notes on Local Match can be provided here, including quantifying the percentage of total project cost, per fund source, such as a private company, CCHS, CCWD, PG&E, etc.)

Local Match, Criterion 3

41. Please fill-out and submit a project cost and funding breakdown as part of this application. Template can be found (in Section-4.0 of the OBAG3 Program and) here:
https://docs.google.com/spreadsheets/d/1cEy8fD7z3zqy3w8VF78sYJNmu8oITgh-/edit?usp=sharing&_oiid=118291287617767795126&rtpof=true&sd=true

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Please electronically submit here: <https://spaces.hightail.com/uplink/cclarke>



I understand