



METROPOLITAN TRANSPORTATION COMMISSION REGIONAL MOBILITY HUB PROGRAM GRANT APPLICATION GUIDANCE FEBRUARY 2023

Contents

Introduction1

Funding Overview4

Eligibility4

Schedule5

Category 1 - Construction6

Category 2 – Planning and Outreach Only12

Introduction

The Metropolitan Transportation Commission (MTC) invites eligible Bay Area public agencies to submit project proposals to the Regional Mobility Hubs Program. The grant program will fund 1) construction of a mobility hub or 2) planning and community outreach for a hub or network of hubs.

The [Application Form](#) is due 4:00 p.m., March 31, 2023.

(<https://abag.ca.gov/tools-resources/digital-library/mobilityhubsgrantapplicationformdocx>)

Please contact Krute Singa with any questions, at ksinga@bayareametro.gov.

Program Purpose and Goals

As part of the Climate Initiatives from [Plan Bay Area 2050](#), the Regional Mobility Hubs Program seeks to achieve the following goals:

- **Climate** – Reduce greenhouse gas (GHG) emissions by managing travel and parking demand to reduce vehicle miles traveled (VMT) and improving access to low carbon transportation options
- **Regional Priorities** – Advance other associated regional policies (e.g., MTC’s Transit Oriented Communities (TOC) Policy) and priorities, including improving transportation connectivity and access to all communities, focusing affordable housing and economic development around transit, and improving safety for all users of the transportation system
- **Equity** – Mitigate disproportionate impacts and advance equitable outcomes
- **Scalability** – Support innovative and effective hub development approaches that can be scaled or replicated in areas across the region

Program Definition

A mobility hub is intended to serve as a community anchor and offers a welcoming environment that enables travelers of all backgrounds and abilities to access multiple transportation options - including shared scooters, bicycles and cars, as well as transit - and supportive amenities in a cohesive space. Built on a backbone of frequent and high-capacity transit, mobility hubs are safe, comfortable, convenient, and universally accessible spaces to seamlessly transfer across different travel modes.

See MTC’s Mobility Hubs Implementation Playbook [Introduction](#) section for a more detailed description (complete Playbook available [here](#)).

[Regional Mobility Hubs Program Objectives](#)

MTC seeks to achieve three main objectives by investing in mobility hubs:

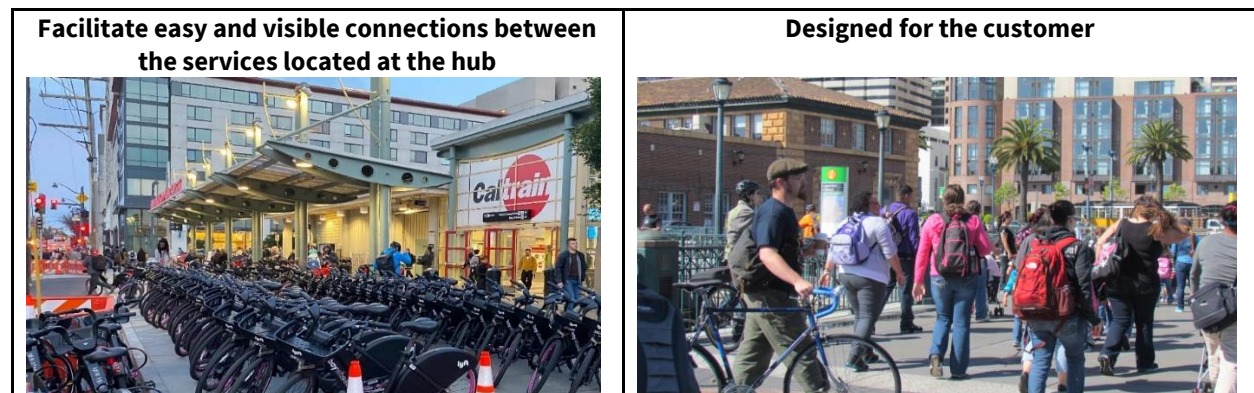
- **Connected Mobility:** Establish regionally consistent and community-oriented mobility hubs with contextually appropriate options, centered on convenient and affordable first- and last-mile access to frequent and high-capacity transit
- **Climate Action:** Reduce congestion and improve air quality by converting solo vehicle trips to active and shared modes such as walking, biking, micromobility and transit
- **Equitable Mobility:** Achieve equitable outcomes through needs-based mobility and anti-displacement measures

