

The OneBayArea Grant Program

Overview and Options

In May, 2012, the Metropolitan Transportation Commission (MTC) adopted Resolution 4035. This resolution outlines which improvements will be funded with federal transportation funds expected through 2016.

The OneBayArea Grant, or OBAG, is one of those programs. Resolution 4035 gives the responsibility for carrying out the OBAG program to the congestion management agencies (CMAs) in the Bay Area. As one of the Bay Area CMAs, the Contra Costa Transportation Authority will be responsible for programming \$45.2 million in federal funds available through OBAG for Contra Costa. Of that, about \$20 million is from the Surface Transportation Program (STP), about \$22 million from the Congestion Mitigation-Air Quality (CMAQ) program and the remainder from the new Transportation Alternatives Program (TAP).

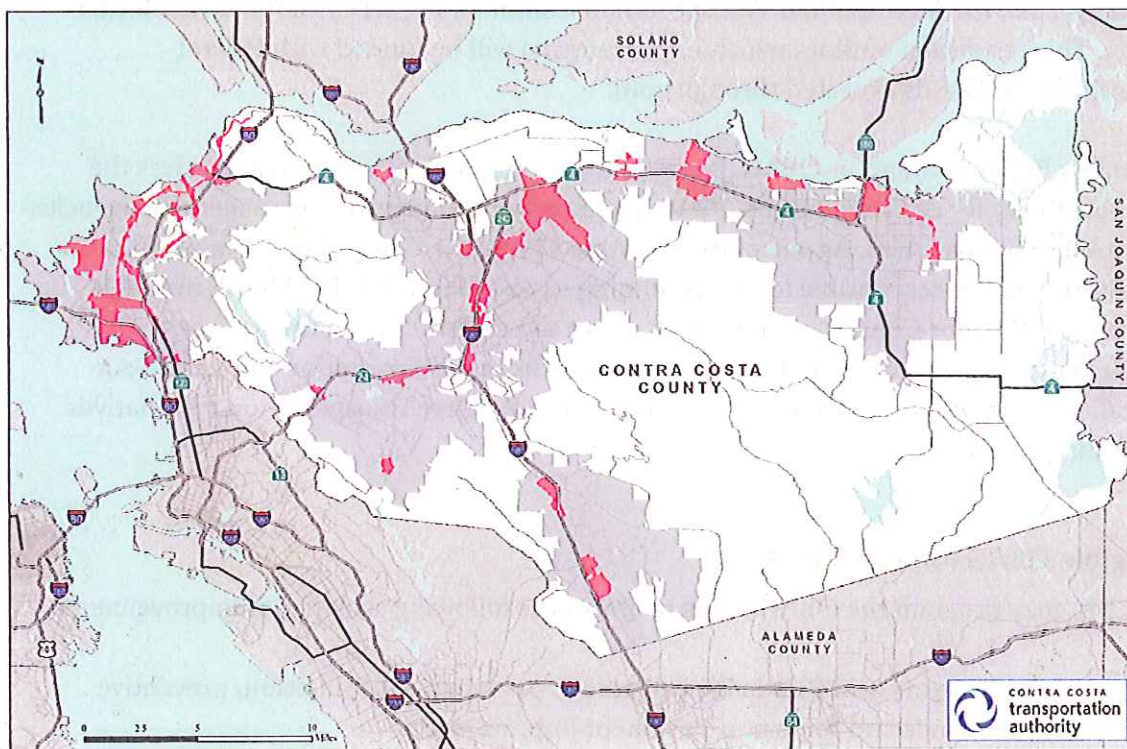
Eligible OBAG Improvements

A CMA may program the OBAG funds to any of the following six types of improvements:

- **Local Streets and Roads Preservation:** pavement rehabilitation, preventive maintenance and some non-pavement improvements
- **Bicycle and Pedestrian Improvements:** Class I, II and III bicycle facilities, bicycle education, outreach, sharing and parking, sidewalks, ramps, pathways and pedestrian bridges, user safety and supporting facilities, and traffic signal actuation.
- **Transportation for Livable Communities:** improvements and facilities that promote alternative transportation modes in downtown areas, commercial cores, high-density neighborhoods, and transit corridors
- **Safe Routes to School:** increased funding for the \$3.2 million available through the separate Safe Routes to School program

- **Priority Conservation Area:** augments the regional Priority Conservation Area program
- **Planning and Outreach Activities:** CMA activities that support regional planning, programming and outreach

How the available funds are allocated among these programs is left up to the CMAs as long as the other requirements of the OBAG program and federal funding are met.



