



## Planning Committee **STAFF REPORT**

Meeting Date: July 5, 2012

<b>Subject</b>	<b>Implementing the OneBayArea Grant</b>
<b>Summary of Issues</b>	<p>In May, MTC approved Resolution 4035, which outlined the process for allocating federal funding through Fiscal Year 2015–16. A substantial amount of that funding will be allocated by the Congestion Management Agencies (CMAs) through the OneBayArea Grant, also known as OBAG. The OBAG process outlined in Resolution 4035 places a number of new requirements on both CMAs and local sponsors. Staff seeks the Authority's direction on addressing the OBAG process and requirements.</p>
<b>Recommendations</b>	<p>Provide direction to staff on developing a detailed approach for the OBAG process and PDA Investment &amp; Growth Strategy</p>
<b>Financial Implications</b>	<p>MTC estimates that about \$44,787,000 will be available to Contra Costa through the OBAG program. In addition, MTC estimates that \$3,289,000 in CMAQ funds will be available through the Climate Initiatives program for Safe Routes to Schools programs. MTC may adjust these figures in July.</p>
<b>Options</b>	
<b>Attachments</b>	<ul style="list-style-type: none"> <li>A. Discussion Paper: Implementing the OneBayArea Grant Program</li> <li>B. Resolution 4035</li> <li>C. Local Streets and Roads Commitment from CMA Block Grant Strategic Plan</li> <li>D. Status of California Housing and Community Development (HCD) Review of Housing Element Conformance</li> </ul>
<b>Changes from Committee</b>	

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**Background**

The Authority has discussed the proposed OneBayArea Grant (OBAG) program over the past year. The final program, adopted by MTC through Resolution 4035 on May 17, reflects several of the Authority's comments and recommendations but retains some of the problematic components we identified earlier. On the positive side, the OBAG program allows adoption of a "complete streets resolution" as an alternative to complying with the Complete Streets Act of 2008 and no longer requires a "Resolution of Intent" to link RHNA, PDAs, and zoning policies. On the negative side, the program retains the 70/30 Split between PDAs and Non-PDAs, does not exempt local roadway maintenance funds and earlier Authority commitments, does not loosen limitations on where bicycle improvements can be funded, continues to require HCD certification of local housing elements,

Staff has identified six issues that we would like Authority direction on before developing a more detailed approach to implementing the OBAG program in Contra Costa:

1. How much funding should be set aside for CMA planning?
2. Should we keep the Cycle 1 commitments for local street maintenance?
3. How should we address the 70/30 PDA/non-PDA split?
4. How should the OBAG funding be allocated among the programs?
5. What is the process for preparing the PDA strategy?
6. How will we incorporate the required public outreach into the OBAG process?

Attachment A provides background on the OBAG program, as defined in Resolution 4035, and discusses these six issues in greater detail.

## Attachment A

## Implementing the OneBayArea Grant Program

On May 17, 2012, the Metropolitan Transportation Commission approved Resolution 4035 which lays out the process, schedule and requirements for allocating federal funds available through the STP, CMAQ and TE programs for Cycle 2. (Cycle 2 covers fiscal years 2012-13 through 2015-16.) During this four-year period, MTC estimates that about \$795 million will be available to the region through these three programs.

The majority of these funds will be allocated for various regional programs, including the Freeway Performance Initiative, the Priority Development Area (PDA) Planning Program, and the Transit Performance Initiative. A sizable portion of these funds, however, will be allocated through the CMA: about \$320 million through the OneBayArea Grant (OBAG) program and another \$20 million through the Safe Routes to School (SR2S) program.

The Authority has reviewed and commented on various drafts of the OBAG program over the last year. The remainder of this boardletter outlines the funding available and requirements for allocating those funds, and identifies six issues that call for staff Authority direction:

1. How much funding should be set aside for CMA planning?
2. Should we keep the Cycle 1 commitments for local street maintenance?
3. How should we address the 70/30 PDA/non-PDA split?
4. How should the OBAG funding be allocated among the programs?
5. What is the process for preparing the PDA strategy?
6. How will we incorporate the required public outreach into the OBAG process?

The following section describes the OBAG program, as adopted in Resolution 4035, and notes background information helpful in understanding these six issues.

## Background

### OBAG FUNDING TO BE ALLOCATED BY THE CMAS

Currently, MTC estimates that about \$44.8 million will be available to Contra Costa through the OBAG program and another \$3.3 million through the regional Safe Routes to School (SR2S) program. The OBAG program will be funded through a mix of Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) program, and Transportation Enhancement (TE) program funds. The SR2S program will be funded solely with CMAQ funds although CMAs may ask for some STP funds to be applied to that program. (STP funds, however, are in greater demand than CMAQ funds and thus may not be available.)

The Cycle 1 CMA Block Grant funded projects through three programs: Local Streets and Roads Shortfall, Transportation for Livable Communities, and Regional Bicycle. In addition, CMAs could use some of these Cycle 1 funds to add to the funds already set aside for CMA planning activities. (The Authority set aside \$345,000 for the SR2S Master Plan.)

In Cycle 2, the OBAG program can fund projects and activities through the following programs:

1. CMA Planning and Outreach
2. Local Streets and Roads Preservation
3. Bicycle and Pedestrian Improvements
4. Transportation for Livable Communities
5. Safe Routes to School (in addition to the separate SR2S program funds)
6. Priority Conservation Areas (in addition to the separate PCA program funds)

There are no set amounts for these programs and the CMAs have total flexibility in assigning the amount of OBAG funds that will be applied to each. A CMA could allocate zero to any one of these programs or allocate 100 percent of the funds to a single program.

These programs are described in more detail on pages 15-18 of Resolution 4035, reproduced in Attachment A.

**PDA/Non-PDA Shares:** While CMAs have substantial flexibility in deciding how much funding goes into

**Issue 1:**

How much funding should be set aside for CMA planning?

**Issue 2:**

Should we keep the Cycle 1 commitments for local street maintenance?

**Issue 4:**

How should the OBAG funding be allocated among the programs?

**Issue 3:**

How should we address the 70/30 PDA/non-PDA split?

which program, the OBAG program retains the requirement that 70 percent of the funding be spent on in projects that directly connect to or provide proximate access to a Priority Development Area (PDA). The remaining 30 percent can be spent on projects anywhere else in the county. (The minimum PDA share is 50 percent in Marin, Sonoma, Napa and Solano.)

**Minimum Grant Size:** In Contra Costa as well as Santa Clara and Alameda counties, each project must request at least \$500,000. (The minimum request is \$250,000 in other counties.) Counties may allow smaller minimums as long as the average grant size is over \$500,000. The minimum grant size for SR2S projects, whether through the SR2S program or with additional SR2S funds set aside through the OBAG program, is \$100,000 and will not count against minimum for averaging purposes.

#### ALLOCATING OBAG FUNDS

Resolution 4035 requires the CMA process for selecting projects to:

1. Ensure that the process complies with federal statutes and regulations for public outreach
2. Have a single call for projects to “reduce staff time, coordinate all programs to respond to larger multi-modal projects, and provide project sponsors the maximum time to deliver projects”
3. Submit a final project list to MTC by June 30, 2013

**Issue 6:**

How will we incorporate the required public outreach into the OBAG process?

As part of this process, CMAs must conduct countywide outreach to stakeholders and the public to solicit project ideas. The outreach needs to go beyond working with the jurisdictions and agencies that can receive funding through the OBAG process, and include outreach to community-based organizations and the public in the project solicitation process. The public involvement process must ensure that underserved communities have access to the project submittal process in compliance with Title VI of the Civil Rights Act of 1964.

In addition, when CMAs select projects for funding at the county level, they must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements (as set forth in Appendix A-5).

When submitting their project recommendations, CMAs must document that they:

- Included countywide outreach in the process for selecting OBAG projects and that its board adopted the list of projects at a formal public meeting
- Ensured that project sponsors completed a Complete Streets Checklist before projects are considered for funding and made the completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions for Cycle 2.
- Mapped any recommended projects that are outside of PDAs and indicated those that are considered to provide proximate access to a PDA including their justifications
- Ensured and affirmed that any recipient of OBAG funds complies with MTC's performance and accountability policies. (See below for a discussion of these policies)

#### **PERFORMANCE AND ACCOUNTABILITY POLICIES**

Under Resolution 4035, any jurisdiction that gets OBAG funds must:

1. Adopt a complete streets policy resolution or have a general plan that complies with the Complete Streets Act of 2008 no later than January 31, 2013
2. Have its fourth revision general plan housing element certified by the California Department of Housing and Community Development (HCD) for 2007-14 RHNA prior to January 31, 2013

#### **Complete Streets Resolution**

MTC is in the process of developing a model complete streets resolution which should be available by July. MTC staff has said that the adopted resolutions must establish the overall principles for creating more complete streets within the jurisdiction — for example, that the jurisdiction will consider the need for complete streets during all phases of project development — outline implementation tasks, and lay out a detailed process for approving any exceptions to the established complete streets policies. The jurisdiction must adopt this resolution by January 31, 2013.

MTC is further defining how CMAs determine whether a jurisdiction's General Plan complies with the Complete Streets Act of 2008, whether or not the jurisdiction affirmed that the plan complied when it was adopted.

### Certification of Housing Elements

While State law allows self-certification or court certification of a jurisdiction's housing element, OBAG requires that jurisdictions have a Housing Element that has been certified by the State Housing and Community Development Department (HCD). They must receive this certification by January 31, 2013. If HCD has found deficiencies in the housing element of a local jurisdiction, then the local jurisdiction may submit a request to the Joint MTC Planning / ABAG Administrative Committee for a time extension to address the deficiencies and resubmit its revised draft housing element to HCD for re-consideration and certification.

### Transit Agencies

Transit agencies that are not governed by a local jurisdiction can only receive OBAG funds if the jurisdiction where the project is located complies with the performance and accountability policies before funds are programmed. (Projects solely on transit agency property, such as, track, rolling stock or transit maintenance facility, are exempt from this requirement.)

### PDA INVESTMENT & GROWTH STRATEGY

Beyond the public outreach, local compliance and other elements outlined above, the OBAG process requires CMAs to develop and adopt a PDA Investment & Growth Strategy by May 1, 2013. The overall purpose for the PDA Strategies is to outline a process for setting priorities for OBAG funding that support and encourage development in the region's PDAs.

**Issue 5:**  
What is the process for preparing the PDA strategy?

As described in Appendix A-6 of Resolution 4035, each PDA Strategy must include three components:

1. **Continuing engagement with local and regional staff and the general community.** This engagement includes involving jurisdictions and the public in the process of selecting projects, participating with local agencies in planning PDAs, and working with regional staff to develop a protocol for addressing air quality impacts in PDAs

**Issue 6:**  
How will we incorporate the required public outreach into the OBAG process?

2. **Monitoring Local Plans Affecting PDAs.** CMAs must review local planning efforts and encourage local agencies to quantify the need for capital

improvements in PDAs. The CMAs must also “analyze progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization.” In the updates to the PDA Strategy, CMAs must, “assess performance in producing sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals.”

3. **Establish Project Priorities.** The CMAs must establish criteria for selecting projects that best support and facilitate the development of PDAs within the county. The criteria should emphasize:
  - a. Projects located in high impact project areas, including those taking a higher share of housing, with a higher level of jobs or housing near transit, that increase transportation choices, where development is consistent with MTC’s TLC design guidelines, and with parking management and pricing policies
  - b. Projects located in Communities of Concern (COC)
  - c. PDAs with affordable housing preservation and creation strategies
  - d. PDAs that overlap with the Air District’s Community Air Risk Evaluation (CARE) Communities and/or are in proximity to freight transport infrastructure

MTC expects that the CMAs update their PDA Strategy annually, which will add to the demands on CMA and local staff resources.

## Issues

Staff has identified several issues that the Authority must address in implementing the OBAG process in Contra Costa.

### 1. HOW MUCH FUNDING SHOULD BE SET ASIDE FOR CMA PLANNING?

MTC has set aside about \$3 million from Contra Costa’s share of OBAG funds for CMA planning. They assumed a continuation of the \$750,000 in STP funds (escalated) that we receive currently. Carrying out the PDA Strategy and other corridor and planning studies will, however, put additional stress on our staff resources. Staff is suggesting



that the Authority set aside an additional \$1 million for consultant resources to help meet these new responsibilities.

Total Contra Costa OBAG Funds	\$44,787,000
CMA Planning	\$3,036,000
Additional CMA Planning	\$1,000,000
Remaining OBAG Funds	\$40,751,000

## 2. SHOULD WE KEEP THE CYCLE 1 COMMITMENTS FOR LOCAL STREET MAINTENANCE?

In the Cycle 1 CMA Block Grant Strategic Plan, the Authority committed roughly \$9.5 million to the Local Streets and Roads Shortfall (LSR) program to 14 of the 20 jurisdictions in Contra Costa. The amounts reflected the previous MTC funding formula and MTC's request to minimize the number of grants made. The funding formula included the extent of maintenance needs in determining the amount allocated to the jurisdictions.

