



TO: Policy Advisory Council

DATE: April 4, 2012

FR: Alix Bockelman, Director Programming and Allocations

RE: Update on Proposed OneBayArea Grant — Cycle 2 STP/CMAQ Funding

Background

Staff presented the initial OneBayArea Grant (OBAG) proposal to the MTC Planning Committee / ABAG Administrative Committee on July 8, 2011. At that meeting, the committee directed that staff release the proposal for public review. On January 13, 2012 staff recommended revisions to the OBAG proposal to the Joint Committee addressing comment letters and other concerns expressed by stakeholders, transportation agencies and local jurisdictions at various meetings (Bay Area Partnership working groups; Policy Advisory Council; ABAG Executive Board; ABAG Planning Committee; Regional Advisory Working Group, Regional Bicycle Working Group; and Plan Bay Area workshops). Committee memoranda and comment letters received to date can be viewed on the MTC website at <http://www.mtc.ca.gov/funding/onebayarea/>.

Additional OBAG Policy Program Revisions

At their January meeting, the Joint Planning / ABAG Administrative Committee members were generally supportive of the staff recommended revisions to the OBAG grant program and requested more clarity and adjustments which are outlined below as additional staff recommended revisions. Staff is also recommending to add one year to the OBAG funding cycle to address regional delivery, as described in item #1 below.

1. Add a Fourth Year of Funding to Cycle 2: Project sponsors and MTC staff are experiencing delivery challenges because of insufficient lead time for projects to go through the federal aid process. Sponsors need a minimum of 36 months, and ideally 48 months from the time of program adoption to proceed through the federal-aid process and deliver the projects especially for less traditional projects such as the Climate Initiatives and Safe Routes to School (SR2S) projects.

Recommended Revision: To ensure the region does not lose federal funds due to extended delivery timelines, staff is recommending adding a fourth year of funding to Cycle 2 / OBAG funding which allows the region to better manage the use of federal funds. This adds approximately \$70 million in funding that would go to CMAs for project selection. Funding to the regional programs also increases proportionately. Attachment 1 lays out the proposed new funding levels.

2. Increase Priority Development Area Flexibility: Staff had recommended that a project outside of a priority development area (PDA) count towards the required PDA minimum expenditure if it directly connects to or provides proximate access to a PDA. Further definition was requested.

Recommended revision: Rather than establishing a regional definition of “proximate access”, staff recommends that the CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA. CMAs would need 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 threshold requirements. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle. MTC staff has prepared illustrative examples of projects that may count toward the PDA minimum based on direct connection or proximate access (see Attachment 2).

3. North Bay Priority Conservation Areas Pilot Program: There were requests to allow other counties to participate in the pilot outside of the four North Bay counties and an extensive discussion about which priority conservation area components (i.e. farm to market transportation projects versus open space acquisition / access) should be eligible given the limited funds in this program.

Recommended revision: Implement this program as a regionally competitive program with first priority going 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. Funding leveraged by MTC and ABAG beyond the \$5 million program (not including sponsor-provided match) could grow the program budget and open up consideration of projects outside of the North Bay counties. 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 Marin to involve tribes in PCA planning and project delivery.

4. Affordable Housing Production and Preservation: Concerns were expressed that the proposed OBAG fund distribution at the county level does not explicitly recognize an individual jurisdiction's performance in producing affordable housing. Further, MTC was asked to consider specific requirements for local jurisdictions to adopt policies to encourage affordable housing production and preservation.

Recommended revision: MTC will expect CMAs to distribute funds at the county level in a way that balances a variety of objectives, including low-income housing production. The following three measures are intended to support CMA decisions related to low-income housing production and protection of affordable housing.

a) In order to facilitate a discussion among the constituent jurisdictions within a county as part of the project selection process, MTC is publishing data for each county, showing each jurisdiction's contribution to the county's fund distribution based on a formula which includes low-income housing factors (See Attachment 3). For future cycles, staff recommends that housing production data be revised to incorporate the most up-to-date jurisdiction information.

b) CMAs would be required to develop and approve a PDA Growth Strategy that addresses affordable housing strategies (see Attachment 4). The PDA Growth Strategy will be due to MTC and ABAG by October 2012. By that date, CMAs will have completed an inventory of affordable housing policies currently enacted by each local jurisdiction. By October 2013, CMAs would work with their respective jurisdictions to formulate affordable housing strategies and identify which, if any, policies/ordinances are recommended to promote and preserve affordable housing in PDAs. To support the CMAs and local

jurisdictions in these efforts, MTC and ABAG will coordinate with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011. Based on this information and recommendations in the PDA growth strategy, MTC would consider linking the release of future cycle funding (subsequent to FY 2015-16) on local progress to enact locally developed affordable housing policies. MTC expects the share of funding attributable to affordable housing production to increase in future cycles.

c) MTC and ABAG's PDA Planning Grant Program will place an emphasis on affordable housing production, and preservation in funding agreements with grantees.