In addition to advancing implementation of Plan Bay Area 2050, the grant program supports several MTC initiatives:

- MTC’s [Equity Platform](#)
- Regional Active Transportation [Plan](#) and [Network](#)
- Complete Streets [Policy](#)
- Regional Safety/Vision Zero [Policy](#)
- Blue Ribbon [Transit Transformation Action Plan](#)

[Regional Mobility Hubs Program Vision](#)

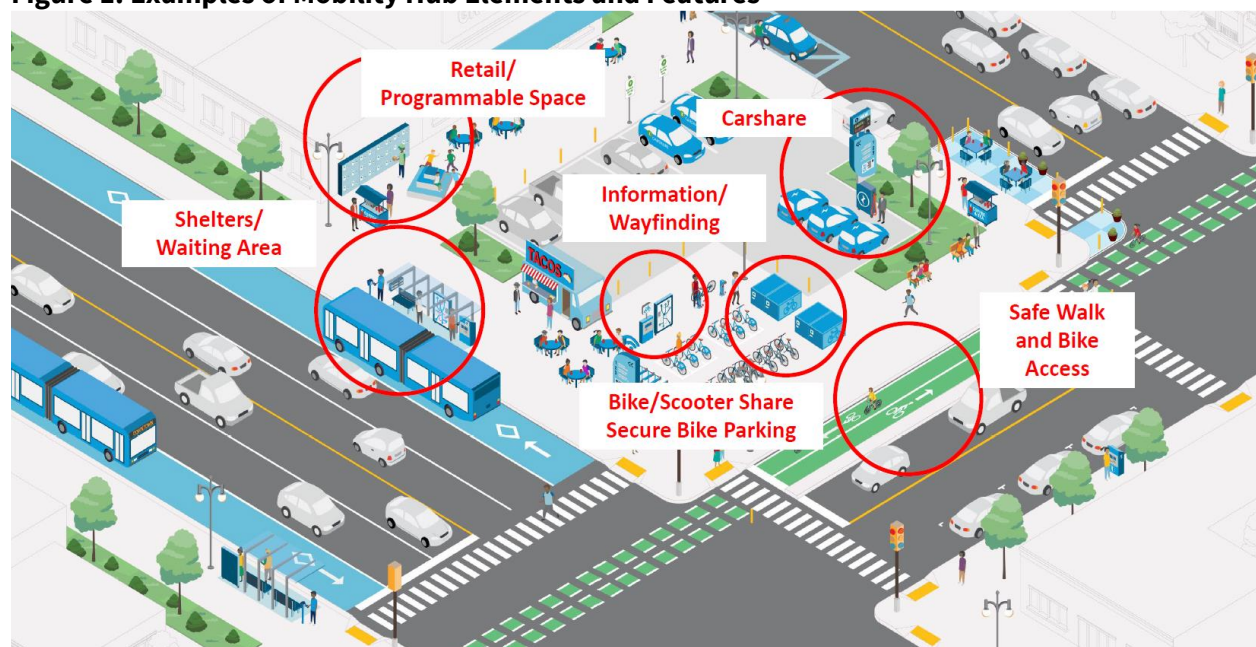
The Regional Mobility Hubs Program envisions hubs to serve as inviting and inclusive community spaces in addition to providing clear information and easy last mile connections to public transit, shared mobility and active transportation, oriented around the customer.





The ideal mobility hub should be a place that is useful, easy to understand, coherent, comfortable and pleasant. Customer-centric mobility hub design and operations should account for multiple types of users and travel patterns, not just the 9am-5pm weekday commuter. The hub should include clear wayfinding, community activation, and other placemaking elements to transform the existing transit station/stop into a safe, welcoming and inclusive space well integrated into the surrounding community. See Figure 1 for an example of cohesive placement of hub elements. Refer to [Play 1](#) of the Mobility Hubs Implementation [Playbook](#) for elements that best fit the hub’s land use context.

Figure 1. Examples of Mobility Hub Elements and Features



Pilot Program

In 2021, MTC funded [seven pilot projects](#) to serve as a learning experience on the steps and actions that work best to advance and implement mobility hubs, as well as how to overcome implementation challenges. Lessons learned have been incorporated into this grant call.