Of those 14 jurisdictions, three — Hercules, Orinda and Richmond — have not received HCD certification of their housing elements. This means that, unless they receive that certification by January 31, 2013, those cities could not receive their share of this maintenance funding. Attachment B shows the actual Cycle 1 funding for local streets maintenance and the Cycle 2 funding previously committed by the Authority. After subtracting the CMA planning funds and the commitment to Local Streets and Roads funding, a little more than \$31 million would be available for any of the other OBAG funding programs.

Total Contra Costa OBAG Funds	\$44,787,000
Initial CMA Planning Allocation	\$3,036,000
Recommended Additional CMA Planning	\$1,000,000
Prior Local Streets Commitment	\$9,531,000
OBAG Funds Available for Other Programs	\$31,220,000

### 3. EFFECT OF REQUIRING 70 PERCENT OF FUNDS IN PDAs

The OBAG program requires that 70 percent of the funds be spent on projects that area in or that provide "proximate access" to PDAs. This split applies to all six of the OBAG program categories, including the CMA planning funds. It's not clear how CMA planning funds would be divided between PDA and non-PDA activities. In the more conservative estimate below, staff assumes a 50/50 split; we hope that a 70/30 split will be more likely. In Cycle 1, only one percent of maintenance funds were spent in PDAs, though as much as 13 percent of these funds might be counted if the "proximate access" standard were used. In the more conservative estimate, staff assumes only one percent of LSR funds will be in or in "proximate access" to PDAs; we hope that a 13/87 split is more likely.

	More Conservative		More Likely	
	PDA	Non-PDA	PDA	Non-PDA
	70%	30%	70%	30%
Contra Costa OBAG Funds	\$31,350,900	\$13,436,100	\$31,350,900	\$13,436,100
CMA Planning	50%	50%	70%	30%
	\$2,018,000	\$2,018,000	\$2,825,200	\$1,210,800
Local Streets and Roads	1%	99%	13%	87%
	\$95,310	\$9,435,690	\$1,239,030	\$8,291,970
Remaining Programs	\$29,237,590	\$1,982,410	\$27,286,670	\$3,933,330
PDA/Non-PDA shares	94%	6%	87%	13%

If these assumptions hold, about 85 to 95 percent of the remaining fund will need to be allocated to projects in or that provide "proximate access" to PDAs. Three Contra Costa jurisdictions — Brentwood, Clayton and Danville — do not have a PDA and thus would be eligible for little of this funding. In addition, three of the jurisdictions that do have a designated PDA — Hercules, Orinda and Richmond — do not have an HCD certified housing element and thus are not eligible for any of this funding. (See Attachment C for the current status of HCD certification of housing elements of Contra Costa jurisdictions.)

### 4. HOW MUCH FOR THE OTHER PROGRAMS?

Beyond the CMA planning and Local Streets programs discussed above, the two main programs are the Bicycle and Pedestrian Improvements (BPI) and Transportation for Livable Communities (TLC) programs. The two programs overlap considerably in the

types of projects they can fund. The main difference is that the TLC program can fund a wider range of projects beyond pedestrian and bicycle improvements. The other two programs — Safe Routes to School and Priority Conservation Areas — would provide additional funding beyond that provided through the separate SR2S and PCA programs.

The Authority has almost total flexibility in allocating OBAG funding among the six program categories. The Authority could, for example, increase or even eliminate the \$9.5 million in LSR funds. It could also allocate all of the remaining funds to the BPI or TLC programs. The required 70 percent allocation to PDAs, however, will significantly limit this flexibility, as noted above.

Staff is not asking for direction on how this split should be made now. One of the requirements of the OBAG program is that the CMAs should use the PDA Investment & Growth Strategy and the public involvement process to inform the allocation of OBAG funding among programs and among specific projects.

#### **5. WHAT IS THE PROCESS FOR PREPARING THE PDA STRATEGY?**

As described in Resolution 4035, the purpose of the PDA Strategy is “to ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region’s PDAs.” Developing the PDA Strategy will require:

1. Conducting outreach to our partners and the public to help determine project priorities
2. Analyzing local plans to identify needed infrastructure improvements in the PDAs and “current local housing policies that encourage affordable housing production and/or community stabilization”
3. Using the outreach and analysis to establish criteria for selecting projects that would best support the development of PDAs

The adopted PDA Strategy is due to MTC by May 1, 2013 which means that the Authority must adopt it no later than April. The recommended projects to be funded through the OBAG program must be submitted to MTC by June 30, 2013. CMA staff will have another month to get the projects entered into MTC’s Funding Management System.

**6. HOW WILL WE INCORPORATE THE REQUIRED PUBLIC OUTREACH INTO THE OBAG PROCESS?**

MTC requires all CMAs to “conduct countywide outreach to stakeholders and the public to solicit project ideas.” At a minimum, CMAs will have to:

- Engage closely with both our agency partners and community-based organizations and the public throughout the project solicitation process
- Inform stakeholders and the public about opportunities to comment on project ideas and the list of projects to be submitted to MTC
- Hold public meetings and/or workshops to solicit public input on project ideas to submit at times that are conducive to public participation and in locations that are accessible for people with disabilities and by public transit
- Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting

Staff proposes to build on the ideas and proposals in the Authority’s communications plan to meet these requirements.

## Attachment B

Date: May 17, 2012  
W.I.: 1512  
Referred by: Planning

ABSTRACT

Resolution No. 4035

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies 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).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG) Project List

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012.

Date: May 17, 2012  
W.I.: 1512  
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:  
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4035

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 federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their 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), 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, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

MTC Resolution 4035  
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WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed 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

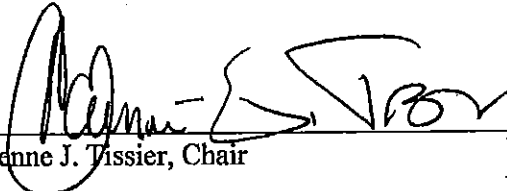
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; 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 and included in the federal TIP; and be it further

RESOLVED that the Executive Director shall make available a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

  
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Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

Date: May 17, 2012  
W.I.: 1512  
Referred by: Planning

Attachment A  
Resolution No. 4035

# **Cycle 2 Program Project Selection Criteria and Programming Policy**

**For  
FY 2012-13, FY 2013-14,  
FY 2014-15 and FY 2015-16**



## Cycle 2 Program Policy and Programming

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<b>Appendix A-6</b>	<b>PDA Investment and Growth Strategy</b>

## BACKGROUND

Anticipating the end of the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) on September 30, 2009, MTC approved Cycle 1 commitments (Resolution 3925) along with an overall framework to guide upcoming programming decisions for Cycle 2 to address the new six-year surface transportation authorization act funding. However, the successor to SAFETEA has not yet been enacted, and SAFETEA has been extended through continuing resolutions. Without the new federal surface transportation act, MTC may program funds forward based on reasonable estimates of revenues. It is estimated that roughly \$795 million is available for programming over the upcoming four-year Cycle 2 period.

Cycle 2 covers the four years from FY 2012-13 to FY 2015-2016 pending the enactment of the new authorization and/or continuation of SAFETEA.

This attachment outlines how the region will use Cycle 2 funds for transportation needs in the MTC region. Funding decisions continue to implement the strategies and objectives of the Regional Transportation Plan (RTP), Transportation 2035, which is the Bay Area's comprehensive roadmap to guide transportation investments in surface transportation including mass transit, highway, local road, bicycle and pedestrian projects over the long term. The program investments recommended for funding in Cycle 2 are an outgrowth of the transportation needs identified by the RTP and also take into consideration the preferred transportation investment strategy of the Sustainable Communities Strategy (SCS).

Appendix A-1 provides an overview of the Cycle 2 Program commitments which contain a regional program component managed by MTC and a county program component to be managed by the counties.

## CYCLE 2 REVENUE ESTIMATES AND FEDERAL PROGRAM ARCHITECTURE

MTC receives federal funding for local programming from the State for local programming in the MTC region. Among the various transportation programs established by SAFETEA, this includes regional Surface Transportation Program (STP) Congestion Mitigation and Air Quality Improvement (CMAQ) Program and to a lesser extent, Regional Transportation Improvement Program (RTIP) and Transportation Enhancement (TE) funds. The STP/CMAQ/RTIP/TE programming capacity in Cycle 2 amounts to \$795 million. The Commission programs the STP/CMAQ funds while the California Transportation Commission programs the RTIP and TE Funds. Furthermore, the Bay Area Air Quality Management District (BAAQMD) is contributing Transportation Fund for Clean Air (TFCA) funding to Cycle 2. Below are issues to be addressed as the region implements Cycle 2 programming, particularly in light that approval of Cycle 2 will precede approval of the new federal transportation act.

**Revenues:** A revenue growth rate of 3% over prior federal apportionments is assumed for the first year – FY 2012-13. Due to continued uncertainties with federal funding, the estimated revenues for the later years of the program, FY 2013-14 through FY 2015-16, have not been escalated, but held steady at the estimated FY 2012-13 apportionment amount. If there are significant reductions in federal apportionments over the Cycle 2 time period, as in the past, MTC will reconcile the revenue levels following enactment of the New Act by making adjustments later if needed, by postponement of projects or adjustments to subsequent programming cycles.

**Fund Sources:** Development of the new federal surface transportation authorization will need to be closely monitored. New federal programs, their eligibility rules, and how funding is distributed to the states and regions could potentially impact the implementation of the Cycle 2 Regional and One Bay Area Grant (OBAG) Programs. It is anticipated that any changes to the federal programs would likely overlap to a large extent with projects that are currently eligible for funding under Title 23 of the United States Code, though the actual fund sources will likely no longer be referred as STP/CMAQ/TE in the manner we have grown accustomed. Therefore, reference to specific fund sources in the Cycle 2 programming is a proxy for replacement fund sources for which MTC has programming authority.

## **NEW FUNDING APPROACH FOR CYCLE 2—THE ONEBAYAREA GRANT**

For Cycle 2, the OneBayArea Grant (OBAG) is a new funding approach that better integrates the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Funding distribution to the counties will encourage land-use and housing policies that support the production of housing with supportive transportation investments. This is accomplished through the following policies:

- Using transportation dollars to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing.
- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs) and by initiating a pilot program in the North Bay counties that will support open space preservation in Priority Conservation Areas (PCA).
- Providing a higher proportion of funding to local agencies and additional investment flexibility by eliminating required program targets. A significant amount of funding that was used for regional programs in Cycle 1 is shifted to local programs (the OneBayArea Grant). The OBAG program allows investments in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities, while also providing targeted funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

### Project List

Attachment B of Resolution 4035 contains the list of projects to be programmed under the Cycle 2 Program. Attachments B-1 and B-2 are listings of projects receiving Cycle 2 funding, and reflects the programs and projects included in the regional and OBAG programs respectively. The listing is subject to project selection actions (conducted by MTC for most of the regional programs and by the CMAs for funds distributed to them). MTC staff will update Attachments B-1 and B-2 as projects are selected by the Commission and CMAs and are included in the federal TIP.

### OneBayArea Grant Fund Distribution Formula

The formula used to distribute OneBayArea Grant funding to the counties takes into consideration the following factors: population, past housing production, future housing commitments as determined by the Association of Bay Area Governments (ABAG) Regional Housing Needs

Assessment (RHNA) and added weighting to acknowledge very low and low income housing. The formula breakdown is as follows with distributions derived from each jurisdiction's proportionate share of the regional total for each factor:

### OBAG Fund Distribution Factors

Factor Weighting	Percentage
Population	50%
RHNA* (total housing units)	12.5%
RHNA (low/very low income housing units)	12.5%
Housing Production** (total housing units)	12.5%
Housing Production (low/very low income housing units)	12.5%

\* RHNA 2014-2022

\*\*Housing Production Report 1999-2006

The objective of this formula is to provide housing incentives to complement the region's Sustainable Community Strategy (SCS) which together with a Priority Development Area (PDA) focused investment strategy will lead to transportation investments that support focused development. The proposed One Bay Area Grant formula also uses actual housing production data from 1999-2006, which has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles will be based on housing production from ABAG's next housing report to be published in 2013. The formula also recognizes jurisdictions' RHNA and past housing production (uncapped) contributions to very low and low income housing units. The resulting OBAG fund distribution for each county is presented in Appendix A-4. Funding guarantees are also incorporated in the fund distribution to ensure that all counties receive as much funding under the new funding model as compared to what they would have received under the Cycle 1 framework.

The Commission, working with ABAG, will revisit the funding distribution formula for the next cycle (post FY2015-16) to further evaluate how to best incentivize housing production across all income levels and other Plan Bay Area performance objectives.