Priority Development Areas

One of the key OBAG requirements is that 70 percent of the funds in Contra Costa must be spent in or near — the formal term is “in proximate access to” — designated priority development areas, or PDAs. The Association of Bay Area Governments (ABAG), which approves their designation, defines PDAs as infill development opportunity areas where there is local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit.

Most jurisdictions in Contra Costa have at least one PDA. The Contra Costa PDAs are found mostly in downtowns (Concord, Danville and Pittsburg, for example), around major transit stations (Martinez, Richmond and Walnut Creek, for example) and along major

arterials such as San Pablo Area in West County and Main Street in Oakley. The preceding map shows the location of those PDAs.

The Authority is required to prepare a PDA Investment and Growth Strategy to identify priorities that will ensure that the funds available through OBAG are used to *support and encourage development in the region's PDAs*. To develop the strategy, the Authority will review local housing policies and identified needs for infrastructure in the PDAs. Building on this review and the factors listed in Resolution 4035, the strategy will set criteria for selecting among projects applying for funding.

Local Requirements

To be eligible for these federal funds, jurisdictions must:

- Adopt a resolution establishing a complete streets policy or have a general plan that complies with the Complete Streets Act of 2008
- Receive certification from the State Housing and Community Development Department that its housing element complies with State law
- Submit a complete streets checklist for each project it applies for funding for
- The deadline for the first two is January 31, 2013 although MTC and ABAG can approve a one-year extension for certification of the housing element.

Earlier Commitments

In the previous round of federal funding, the Authority agreed to set aside \$9.5 million in OBAG funds for local streets preservation. These funds would be given to 14 of the jurisdictions in Contra Costa by formula. In addition, the Authority has agreed to increase the amount of OBAG funds set aside for CMA planning and outreach activities. These additional funds would be used to cover the increased CMA responsibilities under Resolution 4035.

Allocating the Remaining Funds

About \$31.4 million would be left to give out after subtracting these two earlier commitments. Of the remaining funds, about \$7 million would be from the STP program, which can be used on any of the six types of improvements eligible for the OBAG program, including more local street preservation. The remaining \$22 million in CMAQ funds and \$2.4 million in TAP funds can be used only for the TLC and bicycle-pedestrian improvements and some Safe Routes to School projects. In addition at least \$24.8 million of the remaining \$31.4 million must be spent in or near PDAs.

Several jurisdictions have asked that more OBAG funds be used for local street preservation, beyond the \$9.5 million specifically set aside for that purpose. One way of doing that is to allow sponsors to apply for any eligible purpose — street preservation, TLC, bicycle or pedestrian improvements, or Safe Routes to School — and use the criteria for selecting projects to select among all the applications for funds submitted. This could make deciding among the projects more difficult but could give projects that serve many purposes priority.

A simpler way would be to set aside a specific amount for street preservation and allocate it by formula to the 20 jurisdictions in Contra Costa. While simple, it may make it harder to meet the 70 percent PDA requirement and thus make it harder to fund bicycle or pedestrian improvements that aren't near PDAs.

OBAG Schedule

Activity	Date
PDA Working Group reviews criteria for OBAG Program	January 25
Citizen Advisory Committee reviews OBAG Program	January 23
Countywide Bicycle and Pedestrian Committee discusses the approach to the OBAG Program	January 28
PDA Working Group reviews draft Call for Projects and PDA Investment and Growth Strategy	TBD
Technical Coordinating Committee reviews call for projects and draft PDA Strategy	February 21
Planning Committee releases call for projects	March 6
Release of call for projects	March 8
Planning Committee	April 3
Authority adopts PDA Strategy	April 17
Applications for OBAG funding due	April 19
Technical Coordinating Committee	May 23
Planning Committee approves OBAG project list	June 5
Authority approves OBAG project list	June 19
Approved OBAG project list due to MTC	June 30

Comments and Input

We want to hear your thoughts on the OBAG program and what projects — or kinds of projects — the Authority should recommend for funding. The Authority will review your comments as it puts together its list of projects for OBAG funding. We'll also pass along your suggested projects to the jurisdictions where those potential projects are located.

Here are some of the questions we'd like your thoughts on:

- What transportation improvements are needed to encourage the development of walkable, transit-supportive districts, especially in the PDAs in Contra Costa?
- Where are bicycle or pedestrian or transit improvements needed?
- What streets or roads need maintenance?
- What factors should we use when deciding which projects to fund?
- What things should the Authority do to help Contra Costans get around, both those who drive and those who walk, bicycle or use transit?

Send your comments and questions to [Brad Beck](mailto:Brad.Beck@cccta.net), Senior Transportation Planner, by email at bbeck@cccta.net or by mail at:

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