Funding Overview

As mentioned, the Mobility Hubs Program is a Climate Initiative Strategy from Plan Bay Area 2050 and **\$33 million** is funded through the OBAG 3 funding cycle. Funding distribution will depend on the pool of candidate projects. No more than one application may be submitted per jurisdiction or transit agency for this funding cycle (applications can be for construction or planning/outreach, not both).

- **Category 1: Construction: The minimum funding amount per project is \$500,000 and the maximum is \$3 million. Total funding available: \$31 million** (CMAQ funds)
- **Category 2: Planning and Outreach: The minimum funding amount per project is \$100,000 and the maximum is \$400,000. Total funding available: \$2 million** (STBG funds)

Please see Category 1 and Category 2 sections below for further information.

Eligibility

Eligible Applicants

Eligible sponsors are cities, counties, transit agencies and county transportation agencies. Sponsors must also have a demonstrated ability to meet timely use of funds deadlines and requirements.

Eligible Locations

All projects must:

- **Be located in one or more of the following locations:**
 - [Transit-Oriented Community](#) (TOC) policy locations
 - [Priority Development Areas](#) (PDAs)
 - [Equity Priority Communities](#) (EPCs)The mobility hub locations and the TOC, PDA and EPC layers can be accessed on one map through the MTC Open Data Catalog [here](#)
- **Have at least two transportation services in the hub area** (see below for definition of hub area): In addition to transit, the project must include:
 - At least one other shared transportation option (scooter-, bike-, car-share). The shared transportation option could already be in operation or planned/in procurement, **OR**
 - Enhancements to walking and/or biking infrastructure and access (e.g., secure bike parking, bike stations, pedestrian-scale lighting, improved pedestrian access)
- The hub area is defined as a quarter mile radius from the center of the transit stop or station

Eligible Projects

Two categories of projects are eligible for funding:

Category 1: Construction

Category 2: Planning and Outreach

Schedule

MTC issues Call for Projects	Wednesday, February 14, 2023
Pre-Application Workshop Wednesday, March 1 st , 2023, 3:00-4:00PM: <ul style="list-style-type: none"> 3:00-3:30 PM: Regional Mobility Hubs planning or construction grant overview and Q&A 3:30-4:00 PM: Parking management planning grant overview and Q&A 	<p>Wednesday, March 1, 2023, 3:00-4:00PM</p> <p>Join Zoom Meeting https://bayareametro.zoom.us/j/86196173697?pwd=RkdkQWVhRWGxxajl1ZlQxSkpsOTNJdz09&from=addon Meeting ID: 861 9617 3697 Passcode: 237963 One tap mobile +14086380968,,86196173697# US (San Jose) +16694449171,,86196173697# US</p>
Application Deadline	Friday, March 31, 2023, 4pm
Review Process and Follow Up with Project Sponsors	April 1 – April 30, 2023
Recommended Program of Projects and Commission Approval (<i>tentative</i>)	June 2023
Category 1 Funding Obligation Deadline for Construction Projects	<p>January 31, 2027</p> <p><i>Note: Project awards will be canceled, and funds will be reverted for use in future Climate Program grants if projects have not obligated construction by January 31, 2027</i></p>

Category 1 - Construction

MTC is primarily seeking projects for hub construction. This typically includes the environmental, design, right-of-way, and construction phases of a capital project. Projects that have not conducted outreach must do so as part of the effort leading to construction. The application must define the project scope, cost, and schedule with at least a preliminary estimate of costs for all phases. Note that general mobility hub planning or outreach activities that do not directly lead to preliminary engineering design or construction are not eligible under Category 1. If requesting funding for general mobility hub planning and outreach only, apply to Category 2.

The minimum funding amount per project is \$500,000 and the maximum is \$3 million. The total amount of funding available in Category 1 is \$31 million, and the funding source is the federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program. Each prospective applicant must provide a local non-federal match of 11.47% per CMAQ requirements.