## CYCLE 2 GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in Cycle 2:

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission's adoption of the Cycle 2 program, including policy and procedures meet the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay

Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities to comment have been provided to other stakeholders and members of the public.

Furthermore, investments made in the Cycle 2 program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when CMAs select projects for funding at the county level, they must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements (as set forth in Appendix A-5).

2. **Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the Cycle 2 Program must be amended into the federal TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area surface transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is the project sponsor's responsibility to ensure their project is properly programmed in the TIP in a timely manner. Where CMAs are responsible for project selection the Commission will revise the TIP to include the resulting projects and Attachment B to this Resolution may be amended by MTC staff to reflect these revisions. Where responsibility for project selection in the framework of a Cycle 2 funding program is assigned to MTC, TIP amendments and a revision to Attachment B will be reviewed and approved by the Commission.
  
3. **Minimum Grant Size.** The objective of a grant minimum requirement is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CMAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff. Funding grants per project must therefore be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties).

To provide flexibility, alternatively an averaging approach may be used. A CMA may program grant amounts no less than \$100,000 for any project, provided that the overall average of all grant amounts within their OBAG program meets the county minimum grant amount threshold.

Given the typical smaller scale of projects for the Safe Routes to School (SRTS) program, a lower threshold applies to the regional Safe Routes to School Program projects which have a minimum grant size of \$100,000.

4. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2011 air quality conformity finding has been completed for the 2011 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 2 Program until

the development of the 2013 TIP during spring 2013. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for PM 2.5. Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed "Projects of Air Quality Concern" must complete a hot-spot analysis required by the Transportation Conformity Rule. Generally Projects of Air Quality Concern (POAQC) are those projects that result in significant increases in the number of or emissions from diesel vehicles.

5. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with federal funds.
6. **Application, Resolution of Local Support.** Project sponsors must submit a completed project application for each project proposed for funding through MTC's Funding Management System (FMS). The project application consists of two parts: 1) an application submittal and/or TIP revision request to MTC staff, and 2) Resolution of Local Support approved by the project sponsor's governing board or council. A template for the resolution of local support can be downloaded from the MTC website using the following link:  
[http://www.mtc.ca.gov/funding/STPCMAQ/STP\\_CMAQ\\_LocalSupportReso.doc](http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc)
7. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for the Cycle 2 Program to ensure 1) eligibility; 2) consistency with the RTP; and 3) project readiness. In addition, project sponsors must adhere to directives such as "Complete Streets" (MTC Routine Accommodations for Bicyclists and Pedestrians); and the Regional Project Funding Delivery Policy as outlined below; and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.

► **Federal Project Eligibility:** STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, Inspection and maintenance

programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the *CMAQ Program Guidance* (FHWA, November 2008).

In the event that the next surface transportation authorization materially alters these programs, MTC staff will work with project sponsors to match projects with appropriate federal fund programs. MTC reserves the right to assign specific fund sources based on availability and eligibility requirements.

- ▶ **RTP Consistency:** Projects included in the Cycle 2 Program must be consistent with the adopted Regional Transportation Plan (RTP), according to federal planning regulations. Each project included in the Cycle 2 Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.
- ▶ **Complete Streets (MTC Routine Accommodations of Pedestrians and Bicyclists) Policy:** Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets policy (Resolution No. 3765) created a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers are considered at the earliest conception or design phase. The county Congestion Management Agencies (CMAs) ensure that project sponsors complete the checklist before projects are considered by the county for funds and submitted to MTC. CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions for Cycle 2.

Other state policies include, Caltrans Complete Streets Policy Deputy Directive 64 R1 which stipulates: pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products and SB 1358 California Complete Streets Act, which requires local agency general plan circulation elements to address all travel modes.

- ▶ **Project Delivery and Monitoring.** Cycle 2 funding is available in the following four federal fiscal years: FY 2012-13, 2013-14, 2014-15, and FY 2015-16. Funds may be programmed in any one of these years, conditioned upon the availability of federal apportionment and obligation authority (OA). This will be determined through the development of an annual obligation plan, which is developed in coordination with the Partnership and project sponsors. However, funds MUST be obligated in the fiscal year programmed in the TIP, with all Cycle 2 funds to be obligated no later than March 31, 2016. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP.

All Cycle 2 funding is subject to the Regional Project Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606 at [http://www.mtc.ca.gov/funding/delivery/MTC\\_Res\\_3606.pdf](http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf)) . Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by

the MTC Regional Project Funding Delivery Policy. All funds are subject to obligation, award, invoicing, reimbursement and project close out requirements. The failure to meet these deadlines may result in the de-programming and redirection to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of Cycle 2 funding will need to identify a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate if requested in a consultation meeting with the county CMA, MTC and Caltrans prior to MTC approving future Cycle programming or including any funding revisions for the agency in the federal TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

By applying for and accepting Cycle 2 funding, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the funding timeframe.

- ▶ Local Match. Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is currently 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the required match, which is subject to change.
- ▶ Fixed Program and Specific Project Selection. Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The Cycle 2 program is project specific and the funds programmed to projects are for those projects alone. The Cycle 2 Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional Cycle 2 funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project including contingencies.



## REGIONAL PROGRAMS

The programs below comprise the Regional Program of Cycle 2, administered by the Commission. Funding amounts for each program are included in Attachment A-1. Individual projects will be added to Attachment B as they are selected and included in the federal TIP.

### *1. Regional Planning Activities*

This program provides funding to the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development Commission (BCDC), and MTC to support regional planning activities. (Note that in the past this funding category included planning funding for the CMAs. Starting with Cycle 2, CMAs will access their OneBayArea Grant to fund their planning activities rather than from this regional program category). Appendix A-2 details the fund distribution.

### *2. Regional Operations*

This program includes projects which are administered at the regional level by MTC, and includes funding to continue regional operations programs for Clipper®, 511 Traveler information (including 511 Rideshare, 511 Bicycle, 511 Traffic, 511 Real-Time Transit and 511 transit), Freeway Service Patrol / SAFE and Incident Management. Information on these programs is available at <http://www.mtc.ca.gov/services/>.

### *3. Freeway Performance Initiative*

This program builds on the proven success of recent ramp metering projects that have achieved significant delay reduction on Bay Area freeways and arterials at a fraction of the cost of traditional highway widening projects. Several corridors are proposed for metering projects, targeting high congestion corridors. These projects also include Traffic Operations System elements to better manage the system as well as implementing the express lane network. This category also includes funding for performance monitoring activities, regional performance initiatives implementation, Regional Signal Timing Program, Program for Arterial System Synchronization (PASS), freeway and arterial performance initiative projects and express lanes.

### *4. Pavement Management Program*

This continues the region's Pavement Management Program (PMP) and related activities including the Pavement Technical Assistance Program (PTAP). MTC provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems which is a requirement to receive certain funding. MTC also assists local jurisdictions in conducting associated data collection and analysis efforts including local roads needs assessments and inventory surveys and asset management analysis that feed into regional planning efforts. MTC provides, training, research and development of pavement and non-pavement preservation management techniques, and participates in the state-wide local streets and roads needs assessment effort.

### *5. Priority Development Area (PDA) Activities*

Funding in this regional program implements the following three regional programs:

**Affordable TOD fund:** This is a continuation of MTC's successful Transit Oriented Development (TOD) fund into Cycle 2 which successfully has leveraged a significant amount of outside funding. The TOD fund provides financing for the development of affordable housing and other vital

community services near transit lines throughout the Bay Area. Through the Fund, developers can access flexible, affordable capital to purchase or improve available property near transit lines for the development of affordable housing, retail space and other critical services, such as child care centers, fresh food outlets and health clinics.

***PDA Planning Grants:*** MTC and ABAG's PDA Planning Grant Program will place an emphasis on affordable housing production and preservation in funding agreements with grantees. Grants will be made to jurisdictions to provide support in planning for PDAs in areas such as providing housing, jobs, intensified land use, promoting alternative modes of travel to the single occupancy vehicle, and parking management. These studies will place a special focus on selected PDAs with a greater potential for residential displacement and develop and implement community risk reduction plans. Also program funds will establish a new local planning assistance program to provide staff resources directly to jurisdictions to support local land-use planning for PDAs.

MTC will commence work with state and federal government to create private sector economic incentives to increase housing production.

***PDA Planning Assistance:*** Grants will be made to local jurisdictions to provide planning support as needed to meet regional housing goals:

#### ***6. Climate Change Initiatives***

The proposed funding for the Cycle 2 Climate Initiative Program is to support the implementation of strategies identified in Plan Bay Area to achieve the required CO2 emissions reductions per SB375 and federal criteria pollutant reductions. Staff will work with the Bay Area Air Quality Management District to implement this program.

#### ***7. Safe Routes to Schools***

Within the Safe Routes to School Program (SR2S program) funding is distributed among the nine Bay Area counties based on K-12 total enrollment for private and public schools as reported by the California Department of Education for FY 2010-11. Appendix A-3 details the county fund distribution. Before programming projects into the TIP the CMAs shall provide the SR2S recommended county program scope, budget, schedule, agency roles, and federal funding recipient. CMAs may choose to augment this program with their own Cycle 2 OBAG funding.

#### ***8. Transit Capital Rehabilitation***

The program objective is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs, consistent with the FTA Transit Capital Priorities program. This includes a set-aside of \$1 million to support the consolidation and transition of Vallejo and Benicia bus services to Soltrans

***9. Transit Performance Initiative:*** This new pilot program implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. Specific projects are included in Attachment B.

***10. Priority Conservation Area:*** This \$10 million program is regionally competitive. The first \$5 million would be dedicated to the North Bay counties of Marin, Napa, Solano, and Sonoma.

Eligible projects would include planning, land/easement acquisition, open space access projects, and farm-to-market capital projects. Priority would be given to projects that can partner with state agencies, regional districts and private foundations to leverage outside funds, particularly for land acquisition and open space access. An additional \$5 million will be available outside of the North Bay counties for sponsors that can provide a 3:1 match. Program guidelines will be developed over the next several months. Prior to the call for projects, a meeting will be held with stakeholders to discuss the program framework and project eligibility. The program guidelines will be approved by the Commission following those discussions. Note that tribal consultation for Plan Bay Area highlighted the need for CMAs in Sonoma and Contra Costa counties to involve tribes in PCA planning and project delivery.

## ONEBAYAREA GRANT PROGRAMMING POLICIES

The policies below apply to the OneBayArea Grant Program, administered by the county Congestion Management Agencies (CMAs) or substitute agency:

- ▶ **Program Eligibility:** The congestion management agency may program funds from its One Bay Area Grant fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:

- Local Streets and Roads Preservation
- Bicycle and Pedestrian Improvements
- Transportation for Livable Communities
- Safe Routes To School/Transit
- Priority Conservation Area
- Planning and Outreach Activities

- ▶ **Fund Source Distribution:** OBAG is funded primarily from three federal fund sources: STP, CMAQ and TE. Although the new federal surface transportation authorization act now under consideration may alter the actual fund sources available for MTC's programming discretion it is anticipated that any new federal programs would overlap to a large extent with existing programs. The CMAs will be provided a breakdown of specific OBAG fund sources, with the understanding that actual fund sources may change as a result of the new federal surface transportation act. In this situation, MTC staff will work with the CMAs to realign new fund sources with the funding commitments approved by the Commission. Furthermore, due to strict funding availability and eligibility requirements, the CMAs must adhere to the fund source limitations provided. Exceptions may be granted by MTC staff based on actual fund sources available and final apportionment levels.

In determining the fund source distribution to the counties, each county was first guaranteed at least what they would otherwise received in Cycle 2 under the original Cycles 1 & 2 framework as compared to the original July 8, 2011 OBAG proposal. This resulted in the county of Marin receiving an additional \$1.1 million, county of Napa receiving \$1.3 million each, and the county of Solano receiving \$1.4 million, for a total of \$3.8 million (in CMAQ funds) off the top to hold these counties harmless. The Transportation Enhancement (TE) funds were then distributed based on the county TE shares available for OBAG as approved in the 2012 Regional Transportation Improvement Program (RTIP). STP funds were then assigned to the CMA planning and outreach activities. The remaining STP funds assigned to OBAG were then distributed to each county based on the OBAG distribution formula. The remaining funds were distributed as CMAQ per the OBAG distribution formula. The hold harmless clause resulted in a slight deviation in the OBAG formula distribution for the overall funding amounts for each county.

- ▶ **Priority Development Area (PDA) Policies**

- PDA minimum: CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their OBAG

investments to the PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) this minimum target is 50% to reflect the more rural nature of these counties. A project lying outside the limits of a PDA may count towards the minimum provided that it directly connects to or provides proximate access to a PDA. Depending on the county, CMA planning costs would partially count towards PDA targets (70% or 50%) in line with its PDA funding target. At MTC staff discretion, consideration may be given to counties that provided higher investments in PDAs in Cycle 1 as part of an overall Cycle 1 and 2 investment package. Priority Conservation Area (PCA) investments do not count towards PDA targets and must use "anywhere" funds. The PDA/'anywhere' funding split is shown in Appendix A-4.