Category 1 Eligible Uses

(see [Play 1 of the Mobility Hubs Implementation Playbook](#) for more information)

- Sustainable Access & Mobility
 - Transit shelters or other amenities
 - Long- and short-term secure bike parking, including parking for ebikes
 - Note: secure parking allows the bicycle to be locked via the frame and includes larger bike parking footprints for cargo and electric bikes
 - Bike stations with end-of-trip facilities (i.e., fix-it stations)
 - Improvements to the pedestrian and bicycle network or road conditions that enhance station access and safety within the ¼ mile hub area
 - Loading zone designation for ride-hail, shuttles, micro/on-demand transit, and urban freight
 - Electric charging infrastructure for carshare and shared micromobility service (scooters, bikes) docking stations and utility upgrades for charging infrastructure
 - Dedicated car share parking
- Public Realm
 - Seating or other street furniture
 - Pedestrian-scale lighting
 - Green infrastructure – see the federal funding eligibility for green infrastructure [fact sheet](#) for more information
 - Undergrounding/relocating utilities to accommodate transportation infrastructure
 - Creation of public gathering spaces consistent with the adjacent community and establishing a sense of place
- Customer Experience
 - Off-board payment for transit, such as ticket kiosks
- Information - consistent with [MTC wayfinding standards](#)
 - Real-time travel information
 - Hub area maps, amenity information, and bulletins
 - Digital and physical wayfinding (infrastructure that displays mobility and community information)

Category 1 Ineligible Uses

- Construction of active transportation infrastructure or road improvements outside of the ¼ mile hub area
- Surface parking for privately-owned vehicles
- Private building construction
- Interior demolition
- Wayfinding that is inconsistent with [MTC wayfinding standards](#)

Table 1. Category 1 Minimum Qualifications

Minimum Requirements and Evaluation Criteria	Category 1 Application Package to Include
1. Policy Alignment <i>5 points</i>	<ul style="list-style-type: none"> • Demonstration of how project contributes to regional, jurisdiction and Mobility Hub Program goals (see ‘Program Purpose and Goals’ section starting on Page 1) • Requirement of CMAQ funds: include in application, completed Supplemental Air Quality Inputs v1.1 form
2. Project Design <i>20 points</i>	<ul style="list-style-type: none"> • Existing condition summary (e.g., surveys, aerial photos, existing condition plans) • Design drawings illustrating and describing hub enhancements and features that follow the guidance provided in the Mobility Hubs Playbook’s Play 1 (conceptual drawing accepted) • Design should show cohesiveness, community placemaking and customer-orientation (refer to Play 1 for hub elements). Some elements may already be available at the site; if this is the case, design should show how existing and new elements will fit together to create a cohesive hub. The most competitive applications will have: <ul style="list-style-type: none"> ○ At least two transportation services in the hub area. In addition to transit service, the project must include at least one other shared transportation option (scooter-, bike-, car-share). Alternatively, the project could include enhancements to walking and/or biking infrastructure and access (e.g., secure bike parking, bike stations, pedestrian-scale lighting, improved pedestrian access) if shared services are not feasible. The shared transportation option may already be in operation or planned/in procurement as a component of this grant application (Note: secure parking allows the bicycle to be locked via the frame and includes larger bike parking footprints for cargo and electric bikes) ○ Spatial and digital (i.e., Clipper) integration of services to allow for sense of cohesiveness and shared mobility integration ○ Safe access and transition by mode within a ¼ mile radius of the hub to facilitate changing modes. Safety to include visibility, pedestrian-scale lighting, etc. ○ Placemaking/hub activation - transformation of transit station to one that can support public life, cultural amenities, and public resources