- PDA Boundary Delineation: Refer to <http://geocommons.com/maps/141979> which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. As ABAG considers and approves new PDA designations this map will be updated.
  - Defining "proximate access to PDAs": The CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA. For projects not geographically within a PDA, CMAs are required to map projects and designate which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions. This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum target. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle.
  - PDA Investment & Growth Strategy: By May 1, 2013, CMAs shall prepare and adopt a PDA Investment & Growth Strategy to guide transportation investments that are supportive of PDAs. An existing Investment and Growth Strategy adopted by the County will be considered as meeting this requirement if it satisfies the general terms in Appendix A-6. See Appendix A-6 for details.
- Performance and Accountability Policies: Jurisdictions need to comply with the following policies in order to be eligible recipients of OBAG funds.
- To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets policy resolution no later than January 31, 2013. A jurisdiction can also meet this requirement through a general plan that complies with the Complete Streets Act of 2008. Staff will provide minimum requirements based on best practices for the resolution. As discussed below, jurisdictions will be expected to have a general plan that complies within the Complete Streets Act of 2008 to be eligible for the next round of funding.

- A jurisdiction is required to have its general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2007-14 RHNA prior to January 31, 2013. If a jurisdiction submits its housing element to the state on a timely basis for review, but the State's comment letter identifies deficiencies that the local jurisdictions must address in order to receive HCD certification, then the local jurisdiction may submit a request to the Joint MTC Planning / ABAG Administrative Committee for a time extension to address the deficiencies and resubmit its revised draft housing element to HCD for re-consideration and certification.
- For the OBAG cycle subsequent to FY 2015-16, jurisdictions must adopt housing elements by October 31, 2014 (based on an April 2013 SCS adoption date); therefore, jurisdictions will be required to have General Plans with approved housing elements and that comply with the Complete Streets Act of 2008 by that time to be eligible for funding. This schedule allows jurisdictions to meet the housing and complete streets policies through one general plan amendment.
- OBAG funds may not be programmed to any jurisdiction out of compliance with OBAG policies and other requirements specified in this attachment. The CMA will be responsible for tracking progress towards these requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG funds to its projects in the TIP.
- For a transit agency project sponsor under a JPA or district (not under the governance of a local jurisdiction), the jurisdiction where the project (such as station/stop improvements) is located will need to comply with these policies before funds may be programmed to the transit agency project sponsor. However, this is not required if the project is transit/rail agency property such as, track, rolling stock or transit maintenance facility.
- CMAs will provide documentation for the following prior to programming projects in the TIP:
  - The approach used to select OBAG projects including outreach and a board adopted list of projects
  - Compliance with MTC's complete streets policy
  - A map delineating projects selected outside of PDAs indicating those that are considered to provide proximate access to a PDA including their justifications as outlined on the previous page. CMA staff is expected to use this exhibit when it presents its program of projects to explain the how "proximate access" is defined to their board and the public.
- MTC staff will report on the outcome of the CMA project selection process in late 2013. This information will include, but not be limited to, the following:
  - Mix of project types selected;
  - Projects funded within PDAs and outside of PDAs and how proximity and direct connections were used and justified through the county process;
  - Complete streets elements that were funded;
  - Adherence to the performance and accountability requirements;

- Amount of funding to various jurisdictions and how this related to the distribution formula that includes population, RHNA housing allocations and housing production, as well as low-income housing factors.
  - Public participation process.
  - The CMAs will also be required to present their PDA Growth Strategy to the Joint MTC Planning / ABAG Administrative Committee.
- **Project Selection:** County congestion management agencies or substitute agencies are given the responsibility to develop a project selection process along with evaluation criteria, issue a call for projects, conduct outreach, and select projects
- **Public Involvement:** The decision making authority to select projects for federal funding accompanies responsibilities to ensure that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG is in compliance, CMAs are required to lead a public outreach process as directed by Appendix A-5.
  - **Unified Call for Projects:** CMAs are requested to issue one unified call for projects for their One Bay Area grant, with a final project list due to MTC by June 30, 2013. CMA staff need to ensure that all projects are submitted using the Fund Management System (FMS) no later than July 30, 2013. The goal of this process is to reduce staff time, coordinate all programs to respond to larger multi-modal projects, and provide project sponsors the maximum time to deliver projects.
  - **Project Programming Targets and Delivery Deadlines:** CMAs must program their block grant funds over the four-year period of Cycle 2 (FY 2012-13 through FY 2015-16). The expectation is that the CMA planning activities \ project would use capacity of the first year to provide more time for delivery as contrasted to other programs which tend to have more complex environmental and design challenges, but this is not a requirement. The funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606 or its successor) including the Request for Authorization (RFA) submittal deadline and federal authorization/obligation deadline. Furthermore the following funding deadlines apply for each county, with earlier delivery strongly encouraged:
    - Half of the OBAG funds, including all funds programmed for the PE phase, must be obligated (federal authorization/E-76) by March 31, 2015.
    - All remaining OBAG funds must be obligated by March 31, 2016.

## **CYCLE 2 COUNTY ONE BAY AREA GRANT PROJECT GUIDANCE**

The categories below comprise the Cycle 2 County One Bay Area Grant Program, administered by the county congestion management agencies. Project selection should ensure that all of the eligibility requirements below are met. MTC staff will work with CMAs and project sponsors to resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

***1. CMA Planning and Outreach***

This category provides funding to the nine county Congestion Management Agencies (CMAs) to support regional planning, programming and outreach activities. Such efforts include: county-based planning efforts for development of the RTP/SCS; development of PDA growth strategies; development and implementation of a complete streets compliance protocol; establishing land use and travel forecasting process and procedures consistent with ABAG/MTC; ensuring the efficient and effective delivery of federal-aid local projects; and undertaking the programming of assigned funding and solicitation of projects. The base funding level reflects continuing the Transportation 2035 commitment level by escalating at 3% per year from the base amount in FY 2011-12. In addition, the CMAs may request additional funding from their share of OBAG to enhance or augment additional activities at their discretion. All funding and activities will be administered through an interagency agreement between MTC and the respective CMA. Actual amounts for each CMA as augmented, are shown in Appendix A-2

***2. Local Streets and Roads Preservation***

This category is for the preservation of local streets and roads on the federally-eligible system. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction must have a certified Pavement Management Program (StreetSaver® or equivalent). The needs analysis ensures that streets recommended for treatment are cost effective. Pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. MTC is responsible for verifying the certification status. The certification status can be found at [www.mtcpms.org/ptap/cert.html](http://www.mtcpms.org/ptap/cert.html). Specific eligibility requirements are included below:

**Pavement Rehabilitation:**

Pavement rehabilitation projects including pavement segments with a PCI below 70 should be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP.

**Preventive Maintenance:** Only projects where pavement segments have a Pavement Condition Index (PCI) of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's Pavement Management Program (PMP) must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

**Non-Pavement:**

Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps and features that bring the facility to current standards. The jurisdiction must still have a certified PMP to be eligible for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), capacity expansion, new roadways, roadway extensions, right of way acquisition (for future expansion), operations, routine maintenance, spot application, enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to



current standards), and any pavement application not recommended by the Pavement Management Program unless otherwise allowed above.

**Federal-Aid Eligible Facilities:** Federal-aid highways as defined in 23 U.S.C. 101(a)(5) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

**Federal Aid Secondary (FAS) Program Set-Aside:** While passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 dissolved the Federal Aid Secondary (FAS) program, California statutes provide the continuation of minimum funding to counties, guaranteeing their prior FAS shares. The first three years of Cycle 2 were covered up-front under the Cycle 1 FAS program (covering a total 6-year period). The fourth year of Cycle 2 will be covered under the OBAG. Funding provided to the counties by the CMAAs under OBAG will count toward the continuation of the FAS program requirement.

### ***3. Bicycle and Pedestrian Improvements***

The Bicycle and Pedestrian program may fund a wide range of bicycle and pedestrian improvements including 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.

According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and reduce vehicle trips resulting in air pollution reductions. Also to meet the needs of users, hours of operation need to be reasonable and support bicycle / pedestrian needs particularly during commute periods. For example the policy that a trail be closed to users before sunrise or after sunset limits users from using the facility during the peak commute hours, particularly during times of the year with shorter days. These user restrictions indicate that the facility is recreational rather than commute oriented. Also, as contrasted with roadway projects, bicycle and pedestrian projects may be located on or off the federal-aid highway system.

### ***4. Transportation for Livable Communities***

The purpose of Transportation for Livable Communities (TLC) projects is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile.

General project categories include the following:

- Station Improvements such as plazas, station access pocket parks, bicycle parking
- Complete streets improvements that encourage bicycle and pedestrian access
- Transportation Demand Management projects including carsharing, vanpooling traveler coordination and information or Clipper®-related projects

- Connectivity projects connecting high density housing/jobs/mixed use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Density Incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations)
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit (bulb outs, sidewalk widening, cross walk enhancements, audible signal modification, mid block crossing and signal, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refugees, way finding signage, pedestrian scaled street furniture including bus shelters, tree grates, benches, bollards, magazine racks, garbage and recycling bins, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving)
- Funding for TLC projects that incentivize local PDA Transit Oriented Development Housing

### ***5. Safe Routes to School***

The county Safe Routes to School Program continues to be a regional program. The funding is distributed directly to the CMAAs by formula through the Cycle 2 regional program (see Appendix A-3). However, a CMAA may use OBAG funding to augment this amount. Eligible projects include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. It is important to note that CMAQ is used to fund this program which is targeted towards air quality improvement rather than children's health or safety. Nevertheless CMAQ eligibility overlaps with Safe Routes to School Program projects that are eligible under the federal and state programs with few exceptions which are noted below. Refer to the following link for detailed examples of eligible projects which is followed by CMAQ funding eligibility parameters: [http://mtc.ca.gov/funding/STPCMAQ/7\\_SR2S\\_Eligibility\\_Matrix.pdf](http://mtc.ca.gov/funding/STPCMAQ/7_SR2S_Eligibility_Matrix.pdf)

### **Non-Infrastructure Projects**

#### **Public Education and Outreach Activities**

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices.
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options.
- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely.
- Non-construction outreach related to safe bicycle use
- Travel Demand Management Activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

### **Infrastructure Projects**

#### **Bicycle/Pedestrian Use:**

- Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas new construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest
- Traffic calming measures

Exclusions found to be ineligible uses of CMAQ funds:

- Walking audits and other planning activities (STP based on availability will be provided for these purposes upon CMA's request)
- Crossing guards and vehicle speed feedback devices, traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians
- Material incentives that lack an educational message or exceeding a nominal cost.

**6. Priority Conservation Areas**

This is an outgrowth of the new regional program pilot for the development of Priority Conservation Area (PCA) plans and projects to assist counties to ameliorate outward development expansion and maintain their rural character. A CMA may use OBAG funding to augment grants received from the regionally competitive program or develop its own county PCA program. Generally, eligible projects will include planning, land / easement acquisition, open space access projects, and farm-to-market capital projects.

**PROGRAM SCHEDULE**

Cycle 2 spans apportionments over four fiscal years: FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16. Programming in the first year will generally be for the on-going regional operations and regional planning activities which can be delivered immediately, allowing the region to meet the obligation deadlines for use of FY 2012-13 funds. This strategy, at the same time, provides several months during FY 2012-13 for program managers to select projects and for MTC to program projects into the TIP to be obligated during the remaining second, third and fourth years of the Cycle 2 period. If CMAs wish to program any OBAG funds in the first year, MTC will try to accommodate requests depending on available federal apportionments and obligation limitations, as long as the recipient has met the OBAG requirements.

**Appendix A-1**

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**Cycle 2**  
**Regional and County Programs**  
**FY 2012-13 through FY 2015-16**  
**May 2012**

**Proposed Cycle 2 Funding Commitments**

<b>Regional Program</b> (millions \$ - rounded)		<b>4-Year Total</b>
<b>Regional Categories</b>		
1	Regional Planning Activities	\$7
2	Regional Operations	\$95
3	Freeway Performance Initiative	\$96
4	Pavement Management Program	\$7
5	Priority Development Activities	\$40
6	Climate Initiatives	\$20
7	Safe Routes To School	\$20
8	Transit Capital Rehabilitation	\$150
9	Transit Performance Initiative	\$30
10	Priority Conservation Area	\$10
<b>Regional Program Total:*</b>		<b>\$475</b>
		<b>60%</b>

<b>One Bay Area Grant (OBAG)</b> (millions \$ - rounded)		<b>4-Year Total</b>
<b>Counties</b>		
1	Alameda	\$63
2	Contra Costa	\$44
3	Marin	\$10
4	Napa	\$6
5	San Francisco	\$38
6	San Mateo	\$26
7	Santa Clara	\$87
8	Solano	\$18
9	Sonoma	\$23
<b>OBAG Total:*</b>		<b>\$320</b>
		<b>40%</b>

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<b>Cycle 2 Total Total:*</b>	<b>\$795</b>
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\* Amounts may not total due to rounding

\* OBAG amounts are draft estimates until final adoption of RHNA, expected July 2012.