	<p>that are reflective and integrated into the fabric of the surrounding community</p> <ul style="list-style-type: none"> ○ Wayfinding (signs, pavement markings, branding and identity features, etc.) consistent with MTC wayfinding standards – see Play 5 ○ Design flexibility to accommodate new modes, services, amenities, or changes in activation ○ Connection to surrounding community and land uses, including services within ¼ mile walking distance of the hub ○ Distinction between existing and new elements in the hub
<p>3. Project Readiness <i>20 points</i></p>	<ul style="list-style-type: none"> ● Preliminary engineering (PE) that has been conducted or underway ● Proposed schedule, noting any risks related to ENV/utilities/RW/Caltrans, and a plan for how the project will address those risks <ul style="list-style-type: none"> ○ <i>Note: All funds for construction should be obligated by January 31, 2027. All projects should be constructed within 3 years of construction obligation</i>
<p>4. Engagement and Partnerships <i>20 points</i></p>	<ul style="list-style-type: none"> ● The most competitive applications will include engagement with project partners throughout all project phases so that design, placemaking, implementation, customer service, operations, and maintenance follow the best practices described in the Mobility Hubs Implementation Playbook, which include: <ul style="list-style-type: none"> ● Community Engagement: <ul style="list-style-type: none"> ○ List or describe the community partnerships already developed, including neighboring jurisdictions and CBOs, and feedback obtained ○ Alternatively, provide community engagement plan to better understand mobility, access, safety and public space needs for the surrounding community and transit riders. Refer to Play 3 of the Mobility Hub Implementation Playbook for community engagement practices. Plan can include conducting a needs assessment (example of assessment here) ● Partnerships <ul style="list-style-type: none"> ○ If hub is not on jurisdiction-owned property, describe partnerships with property owners that are either established or underway ○ Describe other existing partnerships, such as with mobility providers, community partners, retail outlets, delivery companies or other public or private partners (refer to Mobility Hubs Implementation Playbook Play 4 for partnership guidance)
<p>5. Management <i>10 points</i></p>	<ul style="list-style-type: none"> ● List city departments and other organizations involved with planning, outreach, implementation, operations, maintenance, etc. ● Project management plan, including identification of project management and decision-making authority, including the day-to-day project manager (PM) ● Project delivery capacity and approach to deliver the project within timeframe specified
<p>6. Operations and Maintenance <i>10 points</i></p>	<ul style="list-style-type: none"> ● Plan for ongoing operations and maintenance, including funds to replace/fix hub components that are vandalized or in need of repair/replacement

	<ul style="list-style-type: none"> Plan for including the mobility hub in jurisdiction TDM plans/ordinances, impact fees, TDM mitigation, etc., especially for ongoing operations and maintenance
7. Marketing/ Communications <i>7 points</i>	<ul style="list-style-type: none"> Plan for developing messaging and communicating about hub to the community pre-, during- and post-construction to build awareness and anticipation
8. Cost <i>5 points</i>	<ul style="list-style-type: none"> Budget of estimated costs – budgets will be evaluated on feasibility of costs and cost-effectiveness 11.47% local match required
9. Project Location <i>3 points</i>	<ul style="list-style-type: none"> All projects must be located in one or more of the following geographies: <ul style="list-style-type: none"> Transit-Oriented Community (TOC) policy locations Priority Development Areas (PDAs) Equity Priority Communities (EPCs) Projects that are in: <ul style="list-style-type: none"> All three geographies, TOC, PDA and EPC: 3 points Any two geographies: 2 points One geography: 1 point <p>Identify mobility hub locations using this map.</p>
Desired Qualifications	Projects with these characteristics will be awarded 5 additional points for each element
Hub Electrification <i>5 additional points</i>	<ul style="list-style-type: none"> Project includes implementation of infrastructure for charging capabilities at the hub for shared fleets of scooter, ebikes and cars. Charging infrastructure for personally owned scooters and ebikes is also eligible. Project should consider investment that can leverage future opportunities and mitigate risks of changes in technology, demand, etc. (e.g., moveable charging equipment, vehicle grid integration) Schedule that has factored in engagement with PG&E, permitting, trenching, paving, electrical and WiFi network upgrades, etc. Identification of risks to project delivery schedule (e.g., PG&E energization wait time, permitting process) and approach to mitigate delays Plan for ongoing operations and maintenance with assignment of roles and responsibilities and identification of funding, including for hub components that are vandalized, broken or otherwise rendered unusable, in addition to regular maintenance
Hub Network Development <i>5 additional points</i>	<ul style="list-style-type: none"> Partnership with a neighboring jurisdiction or plan to link two hubs in the same jurisdiction to initiate the creation of a hub network Reasons why the chosen hubs are linked Network should be visually marked with branding or other features consistent with MTC wayfinding standards Submit one application for the project

Category 1 Evaluation

Project proposals will be evaluated according to the points listed in the minimum qualifications in Table 1.

After the application deadline, applicants may be contacted by MTC staff for follow-up conversations and information and possible site visits. The purpose of this step is to work with applicants to achieve local goals and the goals and requirements of the Regional Mobility Hubs Program. Recommendations for awards will be made after the review and follow up period and will be presented to the MTC Commission for approval.