## Appendix A-2

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**Cycle 2  
 Planning & Outreach  
 FY 2012-13 through FY 2015-16  
 May 2012**

## OBAG - County CMA Planning

County	Agency	Cycle 2 OBAG County CMA Planning				STP Total
		2012-13	2013-14	2014-15	2015-16	
Alameda	ACTC	\$916,000	\$944,000	\$973,000	\$1,003,000	\$3,836,000
Contra Costa	CCTA	\$725,000	\$747,000	\$770,000	\$794,000	\$3,036,000
Marin	TAM	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Napa	NCTPA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
San Francisco	SFCTA	\$667,000	\$688,000	\$709,000	\$731,000	\$2,795,000
San Mateo	SMCCAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Santa Clara	VTA	\$1,014,000	\$1,045,000	\$1,077,000	\$1,110,000	\$4,246,000
Solano	STA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Sonoma	SCTA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
<b>County CMAs Total:</b>		<b>\$6,512,000</b>	<b>\$6,714,000</b>	<b>\$6,919,000</b>	<b>\$7,133,000</b>	<b>\$27,278,000</b>

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## Regional Agency Planning

Regional Agency	Agency	Cycle 2 Regional Agency Planning				STP Total
		2012-13	2013-14	2014-15	2015-16	
ABAG	ABAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
BCDC	BCDC	\$320,000	\$330,000	\$340,000	\$351,000	\$1,341,000
MTC	MTC	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
<b>Regional Agencies Total:</b>		<b>\$1,596,000</b>	<b>\$1,646,000</b>	<b>\$1,696,000</b>	<b>\$1,749,000</b>	<b>\$6,687,000</b>

**\$33,965,000**

## Appendix A-3

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**Cycle 2**  
**Safe Routes to School County Distribution**  
**FY 2012-13 through FY 2015-16**  
**May 2012**

## Safe Routes To School County Distribution

County	Public School Enrollment (K-12) *	Private School Enrollment (K-12) *	Total School Enrollment (K-12) *	Percentage	Total Funding
					<b>\$20,000,000</b>
Alameda	214,626	24,537	239,163	21%	<b>\$4,293,000</b>
Contra Costa	166,956	16,274	183,230	16%	<b>\$3,289,000</b>
Marin	29,615	5,645	35,260	3%	<b>\$633,000</b>
Napa	20,370	3,036	23,406	2%	<b>\$420,000</b>
San Francisco	56,454	23,723	80,177	7%	<b>\$1,439,000</b>
San Mateo	89,971	16,189	106,160	10%	<b>\$1,905,000</b>
Santa Clara	261,945	38,119	300,064	27%	<b>\$5,386,000</b>
Solano	67,117	2,855	69,972	6%	<b>\$1,256,000</b>
Sonoma	71,049	5,787	76,836	7%	<b>\$1,379,000</b>
<b>Total:</b>	<b>978,103</b>	<b>136,165</b>	<b>1,114,268</b>	<b>100%</b>	<b>\$20,000,000</b>

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\* From California Department of Education for FY 2010-11

## Appendix A-4

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**Cycle 2**  
**OBAG County Fund Distribution**  
**FY 2012-13 through FY 2015-16**  
**May 2012**

## OBAG Geographic Funding Distribution

County	OBAG Funds	PDA/Anywhere Split	PDA	Anywhere
Alameda	\$63,732,000	70/30	\$44,612,000	\$19,120,000
Contra Costa	\$44,787,000	70/30	\$31,351,000	\$13,436,000
Marin	\$10,047,000	50/50	\$5,024,000	\$5,023,000
Napa	\$6,653,000	50/50	\$3,327,000	\$3,326,000
San Francisco	\$38,837,000	70/30	\$27,186,000	\$11,651,000
San Mateo	\$26,246,000	70/30	\$18,372,000	\$7,874,000
Santa Clara	\$87,284,000	70/30	\$61,099,000	\$26,185,000
Solano	\$18,801,000	50/50	\$9,401,000	\$9,400,000
Sonoma	\$23,613,000	50/50	\$11,807,000	\$11,806,000
<b>Total:</b>	<b>\$320,000,000</b>		<b>\$212,179,000</b>	<b>\$107,821,000</b>

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OBAG amounts are draft estimates until final adoption of RHNA, expected July 2012.

## Appendix A-5: One Bay Area Grant Call for Projects Guidance

The Metropolitan Transportation Commission (MTC) has delegated OBAG project selection to the nine Bay Area Congestion Management Agencies (CMAs) as they are best suited for this role because of their existing relationships with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their respective counties. In order to meet federal requirements that accompany the decision-making process regarding federal transportation funding, MTC expects the CMAs to plan and execute an effective public outreach and local engagement process to solicit candidate projects to be submitted to MTC for consideration for inclusion in the Cycle 2 One Bay Area Grant Program. CMAs will also serve as the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the 2013 Transportation Improvement Program.

CMAs will conduct a transparent process for the Call for Projects while complying with federal regulations by carrying out the following activities:

### 1. Public Involvement and Outreach

- **Conduct countywide outreach to stakeholders and the public to solicit project ideas.** CMAs will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), which can be found at [http://www.onebayarea.org/get\\_involved.htm](http://www.onebayarea.org/get_involved.htm). CMAs are expected at a minimum to:
  - Execute effective and meaningful local engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process.
  - Explain the local Call for Projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
  - Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
  - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at [http://www.mtc.ca.gov/get\\_involved/lep.htm](http://www.mtc.ca.gov/get_involved/lep.htm)
  - Hold public meetings in central locations that are accessible for people with disabilities and by public transit;
  - Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- **Document the outreach effort undertaken for the local call for projects.** CMAs are to provide MTC with:
  - A description of how the public was involved in the process for nominating and/or commenting on projects selected for OBAG funding. Specify whether public input was gathered at forums held specifically for the OBAG project solicitation or as part of a separate planning or programming outreach effort;



- A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
- A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA.

## 2. Agency Coordination

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the OBAG Program.*** CMAs will assist with agency coordination by:
  - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders

## 3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
  - Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding;
  - Remove barriers for persons with limited-English proficiency to have access to the project submittal process;
  - For Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: [http://www.onebayarea.org/get\\_involved.htm](http://www.onebayarea.org/get_involved.htm)
  - Additional resources are available at
    - i. <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>
    - ii. [http://www.dot.ca.gov/hq/LocalPrograms/DBE\\_CRLC.html#TitleVI](http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI)
    - iii. [http://www.mtc.ca.gov/get\\_involved/rights/index.htm](http://www.mtc.ca.gov/get_involved/rights/index.htm)

## Appendix A-6: PDA Investment & Growth Strategy

MTC shall consult with the CMAs and amend the scope of activities identified below, as necessary, to minimize administrative workload and to avoid duplication of effort. This consultation may result in specific work elements shifting to MTC and/or ABAG. Such changes will be formalized through a future amendment to this appendix.

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

### (1) Engaging Regional/Local Agencies

- Develop or continue a process to regularly engage local planners and public works staff. Encourage community participation throughout the planning process and in determining project priorities
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans.
- Help develop protocols with MTC, ABAG and Air District staff to assess toxic-air contaminants and particulate matter, as well as related mitigation strategies, as part of regional PDA Planning Program.

### (2) Planning Objectives – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
  - *Short-term:* By May 1, 2013, analyze progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization.
  - *Long-term:* Starting in May 2014 and for subsequent updates, PDA Investment & Growth Strategies will assess performance in producing sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals<sup>1</sup>. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

(3) Establishing Local Funding Priorities - Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

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<sup>1</sup> Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, “just cause eviction” policies, policies or investments that preserve existing deed-restricted or “naturally” affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.

- **Projects located in high impact project areas.** Key factors defining high impact areas include:
  - a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production
  - b. Jobs in proximity to housing and transit (both current levels and those included in the SCS),
  - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
  - d. Consistency with regional TLC design guidelines or design that encourages multi-modal access: [http://www.mtc.ca.gov/planning/smart\\_growth/tlc/2009\\_TLC\\_Design\\_Guidelines.pdf](http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf)
  - e. Project areas with parking management and pricing policies
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC see: <http://geocommons.com/maps/110983>
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap with Air District CARE Communities and/or are in proximity to freight transport infrastructure** – Favorably consider projects located in PDAs with highest exposure to particulate matter and toxic air contaminants where jurisdictions employ best management practices to mitigate exposure.

**Process/Timeline**

CMA's develop PDA Investment & Growth Strategy	June 2012 – May 2013
PDA Investment & Growth Strategy Presentations by CMA's to Joint MTC Planning and ABAG Administrative Committee	Summer/Fall 2013
CMA's amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2014
CMA's submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	May 2014, Ongoing

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Attachment B-1

Cycle 2  
 Regional Programs Project List  
 FY 2012-13 through FY 2015-16  
 May 2012

Regional Programs Project List

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TE/TFCA	Total Cycle 2
<b>CYCLE 2 PROGRAMMING</b>			<b>\$435,187,000</b>	<b>\$40,000,000</b>	<b>\$475,187,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES (PL)</b>					
ABAG Planning	Region-Wide	ABAG	\$2,673,000	\$0	\$2,673,000
BCDC Planning	Region-Wide	BCDC	\$1,341,000	\$0	\$1,341,000
MTC Planning	Region-Wide	MTC	\$2,673,000	\$0	\$2,673,000
<b>1. REGIONAL PLANNING ACTIVITIES (PL)</b>			<b>TOTAL: \$6,687,000</b>	<b>\$0</b>	<b>\$6,687,000</b>
<b>2. REGIONAL OPERATIONS (RO)</b>					
Clipper® Fare Media Collection	Region-Wide	MTC	\$21,400,000	\$0	\$21,400,000
511 - Traveler Information	Region-Wide	MTC	\$48,770,000	\$0	\$48,770,000
<b>SUBTOTAL</b>			<b>\$70,170,000</b>	<b>\$0</b>	<b>\$70,170,000</b>
FSP/Incident Management	Region-Wide	MTC/SAFE	\$25,130,000	\$0	\$25,130,000
<b>SUBTOTAL</b>			<b>\$25,130,000</b>	<b>\$0</b>	<b>\$25,130,000</b>
<b>2. REGIONAL OPERATIONS (RO)</b>			<b>TOTAL: \$95,300,000</b>	<b>\$0</b>	<b>\$95,300,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>					
Regional Performance Initiatives Implementation	Region-Wide	MTC	\$5,750,000	\$0	\$5,750,000
Regional Performance Initiatives Corridor Implementation	Region-Wide	MTC	\$8,000,000	\$0	\$8,000,000
Program for Arterial System Synchronization (PASS)	Region-Wide	MTC	\$5,000,000	\$0	\$5,000,000
<b>SUBTOTAL</b>			<b>\$18,750,000</b>	<b>\$0</b>	<b>\$18,750,000</b>
Ramp Metering and TOS Elements	TBD	TBD	\$43,250,000	\$34,000,000	\$77,250,000
<i>FPI - Specific projects TBD by Commission</i>			\$43,250,000	\$34,000,000	\$77,250,000
<b>SUBTOTAL</b>			<b>\$43,250,000</b>	<b>\$34,000,000</b>	<b>\$77,250,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>			<b>TOTAL: \$62,000,000</b>	<b>\$34,000,000</b>	<b>\$96,000,000</b>
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>					
Pavement Technical Advisory Program (PTAP)	Region-Wide	MTC	\$6,000,000	\$0	\$6,000,000
Pavement Management Program (PMP)	Region-Wide	MTC	\$1,200,000	\$0	\$1,200,000
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>			<b>TOTAL: \$7,200,000</b>	<b>\$0</b>	<b>\$7,200,000</b>
<b>5. PRIORITY DEVELOPMENT ACTIVITIES (PDA)</b>					
PDA Planning	TBD	TBD	\$25,000,000	\$0	\$25,000,000
<i>Specific projects TBD by Commission</i>			\$25,000,000	\$0	\$25,000,000
<b>SUBTOTAL</b>			<b>\$25,000,000</b>	<b>\$0</b>	<b>\$25,000,000</b>
Transit Oriented Affordable Development (TOD)	Region-Wide	MTC	\$15,000,000	\$0	\$15,000,000
<i>Specific projects TBD by Commission</i>			\$15,000,000	\$0	\$15,000,000
<b>SUBTOTAL</b>			<b>\$15,000,000</b>	<b>\$0</b>	<b>\$15,000,000</b>
<b>5. PRIORITY DEVELOPMENT ACTIVITIES (PDA)</b>			<b>TOTAL: \$40,000,000</b>	<b>\$0</b>	<b>\$40,000,000</b>
<b>6. CLIMATE CHANGE INITIATIVES (CCI)</b>					
Climate Strategies	TBD	TBD	\$14,000,000	\$6,000,000	\$20,000,000
<b>6. CLIMATE CHANGE INITIATIVES (CCI)</b>			<b>TOTAL: \$14,000,000</b>	<b>\$6,000,000</b>	<b>\$20,000,000</b>
<b>7. SAFE ROUTES TO SCHOOL (SR2S)</b>					
<i>Specific projects TBD by CMAQs</i>					
SR2S - Alameda	Alameda	ACTC	\$4,293,000	\$0	\$4,293,000
SR2S - Contra Costa	Contra Costa	CCTA	\$3,289,000	\$0	\$3,289,000
SR2S - Marin	Marin	TAM	\$633,000	\$0	\$633,000
SR2S - Napa	Napa	NCTPA	\$420,000	\$0	\$420,000
SR2S - San Francisco	San Francisco	SFCTA	\$1,439,000	\$0	\$1,439,000
SR2S - San Mateo	San Mateo	SMCCAG	\$1,905,000	\$0	\$1,905,000
SR2S - Santa Clara	Santa Clara	SCVTA	\$5,386,000	\$0	\$5,386,000
SR2S - Solano	Solano	STA	\$1,256,000	\$0	\$1,256,000
SR2S - Sonoma	Sonoma	SCTA	\$1,379,000	\$0	\$1,379,000
<b>7. SAFE ROUTES TO SCHOOL (SR2S)</b>			<b>TOTAL: \$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>
<b>8. TRANSIT CAPITAL PROGRAM (TCP)</b>					
<i>Specific projects TBD by Transit Operators</i>					
SolTrans - Preventive Maintenance	Solano	SolTrans	\$149,000,000	\$0	\$149,000,000
<b>8. TRANSIT CAPITAL PROGRAM (TCP)</b>			<b>TOTAL: \$149,000,000</b>	<b>\$0</b>	<b>\$149,000,000</b>
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>					
AC Transit - Line 51 Corridor Speed Protection and Restoration	Alameda	AC Transit	\$10,515,624	\$0	\$10,515,624
SFMTA - Mission Mobility Maximization	San Francisco	SFMTA	\$7,016,395	\$0	\$7,016,395
SFMTA - N-Judah Mobility Maximization	San Francisco	SFMTA	\$3,750,574	\$0	\$3,750,574
SFMTA - Bus Stop Consolidation and Roadway Modifications	San Francisco	SFMTA	\$4,133,031	\$0	\$4,133,031
SCVTA - Light Rail Transit Signal Priority	Santa Clara	SCVTA	\$1,587,176	\$0	\$1,587,176
SCVTA - Steven Creek - Limited 323 Transit Signal Priority	Santa Clara	SCVTA	\$712,888	\$0	\$712,888
Unprogrammed Transit Performance Initiative Reserve	TBD	TBD	\$2,284,312	\$0	\$2,284,312
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>			<b>TOTAL: \$30,000,000</b>	<b>\$0</b>	<b>\$30,000,000</b>
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>					
<i>Specific projects TBD by Commission</i>					
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>			<b>TOTAL: \$10,000,000</b>	<b>\$0</b>	<b>\$10,000,000</b>
<b>Cycle 2 Total</b>			<b>TOTAL: \$435,187,000</b>	<b>\$40,000,000</b>	<b>\$475,187,000</b>

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Attachment B-2

MTC Resolution No. 4035, Attachment B-2  
 Adopted: 05/17/12-C  
 Revised:

Cycle 2  
 OBAG Project List  
 FY 2012-13 through FY 2015-16  
 May 2012

OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP-TE	Total Cycle 2
<b>CYCLE 2 COUNTY OBAG PROGRAMMING</b>		<b>\$301,964,000</b>	<b>\$18,036,000</b>	<b>\$320,000,000</b>
<b>ALAMEDA COUNTY</b>				
<i>Specific projects TBD by Alameda CMA</i>	TBD	\$56,170,000	\$3,726,000	\$59,896,000
CMA Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
<b>ALAMEDA COUNTY</b>	<b>TOTAL:</b>	<b>\$60,006,000</b>	<b>\$3,726,000</b>	<b>\$63,732,000</b>
<b>CONTRA COSTA COUNTY</b>				
<i>Specific projects TBD by Contra Costa CMA</i>	TBD	\$39,367,000	\$2,384,000	\$41,751,000
CMA Planning Activities - Contra Costa	CCTA	\$3,036,000	\$0	\$3,036,000
<b>CONTRA COSTA COUNTY</b>	<b>TOTAL:</b>	<b>\$42,403,000</b>	<b>\$2,384,000</b>	<b>\$44,787,000</b>
<b>MARIN COUNTY</b>				
<i>Specific projects TBD by Marin CMA</i>	TBD	\$6,667,000	\$707,000	\$7,374,000
CMA Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
<b>MARIN COUNTY</b>	<b>TOTAL:</b>	<b>\$9,340,000</b>	<b>\$707,000</b>	<b>\$10,047,000</b>
<b>NAPA COUNTY</b>				
<i>Specific projects TBD by Napa</i>	TBD	\$3,549,000	\$431,000	\$3,980,000
CMA Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
<b>NAPA COUNTY</b>	<b>TOTAL:</b>	<b>\$6,222,000</b>	<b>\$431,000</b>	<b>\$6,653,000</b>
<b>SAN FRANCISCO COUNTY</b>				
<i>Specific projects TBD by San Francisco CMA</i>	TBD	\$34,132,000	\$1,910,000	\$36,042,000
CMA Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
<b>SAN FRANCISCO COUNTY</b>	<b>TOTAL:</b>	<b>\$36,927,000</b>	<b>\$1,910,000</b>	<b>\$38,837,000</b>
<b>SAN MATEO COUNTY</b>				
<i>Specific projects TBD by San Mateo CMA</i>	TBD	\$21,582,000	\$1,991,000	\$23,573,000
CMA Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
<b>SAN MATEO COUNTY</b>	<b>TOTAL:</b>	<b>\$24,255,000</b>	<b>\$1,991,000</b>	<b>\$26,246,000</b>
<b>SANTA CLARA COUNTY</b>				
<i>Specific projects TBD by Santa Clara CMA</i>	TBD	\$78,688,000	\$4,350,000	\$83,038,000
CMA Planning Activities - Santa Clara	SCVTA	\$4,246,000	\$0	\$4,246,000
<b>SANTA CLARA COUNTY</b>	<b>TOTAL:</b>	<b>\$82,934,000</b>	<b>\$4,350,000</b>	<b>\$87,284,000</b>
<b>SOLANO COUNTY</b>				
<i>Specific projects TBD by Solano CMA</i>	TBD	\$14,987,000	\$1,141,000	\$16,128,000
CMA Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
<b>SOLANO COUNTY</b>	<b>TOTAL:</b>	<b>\$17,660,000</b>	<b>\$1,141,000</b>	<b>\$18,801,000</b>
<b>SONOMA COUNTY</b>				
<i>Specific projects TBD by Sonoma CMA</i>	TBD	\$19,544,000	\$1,396,000	\$20,940,000
CMA Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
<b>SONOMA COUNTY</b>	<b>TOTAL:</b>	<b>\$22,217,000</b>	<b>\$1,396,000</b>	<b>\$23,613,000</b>
<b>Cycle 2 Total</b>		<b>\$301,964,000</b>	<b>\$18,036,000</b>	<b>\$320,000,000</b>

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## ATTACHMENT C

**Local Streets and Roads Commitment from 2010 CMA Block Grant  
Strategic Plan**

	<i>Cycle 1</i>	<i>Cycle 2</i>	<i>Total</i>
Contra Costa County	\$2,121,000	\$882,000	\$3,003,000
Antioch	\$1,907,000	—	\$1,907,000
Brentwood	\$823,000	—	\$823,000
Clayton	—	\$285,000 *	\$285,000
Concord	\$2,147,000	—	\$2,147,000
Danville	—	\$690,000	\$690,000
El Cerrito	—	\$466,000 *	\$466,000
Hercules	—	\$519,000	\$519,000
Lafayette	—	\$432,000 *	\$432,000
Martinez	—	\$756,000	\$756,000
Moraga	—	\$524,000	\$524,000
Oakley	—	\$762,000	\$762,000
Orinda	—	\$408,000 *	\$408,000
Pinole	—	\$335,000 *	\$335,000
Pittsburg	\$848,000	—	\$848,000
Pleasant Hill	—	\$591,000	\$591,000
Richmond	—	\$2,545,000	\$2,545,000
San Pablo	—	\$336,000 *	\$336,000
San Ramon	\$825,000	—	\$825,000
Walnut Creek	\$1,856,000	—	\$1,856,000
	<b>\$10,527,000</b>	<b>\$9,531,000</b>	<b>\$20,058,000</b>

\* Funding commitment is less than the \$500,000 required by the OBAG program. The program, however, allows for smaller projects if the average of all projects exceeds \$500,000. The average LSR commitment in the CMA Block Grant Strategic Plan for Cycle 2 is \$680,786.

## ATTACHMENT D

### Status of California Housing and Community Development (HCD) Review of Housing Element Conformance

*As of 1 June 2012*

<i>Jurisdiction</i>	<i>Record Type</i>	<i>Date Received</i>	<i>Date Reviewed</i>	<i>Compliance Status</i>
ANTIOCH	ADOPTED	10/21/2010	12/9/2010	IN
BRENTWOOD	DRAFT	3/8/2012	5/7/2012	OUT
CLAYTON	ADOPTED	5/3/2010	7/15/2010	IN
CONCORD	ADOPTED	11/29/2010	1/5/2011	IN
CONTRA COSTA COUNTY	ADOPTED	12/14/2009	3/2/2010	IN
DANVILLE	ADOPTED	9/23/2010	12/21/2010	IN
EL CERRITO	ADOPTED	2/22/2012	3/6/2012	IN
HERCULES	DRAFT	9/16/2010	11/15/2010	OUT
LAFAYETTE	ADOPTED	5/26/2011	7/15/2011	IN
MARTINEZ	ADOPTED	3/28/2011	4/22/2011	IN
MORAGA	ADOPTED	2/16/2010	5/17/2010	IN
OAKLEY	ADOPTED	8/24/2009	9/24/2009	IN
ORINDA	DRAFT	10/4/2010	12/3/2010	OUT
PINOLE	ADOPTED	7/9/2010	8/2/2010	IN
PITTSBURG	ADOPTED	7/23/2010	9/1/2010	IN
PLEASANT HILL	ADOPTED	8/8/2011	10/5/2011	IN
RICHMOND	DRAFT	12/27/2010	2/25/2011	OUT
SAN PABLO	ADOPTED	6/14/2011	8/5/2011	IN
San Ramon	ADOPTED	1/12/2010	2/24/2010	IN
Walnut Creek	ADOPTED	12/24/2009	3/2/2010	IN

The definitions of terms used are:

- IN** local government adopted an element the Department found in compliance with State housing element law.
- OUT** either the local government adopted an element the Department found did not comply with State housing element law, or the local government has not yet submitted an adopted housing element pursuant to the statutory schedule.
- IN REVIEW** element is under review by the Department as of date of this report.
- DUE** means a housing element has not yet been submitted for the current planning period.

## Planning Committee **STAFF REPORT**

Meeting Date: September 5, 2012

<b>Subject</b>	<b>Launching the OneBayArea Grant (OBAG) Program and PDA Investment and Growth Strategy</b>
<b>Summary of Issues</b>	MTC has given Congestion Management Agencies (CMAs) the responsibility of allocating \$44.8 million in federal transportation funding through the OneBayArea Grant program, also known as OBAG. While it gives the CMAs considerable discretion in allocating this funding, the OBAG process outlined in MTC's Resolution 4035 also places a number of new requirements on both CMAs and local sponsors. Staff has developed a proposed approach and schedule for the OBAG process in Contra Costa.
<b>Recommendations</b>	Recommend approval of the proposed approach for the OBAG process and PDA Investment & Growth Strategy
<b>Financial Implications</b>	MTC estimates that about \$44,787,000 will be available to Contra Costa through the OBAG program through Fiscal Year 2015-16. In addition, MTC estimates that \$3,289,000 in CMAQ funds will be available through the Climate Initiatives program for Safe Routes to Schools programs.
<b>Options</b>	
<b>Attachments</b>	<ul style="list-style-type: none"> <li>A. Implementing the OneBayArea Grant Program</li> <li>B. Estimated Budget Required for New CMA Planning Responsibilities</li> <li>C. Local Streets and Roads Commitment from CMA Block Grant Strategic Plan (Cycle 1 &amp; 2)</li> <li>D. Status of California Housing and Community Development (HCD) Review of Housing Element Conformance</li> <li>E. Preliminary Draft Outline of PDA Investment and Growth Strategy</li> </ul>



Changes from  
Committee

**Background**

Through Resolution 4035, MTC established an approach for allocating expected federal funds for a series of regional and county programs. The resolution a considerable portion of these federal funds to the region’s Congestion Management Agencies (CMAs) through two programs: the OneBayArea Grant and a separate Safe Routes to School program. Altogether, Contra Costa will receive about \$48.1 million through the two programs as shown in the following table.