Category 1 Post Award Process

As part of the grant award, project sponsors will be required to:

- Adopt a [Resolution of local support](#)
- Include the project in Transportation Improvement Program (TIP)
- Obligate construction (CON) phase of the project by January 31, 2027
- Attend a project kick-off meeting
- Submit design drawings at 35%, 60% and 90% completion for MTC review for any potential safety, operational, or feasibility issues and advancement of Regional Mobility Hubs Program goals
- Coordinate with MTC on pre- and post-evaluation data collection and analysis. MTC intends to contract with an evaluation organization to collect and evaluate hub data for all awarded projects
- Attend bi-annual meetings (every 6 months) with other project sponsors
- Complete bi-annual (every 6 months) progress reports

Additionally, technical assistance (TA) will be available upon request and may include consultation on design drawings, evaluation, funding obligation and other Caltrans procedures, and other assistance project sponsors may need. The purpose of the TA is to set all projects up for success in achieving local and regional goals.

Category 1 Programming Policies and Requirements

Unless otherwise noted within these guidelines, OBAG 3 General Programming Policies (see MTC Resolution No. 4505, Attachment A, pages 14-19), and Regional Project Funding Delivery Policy (MTC Resolution No. 3606) apply.

- Project sponsors
 - Eligible sponsors are those approved by Caltrans to receive FHWA federal-aid funds (including cities, counties, transit agencies and county transportation agencies). Sponsors must also have a demonstrated ability to meet timely use of funds deadlines and requirements
- Grant Size
 - Per project minimum \$500,000; maximum \$3,000,000
 - Total available for Category 1: \$31 million
- Local Match
 - Each prospective applicant must provide a non-federal 11.47% match
- Project Delivery and Monitoring
 - Construction (CON) phase of the project must be obligated by January 31, 2027

Note: Project awards will be cancelled, and funds will be reverted for use in future Climate Program grants if projects have not obligated construction by January 31, 2027

- Project sponsors will be responsible for securing an E-76
- Project sponsors must have a record of consistently meeting state and federal timely use of funds deadlines and requirements, or demonstrate/identify revised/new internal processes to ensure they will meet funding deadlines and requirements moving forward at the time of project nomination
- Applications must provide inputs for air quality improvement calculations, using the *Supplemental Air Quality Inputs v1.1* [template](#)

Category 2 – Planning and Outreach Only

For projects not ready for construction, \$2 million will be available for developing a mobility hub plan for 1) a specific transit station or stop or 2) a network of hubs. Plans must include the elements listed in Table 2, at a minimum.

Table 2. Category 2 Plan Element Requirements

Minimum Requirements and Evaluation Criteria	Category 2 Mobility Hub Plans to Include
1. Policy Alignment <i>5 points</i>	<ul style="list-style-type: none"> • Demonstration of how project contributes to jurisdiction and Mobility Hub Program goals (see “Program Purpose and Goals” section starting on Page 1)
2. Project Design <i>20 points</i>	<ul style="list-style-type: none"> • Description of existing plans, policies, and programs, including relevant development and public realm standards and capital improvement projects for the ¼ mile hub area • Design should show cohesiveness, community placemaking and customer-orientation (refer to Play 1 for hub elements). Some elements may already be available at the site; if this is the case, design should show how existing and new elements will fit together to create a cohesive hub. Plans should consider: <ul style="list-style-type: none"> ○ At least two transportation services in the hub area. In addition to transit service, the project must include at least one other shared transportation option (scooter-, bike-, car-share). Alternatively, the project could include enhancements to walking and/or biking infrastructure and access (e.g., secure bike parking, bike stations, pedestrian-scale lighting, improved pedestrian access) if shared services are not feasible (Note: secure parking allows the bicycle to be locked via the frame and include larger bike parking footprints for cargo and electric bikes) ○ Spatial and digital (i.e., Clipper) integration of services to allow for sense of cohesiveness and shared mobility integration ○ Safe access and transition by mode within a ¼ mile radius of the hub to facilitate changing modes. Safety to include visibility, lighting, etc. ○ Placemaking/hub activation - transformation of transit station to one that can support public life, cultural amenities, and public resources that are reflective and integrated into the fabric of the surrounding community ○ Wayfinding (signs, pavement markings, branding and identity features, etc.) consistent with MTC wayfinding standards – see Play 5 ○ Design flexibility to accommodate new modes, services, amenities, or changes in activation ○ Connection to surrounding community and land uses, including services within ¼ mile walking distance of the hub ○ Distinction between existing and new elements of the hub