*OneBayArea Grant Program*

***Contra Costa Allocations (\$million)***

<i>Program</i>	<i>Amount</i>
OneBayArea Grant (OBAG)	\$44.8
Safe Routes to School (SR2S)	\$3.3
<b>Total</b>	<b>\$48.1</b>

Attachment A outlines a more detailed approach for allocating these funds that addresses the six issues on implementing the OBAG program in Contra Costa that the Authority previously:

1. How much funding should be set aside for CMA planning?
2. Should we keep the Cycle 1 commitments for local street maintenance?
3. How should we address the 70/30 PDA/non-PDA split?
4. How should the OBAG funding be allocated among the programs?
5. What is the process for preparing the PDA strategy?
6. How will we incorporate the required public outreach into the OBAG process?

## Attachment A

# Implementing the OneBayArea Grant Program

September 5, 2012

As in previous cycles of federal funding, MTC has given the Authority and other Congestion Management Agencies (CMAs) in the Bay Area the responsibility of allocating that funding for a variety of purposes. In May 2012, MTC adopted Resolution 4035 which lays out the process, schedule and requirements for allocating federal funds available through the STP, CMAQ and TE programs for Cycle 2. (Cycle 2 covers fiscal years 2012-13 through 2015-16.)

During this four-year period, MTC estimates that about \$795 million will be available to the region through these three programs. The majority of these funds will be allocated for various regional programs, including the Freeway Performance Initiative and the Transit Performance Initiative. A sizable portion, however, will be allocated through the CMAs: about \$320 million through the OneBayArea Grant (OBAG) program and another \$20 million through the Safe Routes to School (SR2S) program. The Contra Costa shares are shown in the following table:

### *OneBayArea Grant Program*

#### ***Contra Costa Allocations by Program and Funding Source (\$million)***

<i>Program</i>	<i>STP</i>	<i>CMAQ</i>	<i>TE</i>	<i>Amount</i>
OneBayArea Grant (OBAG)	\$17.0	\$25.4	\$2.4	\$44.8
Safe Routes to School (SR2S)	—	\$3.3	—	\$3.3
<b>Total</b>	<b>\$17.0</b>	<b>\$28.7</b>	<b>\$2.4</b>	<b>\$48.1</b>

## Funding Sources and Eligible Projects

*Surface Transportation Program (STP)* funds can be used for a variety of roadway and transit capital projects, including roadway construction, street preservation, bicycle and pedestrian projects, carpool and transit projects, safety improvements, and transportation enhancement projects. *Congestion Management Air Quality (CMAQ)* funds can only be used on projects that will contribute to attaining or maintaining national air quality

standards; bicycle and pedestrian facilities, traffic flow improvements that demonstrably reduce emissions and TDM activities are all eligible for CMAQ funds. (The SR2S component will use CMAQ funds. These funds cannot fund enforcement or planning for SR2S but can fund education and outreach, TDM, bicycle and pedestrian facilities, and carpool and vanpool programs.) *Transportation Enhancement* (TE) funds can be used for bicycle and pedestrian projects and safety and education activities as well as landscaping and preservation of historic transportation structures.

The following table lists the sources of the funds used in the OBAG program and the programs that they can be used to fund. OBAG funds can be applied to the six following programs:

1. CMA Planning
2. Local streets and roads preservation (LSRP)
3. Transportation for livable communities (TLC)
4. Bicycle and pedestrian improvements (BPI)
5. Additional Safe Routes to School (SR2S)
6. Additional Priority Conservation Areas (PCA)

**Fund Sources and Program Eligibility**

	<i>Amount (\$M)</i>	<i>CMA Planning</i>	<i>LSRP</i>	<i>TLC</i>	<i>BPI</i>	<i>SR2S</i>	<i>PCA</i>
STP	\$17.0	Yes	Yes	Yes	Yes	Yes	Yes
CMAQ	\$25.4	No	No	Yes	Yes	Yes	No
TE	\$2.4	No	No	Yes	Yes	Yes	No

**Proposed Approach to the OBAG Program**

The following outlines a proposed approach and schedule for implementing the OBAG program in Contra Costa. This approach covers both the OBAG program and the separate SR2S program.

**FUNDING FOR CMA PLANNING**

The proposed approach would set aside \$4.25 million of the OBAG funds to carry out the Authority’s responsibilities as a CMA. The Authority and other CMAs have, for

many years, received federal funds to carry out their CMA responsibilities. In Fiscal Year 2012-13, for example, the Authority will receive \$750,000 to carry out the seven tasks included in the Authority's CMA planning agreement with MTC. In Resolution 4035, MTC assumed that the Authority would continue to use the \$750,000 per fiscal year that it currently receives for this purpose. Over the four years covered by the OBAG program, MTC estimated that this amount would total, with inflation, \$3,036,000. The proposed OBAG approach would add \$1,214,000 for CMA planning activities. See Attachment B for estimated additional budget needed to fund the new CMA responsibilities in that agreement. Only STP funds can be used to fund the CMA activities.

Some of the tasks covered in the CMA planning agreement — such as monitoring project delivery, maintaining a travel model, and developing long-range transportation priorities — are a continuation of our earlier CMA responsibilities. Others, however, are new or significantly expanded. Staff has identified the following as tasks that will add to the Authority's work load:

- Developing and updating annually the PDA Strategy (Task 1)
- Ensuring local compliance with MTC's complete streets policy (Task 2)
- Developing new corridor studies and transportation plans (Task 5)
- Expanding public outreach and communication with stakeholders (Task 7)
- Establishing performance measures for the transportation system and specific projects (Task 7)

According to Resolution 4035, "CMA planning costs would partially count towards PDA targets (70% or 50%) in line with its PDA funding target." That is, for Contra Costa, 70 percent of the CMA planning costs would be counted towards the PDA share.

#### **CYCLE 1 COMMITMENTS FOR LOCAL STREET PRESERVATION**

The proposed approach will keep the \$9.5 million commitment to 14 jurisdictions for local street preservation that the Authority made in the Cycle 1 CMA Block Grant Strategic Plan. These commitments are shown in Attachment C.

After subtracting out the CMA planning share and these commitments, about \$31.1 million in OBAG funds would remain to allocate among the remaining four OBAG programs. As with the CMA planning activities, only STP funds can be used to fund the local street preservation projects. As noted above, Resolution 4035 allocates about \$17 million in STP funds to Contra Costa. After subtracting the \$4 million for CMA planning and the \$9.5 million commitment for local street preservation, about \$3.5 million in STP funds would be left. The remaining funds could be used to fund additional preservation projects or set aside for the TLC and Bicycle-Pedestrian Improvement programs.

Assuming that none of the projects funded with the \$9.5 million in local street preservation funds are in PDAs and \$1.2 million of CMA planning funds are counted as non-PDA, then only \$2.7 million of the remaining OBAG funds can be used to fund non-PDA projects. If some of the street preservation projects are in or serve PDAs, then additional OBAG funds could be used for projects that do not directly serve PDAs.

Some of the jurisdictions slated to receive local street preservation funds, however, do not currently have an HCD-certified housing element. (The status of HCD certification of local housing elements is shown in Attachment D.) If they do not receive that certification by January 31, 2013 — or get a time extension — they will be ineligible for this (or other) OBAG funding. Staff recommends that any of these committed funds that jurisdictions can't use be programmed through the other OBAG programs, possibly including the local street preservation program.

#### **ALLOCATING THE REMAINING OBAG FUNDING**

After allocating \$4.2 million for CMA planning and keeping the previous \$9.5 million commitment for local streets and roads preservation, \$31.1 million will remain to fund other projects. Of these remaining funds, about \$3.5 million will come from the STP program and can be used for the other OBAG programs including local street preservation and additional Safe Routes to School projects. The other \$27.8 million, which is made up of CMAQ and TE funds, can be used only for TLC, bicycle-pedestrian improvements, and Safe Routes to School projects.

Staff is proposing that the remaining \$31.3 million be set aside for the TLC and Bicycle and Pedestrian Improvements program. Under this proposal, the Authority would release a single call for projects for both programs and, using a single set of criteria, identify projects for funding. Projects would be assigned to one or the other program depend-

ing on which program the selected project best "fits". Since the almost types of bicycle or pedestrian project could be funded through the TLC program, it is likely that we could fund all of the projects selected through that single program.

City of Concord staff, however, has asked that the Authority allow agencies to apply for additional funds for local street preservation projects. (Only the remaining \$3.5 million in STP funds could be used for this purpose.) While Authority staff recognizes the continuing need for additional street preservation funds, we do not recommend using the remaining OBAG funds for that purpose.

#### **HOW SHOULD WE ADDRESS THE 70/30 PDA/NON-PDA SPLIT?**

The OBAG program requires CMAs to allocate 70 percent of the OBAG funds to projects that are in or provide "proximate access" to PDAs. Staff proposes that the PDA and OBAG Strategy establish a general direction for defining "proximate access". The intent of the "proximate access" concept is to fund projects that demonstrably support or enable the development of designated PDAs with the 70 percent of OBAG funds dedicated for that purpose.

All applicants for OBAG funding would be asked to note whether their project was either in a PDA or would provide "proximate access" to one. If so, the applicant would be required to outline how the project would serve that purpose and support or enable the development of designated PDAs.

#### **PREPARING THE PDA STRATEGY AND ALLOCATING OBAG AND SR2S FUNDS**

Resolution 4035 requires each CMA to prepare a PDA Investment and Growth Strategy intended to achieve three objectives:

7. **Establish a continuing engagement process** that involves both local and regional staff and the general community in the process of selecting projects, participating with local agencies in planning PDAs, and working with regional staff to develop a protocol for addressing air quality impacts in PDAs
8. **Monitor local plans affecting PDAs** to a) quantify capital improvement needs in PDAs and b) assess the progress of local jurisdictions in implementing their

housing element objectives and in establishing housing policies that encourage affordable housing production and/or community stabilization. Updates to the PDA Strategy must also, "where appropriate", help local jurisdictions revise their policies to better facilitate achieving these housing goals.

9. **Establish project priorities** for selecting projects that best support and facilitate the development of PDAs within the county.

Staff proposes an eight-step process for developing the PDA Strategy:

1. **Survey on Transportation.** Survey agency sponsors, community-based organizations (CBOs) and the public on potential projects that would support development in and address transportation facility needs within PDAs as well as throughout Contra Costa. Hold public workshops, one in each of the four subregions, to solicit project ideas and concerns with transportation and mobility in Contra Costa. (This step would part of a more general survey of potential transportation projects for the Countywide Transportation Plan (CTP) and Congestion Management Program (CMP) as well as the PDA Strategy.)
2. **Survey on Housing Policy in PDAs.** Survey local jurisdictions to gather information on their housing policies and achieve of adopted housing goals. (This step would be done concurrently with the project survey in step 1.)
3. **Report on Findings.** Prepare a report summarizing the findings of the surveys. The survey would be presented to the Authority and serve as the basis of discussions in step 4.
4. **Prepare Draft PDA and OBAG Strategy.** Meet with a working group of local staff and CBOs to evaluate the survey results and develop a draft PDA Strategy. The strategy will:
  - a. List designated PDAs in Contra Costa, and describe current housing policies and transportation and other infrastructure needs within each
  - b. Identify proposed policies and actions to support the development of the designated PDAs. These policies could also support local efforts to designate other areas for higher-density, transit-supportive development.

- c. Establish the priorities for funding and the criteria for selecting projects for funding through the OBAG process, including both projects in or providing "proximate access" to PDAs and other projects that support and help implement the objectives of the OBAG process.
5. **Review and Adopt PDA and OBAG Strategy.** Present the PDA Strategy to the Authority for review and adoption.
6. **Release Call for Projects.** Release a call for projects for the OBAG funds, both those funded with PDA and non-PDA shares. The call would have two components.
  - a. In the first, the Authority would ask jurisdictions receiving LSRP funds for the detailed projects they propose to fund with the funds allocated to them in the Authority's Cycle 1 commitment.
  - b. In the second, the Authority would ask agencies for detailed proposals for projects to be funded with the remaining OBAG funds, both those funded through the PDA and those funded through the non-PDA shares.
7. **Review Project Applications.** A review committee made up of members from the TCC and CBPAC would review project application submitted in response to the call for projects. As required by MTC, the CBPAC would also review each of the complete streets checklists submitted as part of the project applications. The review committee will recommend the program of projects to be funded through the OBAG program.
8. **Approve Program of Projects.** The TCC and Planning Committee will review the recommendation of the OBAG review committee and

By May 1, 2013, the Authority must submit its PDA Growth & Investment Strategy to MTC. A preliminary draft outline of the PDA and OBAG Strategy is contained in Attachment E.