	<ul style="list-style-type: none"> ○ Charging capabilities at the hub for shared fleets of scooter, ebikes and cars. Charging infrastructure for personally-owned scooters and ebikes can also be considered
3. Community Engagement <i>20 points</i>	<ul style="list-style-type: none"> ● Community engagement must be part of the development of the hub plan or hub network plan to understand mobility, access, safety and public space needs for the surrounding community and transit riders. Refer to Play 3 for community engagement practices. Consider conducting a needs assessment (example of assessment here)
4. Partnerships <i>20 points</i>	<ul style="list-style-type: none"> ● The most competitive applications will include engagement with project partners throughout the development of the hub plan or hub network plan, to ensure design, placemaking, implementation, construction, customer service, operations, and maintenance follow the best practices described in the Mobility Hubs Implementation Playbook ● List city departments involved with developing the hub plan and implementation plan ● Identify existing partnerships or how the planning process will engage with mobility providers, community partners, retail outlets, delivery companies and other public or private partners (refer to Mobility Hubs Implementation Playbook Play 4 for partnership guidance) ● If hub is not on jurisdiction-owned property, plan for partnerships with property owners
6. Implementation Plan <i>15 points</i>	<ul style="list-style-type: none"> ● Scope of the project should include development of an implementation plan. An implementation plan has a defined set of actions and investments with associated dates, responsible parties, and cost estimates. At a minimum, the implementation plan must address: <ul style="list-style-type: none"> ○ Design and construction of capital improvements ○ Implementation timeline, responsible parties, and cost estimates ○ Partnerships ○ Anticipated right of way (ROW) issues ○ Operations and maintenance, including plans to integrate hubs into city TDM policies or fee structures ○ Messaging and communicating about hub to community pre-, during- and post-construction to build awareness and anticipation ○ Transparent process for ongoing tracking and reporting
5. Management <i>10 points</i>	<ul style="list-style-type: none"> ● Project management plan, including identification of project management and decision-making authority, including the day-to-day project manager (PM) ● Project delivery capacity and approach to deliver the project within timeframe specified ● Draft project schedule. Include milestones and identify tasks that may present risks to adhering to schedule <i>Note: planning should be complete within 18 months of grant award</i>
8. Cost <i>7 points</i>	<ul style="list-style-type: none"> ● Budget on estimated costs of each task – budgets will be evaluated on feasibility of costs and cost-effectiveness
6. Project Location	<ul style="list-style-type: none"> ● All projects must be located in one or more of the following geographies: <ul style="list-style-type: none"> ○ Transit-Oriented Community (TOC) policy locations

3 points	<ul style="list-style-type: none"> ○ Priority Development Areas (PDAs) ○ Equity Priority Communities (EPCs) ● Projects that are in: <ul style="list-style-type: none"> ○ All three geographies, TOC, PDA and EPC: 3 points ○ Any two geographies: 2 points ○ One geography: 1 point <p>Identify mobility hub locations using this map.</p>
----------	---

[Category 2 Timeline](#)

Plans must be completed in 18 months of grant award.

[Category 2 Evaluation](#)

Project proposals will be evaluated according to the points listed in the minimum qualifications in Table 2.

After the application deadline, applicants may be contacted by MTC staff for follow-up conversations and information and possible site visits. The purpose of this step is to work with applicants to achieve local goals and the goals and requirements of the Regional Mobility Hubs Program. Recommendations for awards will be made after the review and follow up period and will be presented to the MTC Commission for approval.

[Category 2 Post Award Process](#)

As part of the grant award, project sponsors will be required to:

- Attend a project kick-off meeting
- Submit plans at each draft stage before they are finalized for MTC input on any potential safety, operational, or feasibility issues and Regional Mobility Hubs Program goals
- Complete bi-annual (every 6 months) progress reports

[Category 2 Programming Policies and Requirements](#)

The anticipated source for these competitive planning grants is federal Surface Transportation Block Grant (STBG) Program funds. All projects must meet STBG eligibility and requirements. Federal grant source will be determined by MTC based on funding availability and project eligibility. Unless otherwise noted within these guidelines, OBAG 3 General Programming Policies (see MTC Resolution No. 4505, Attachment A, pages 14-19), and Regional Project Funding Delivery Policy (MTC Resolution No. 3606) apply.

- Project sponsors
 - Cities, counties, transit agencies and county transportation agencies. Sponsors must also have a demonstrated ability to meet timely use of funds deadlines and requirements
- Grant Size
 - Per project minimum \$100,000; maximum \$400,000
 - Total available for Category 2: \$2 million
- Local Match
 - None