## PUBLIC OUTREACH

### MTC Requirements

In Resolution 4035, MTC notes that it is “committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement.” Under the resolution, the Authority must reach out to stakeholders and the public throughout Contra Costa to solicit project ideas. This outreach must include local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and other stakeholders and must provide underserved communities (as defined in Title VI of the Civil Rights Act of 1964) access to the project submittal process. Finally, the Authority must document the outreach effort undertaken for the local call for projects.

The public involvement requirements focus considerable attention on the call for projects process. In that process, the Authority and other CMAs must let stakeholders know and when they can be involved in the process of identifying projects for funding through the OBAG program. More specifically, CMAs must:

- Hold public meetings and/or workshops at times which are conducive to public participation
- Post notices of public meetings and hearing(s) on their agency website and include information on how to request language translation for individuals with limited English proficiency
- Hold public meetings in central locations that are accessible for people with disabilities and by public transit
- Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting

The resolution also requires that the Authority’s definition and application of the term “proximate access” be subject to public review when it acts on OBAG programming decisions.

### **Proposed Approach to Public Outreach**

The stages in the proposed approach outlined above can be summarized as:

1. Identify needed improvements to support PDAs and mobility in Contra Costa more generally
2. Develop and adopt the PDA Strategy and approach to OBAG and SR2S funding
3. Release a call for projects
4. Review applications received
5. Recommend how to program the OBAG and SR2S funds

Each of the stages will provide opportunities for local agencies, community-based organizations, and the public to review and comment on the development of the PDA and OBAG Strategy and the programmed of OBAG and SR2S funds. Wherever possible, staff proposes to link the OBAG outreach efforts to the initial outreach efforts for the 2014 Countywide Transportation Plan.

#### *Overall*

To ensure a common understanding of the process, the Authority will establish a web page or pages for the OBAG/PDA process. These pages will provide information on the steps in and schedule for the process and how members of the public, local agencies and other stakeholders can be involved in and contribute to it. (If warranted, the pages could be translated into Spanish and may be translated into other languages to help reach out to other groups in Contra Costa.)

#### *General Public*

As part of online outreach, the Authority would establish an online tool (e.g., MindMixer, Engaging Plans, Gravicus) to both “push” information about the process and “pull” comments and suggestions on transportation needs and projects and programs needed to address them. Through this tool, members of the public would be asked to respond to the different issues being addressed at the different stages of the process. For example, in the first stage, the questions would focus on what people’s overall vision for the future in Contra Costa and how the transportation system can support it as well as on specific projects and programs that are needed to address both short- and longer-term needs.

At the points in the process when the Authority is scheduled to make decisions, particularly when approving the PDA and OBAG Strategy and the programming of OBAG and SR2S funds, the online outreach would outline the questions the Authority will be addressing and ask the public how they would suggest resolving them.

We would also hold public workshops, one in each of the four subregions, during fall 2012 to discuss the long-term vision for Contra Costa and its transportation system and the shorter-term transportation needs. (These workshops would be held in conjunction with the kickoff of 2014 CTP. Additional workshops would be held during later stages in the CTP update.)

#### *Community-Based Organizations and Other Stakeholders*

To involve community-based organizations (CBOs) and other stakeholders, staff proposes holding a kick-off meeting with representatives of these groups to hear their concerns. (As with the public workshops, this meeting would also cover the 2014 CTP.) The Authority could also conduct one-on-one conversations with selected representatives of these groups.

Staff proposes establishing an OBAG/PDA working group to help us develop the PDA and OBAG Strategy. The working group, which would be made up of stakeholders and local staff, would review the information collected on the PDAs in Contra Costa and the input from the public, stakeholders and local agencies on short- and long-term needs, and develop the policies, priorities and criteria for the selecting the projects to be funded through the OBAG program. The working group could also review the project applications received.

#### *RTPCs*

As with previous processes, the Authority would rely on the RTPCs to help us inform local agencies of the OBAG and PDA processes, to provide a forum for discussing the issues raised during those processes, and to suggest approaches and projects that would work best within their areas. We would ask them specifically to review the information collected about the PDAs and recommend projects and programs to address infrastructure needs in the PDAs — and Contra Costa, more generally — that the OBAG program could fund.

*Local Agencies*

Staff proposes to begin the process by asking local agencies to identify projects they are interested in pursuing, either through the OBAG process or other funding sources. The information collected would be used to update the Authority's Comprehensive Transportation Project List (CTPL). The updated CTPL would be used not only in the OBAG process, but also in the 2013 CMP, the SR2S needs assessment, and the 2014 CTP.

Local staff would also be asked serve on the OBAG/PDA working group.

The OBAG web pages would also be used to inform local agencies and request input from them.

**Schedule**


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September 2012	Approve approach, begin survey of PDAs and project needs
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Establish OBAG/PDA working group

Establish OBAG web pages

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November	Hold public workshops
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December	Authority reviews survey of PDA needs and issues
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January 2013	Prepare draft PDA and OBAG Strategy
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February	Adopt PDA and OBAG Strategy
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Release call for projects

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April-May	Review applications received
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June	Approve programming of OBAG and SR2S funds
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## Attachment B

### Estimated Budget Required for New CMA Planning Responsibilities

Staff estimates that the Authority would need to augment the \$3.036 million now assumed for CMA planning activities by \$1.164 million to fund the new CMA responsibilities. The following table lists the new CMA tasks, the activities that the Authority would undertake to fulfill them, and the estimated budget range needed to fund them.

<i>New CMA Task</i>	<i>Year 1 Activities</i>	<i>Subsequent Year Activities</i>	<i>Low</i>	<i>High</i>
Develop and annually update the PDA Strategy <sup>1</sup>	Reconnaissance and review of policies, zoning, housing numbers, housing elements for each PDA; overall assessment	Review how policies match up with regional housing and Sustainable Communities Strategy targets, recommend adjustments	\$450,000	\$600,000
Ensure local compliance with MTC's complete streets policy <sup>2</sup>	Review local policies and/or resolutions of adoption against MTC standards	Review general plans and other policies and program in greater detail. Provide model policies, examples, other technical assistance	\$70,000	\$100,000
Develop new corridor studies and transportation plans	None	Conduct two to three plans or studies to address issues identified in the Countywide Transportation Plan and PDA Strategy	\$300,000	\$500,000
Expand public outreach and communication with stakeholders <sup>3</sup>	Set up interactive website, create content, periodic workshops	Continue workshops, targeted discussions on web application, analysis of input collected	\$60,000	\$70,000
Establish performance measures for the transportation system and specific projects	Collect OBAG targets for PDAs	Set measures in light of information gathered for PDA strategy. Consider measures that vary by PDA type	\$30,000	\$50,000
<b>TOTAL</b>			<b>\$910,000</b>	<b>\$1,320,000</b>

1 \$15-\$20K of effort X 30 PDAs

2 \$3.5-\$5K of effort X 20 jurisdictions

3 Mindmixer costs \$6,000 per year at basic level; \$10.5K at higher level.

## ATTACHMENT C

## Local Streets and Roads Commitment from 2010 CMA Block Grant Strategic Plan

	<i>Cycle 1</i>	<i>Cycle 2</i>	<i>Total</i>
Contra Costa County	\$2,121,000	\$882,000	\$3,003,000
Antioch	\$1,907,000	—	\$1,907,000
Brentwood *	\$823,000	—	\$823,000
Clayton	—	\$285,000 **	\$285,000
Concord	\$2,147,000	—	\$2,147,000
Danville	—	\$690,000	\$690,000
El Cerrito	—	\$466,000 **	\$466,000
Hercules *	—	\$519,000	\$519,000
Lafayette	—	\$432,000 **	\$432,000
Martinez	—	\$756,000	\$756,000
Moraga	—	\$524,000	\$524,000
Oakley	—	\$762,000	\$762,000
Orinda *	—	\$408,000 **	\$408,000
Pinole	—	\$335,000 **	\$335,000
Pittsburg	\$848,000	—	\$848,000
Pleasant Hill	—	\$591,000	\$591,000
Richmond *	—	\$2,545,000	\$2,545,000
San Pablo	—	\$336,000 **	\$336,000
San Ramon	\$825,000	—	\$825,000
Walnut Creek	\$1,856,000	—	\$1,856,000
	<b>\$10,527,000</b>	<b>\$9,531,000</b>	<b>\$20,058,000</b>

\* Jurisdictions without an HCD-certified housing element as of 1 June 2012. Jurisdictions must get HCD certification by 31 January 2013 to be eligible for OBAG funds.

\*\* Funding commitment is less than the \$500,000 required by the OBAG program. The program, however, allows for smaller projects if the average of all projects exceeds \$500,000. The average LSR commitment in the CMA Block Grant Strategic Plan for Cycle 2 is \$680,786.

## ATTACHMENT D

### Status of California Housing and Community Development (HCD) Review of Housing Element Conformance

*As of 1 June 2012*

<i>Jurisdiction</i>	<i>Record Type</i>	<i>Date Received</i>	<i>Date Reviewed</i>	<i>Compliance Status</i>
ANTIOCH	ADOPTED	10/21/2010	12/9/2010	IN
BRENTWOOD	DRAFT	3/8/2012	5/7/2012	OUT
CLAYTON	ADOPTED	5/3/2010	7/15/2010	IN
CONCORD	ADOPTED	11/29/2010	1/5/2011	IN
CONTRA COSTA COUNTY	ADOPTED	12/14/2009	3/2/2010	IN
DANVILLE	ADOPTED	9/23/2010	12/21/2010	IN
EL CERRITO	ADOPTED	2/22/2012	3/6/2012	IN
HERCULES	DRAFT	9/16/2010	11/15/2010	OUT
LAFAYETTE	ADOPTED	5/26/2011	7/15/2011	IN
MARTINEZ	ADOPTED	3/28/2011	4/22/2011	IN
MORAGA	ADOPTED	2/16/2010	5/17/2010	IN
OAKLEY	ADOPTED	8/24/2009	9/24/2009	IN
ORINDA	DRAFT	10/4/2010	12/3/2010	OUT
PINOLE	ADOPTED	7/9/2010	8/2/2010	IN
PITTSBURG	ADOPTED	7/23/2010	9/1/2010	IN
PLEASANT HILL	ADOPTED	8/8/2011	10/5/2011	IN
RICHMOND	DRAFT	12/27/2010	2/25/2011	OUT
SAN PABLO	ADOPTED	6/14/2011	8/5/2011	IN
San Ramon	ADOPTED	1/12/2010	2/24/2010	IN
Walnut Creek	ADOPTED	12/24/2009	3/2/2010	IN

The definitions of terms used are:

- IN** local government adopted an element the Department found in compliance with State housing element law.
- OUT** either the local government adopted an element the Department found did not comply with State housing element law, or the local government has not yet submitted an adopted housing element pursuant to the statutory schedule.
- IN REVIEW** element is under review by the Department as of date of this report.
- DUE** means a housing element has not yet been submitted for the current planning period.

## Attachment E

# Preliminary Draft Outline

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## Contra Costa PDA Investment and Growth Strategy

1. Introduction
  - a. Purpose of the PDA Investment and Growth Strategy
  - b. Role in OBAG program
  - c. Engagement process
  - d. Next steps
  
2. The FOCUS Program and Priority Development Areas (PDAs)
  - a. History of the FOCUS Program and role of PDAs in it
    - i. What is a PDA?
    - ii. PDA place types
  - b. Role of PDAs in the SCS process and Plan Bay Area
  - c. Issues with supporting development of the PDAs
    - i. Market
    - ii. Local policies
    - iii. Infrastructure needs
  
3. PDAs in Contra Costa
  - a. List the 30 PDAs in Contra Costa
    - i. Summary table listing PDA name, jurisdiction, place type, plan status, amount and types of housing, number (and type?) of jobs, acres, brief qualitative descriptions (full PDA inventory with complete detail in Appendix)
  - b. Housing policies in PDAs: Overview of what housing policies are in effect in PDAs (full inventory of policies in Appendix)
  - c. Transportation projects in PDAs
    - i. Existing transportation assets in PDAs: e.g. how many roadways, transit assets, bike and pedestrian infrastructure
    - ii. Quantify countywide totals and details about individual PDAs
    - iii. List of future transportation projects and costs by PDA
    - iv. Funding sources and what's funded



#### 4. PDA Strategy

- a. Policies
- b. Priorities
- c. Criteria
  - i. MTC criteria
  - ii. Readiness
    - 1. Readiness of PDA for development
    - 2. Readiness of projects for construction
- d. Updating the strategy
  - i. Schedule
  - ii. Scope
  - iii. Engagement process