5. Performance and Accountability: Staff had recommended streamlining the performance and accountability requirements in recognition of the considerable lead time required to implement these requirements as a condition for receiving OBAG funds. The two requirements due by July 1, 2013 are the Complete Streets Act of 2008 compliant general plan circulation element and a 2007-14 RHNA compliant general plan housing element approved by the California Department of Housing and Community Development (HCD). Some of the committee members reported that the time and resources involved for a general plan amendment made the Complete Streets Act deadline in many cases impractical; and others believed that HCD approval process in some cases can be very unpredictable.

Recommended revision: The following provides additional flexibility to jurisdictions to meet these requirements:

a) 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 ordinance no later than October 1, 2012. A jurisdiction can also meet this requirement by already having a general plan that complies with the Complete Streets Act of 2008 or by its adoption by the October 1, 2012 deadline. Staff will provide minimum requirements based on best practices for the ordinances.

b) A jurisdiction is required to have its general plan housing element adopted and approved by HCD for 2007-14 RHNA prior to July 1, 2013. If a jurisdiction submits its housing element to HCD on a timely basis but is facing obstacles in the HCD review process, a waiver may be given by the Joint MTC Planning/ABAG Administrative Committee based on a consideration of the circumstances involved.

6. Lessons Learned: 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; and
- 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 in November or December 2012.

7. Safe Routes to School Regional Program: The committee discussed whether the funding for the MTC Safe Routes to School Program (SR2S) should be increased from \$10 million to \$17 million. In Cycle 1, \$15 million was made available to the counties by formula for a three-year period and \$2 million was directed to a regionally competitive Creative Grant Program.

Recommended revision: Staff recommends that the Regional Safe Routes to School Program be funded at \$5 million annually for the four-year period consistent with Cycle 1 but that the regionally competitive program be discontinued. In addition CMAs may choose to provide additional funds to the SR2S program through county OBAG investments.

8. Pavement Technical Assistance Program: The Local Streets and Roads Working Group requested additional funding to continue to carry out the Pavement Technical Assistance Program (PTAP).

Recommended revision: Staff recommends increasing the PTAP program funding level by \$4 million to a revised total of \$7 million. This funding level allows for the reinspection of the majority of each jurisdiction's local street and road network every other year which will result in updated asset management data needed to complete regional condition summaries and needs analyses for planning and programming purposes. In response to Tribal Consultation for Plan Bay Area, staff recommends that PTAP also be made available to assist tribes in conducting road condition inventories on tribal lands within the Bay Area.

Next Steps

The staff proposal has relied to date, on the current 2007-14 Regional Housing Needs Allocations (RHNA) for the proposed OBAG fund distribution. We intend to use the new RHNA 2014-2022 that will be available in May. Staff will revise the county level funding distribution, as appropriate, based on the new RHNA figures. In July, ABAG will finish its consideration of new PDA designation applications, and MTC staff will provide final PDA definitions and maps at that time.

After further discussions with stakeholders and working group committees, staff will prepare Final Cycle 2/OBAG Programming Policies for presentation to the Joint MTC Planning Committee/ABAG Administrative Committee in May and referral to the Commission for final approval. If approved, staff will start working on OBAG Program implementation in June.

Attachment 1

OneBayArea

Proposal

New Act Cycle 2 Program

April 2012

Cycle 2 Funding Commitments

| Program Categories (millions \$ - rounded) | | 4-Year Total | January 2012 Proposal * | Augmentation | 4-Year Total |
|---|--|--------------|-------------------------|--------------|--------------|
| Regional Program | | | | | |
| 1 | Regional Planning Activities | \$7 | \$5 | \$2 | \$7 |
| 2 | Regional Operations | \$105 | \$74 | \$31 | \$105 |
| 3 | Freeway Performance Initiative (FPI) | \$96 | \$66 | \$31 | \$96 |
| 4 | Pavement Technical Assistance Program (PTAP) | \$7 | \$3 | \$4 | \$7 |
| 5 | Priority Development Area (PDA) Plans | \$30 | \$25 | \$5 | \$30 |
| 6 | Climate Initiatives | \$20 | \$10 | \$10 | \$20 |
| 7 | Safe Routes To School (SR2S) | \$20 | \$10 | \$10 | \$20 |
| 8 | Transit Capital Rehabilitation | \$150 | \$125 | \$25 | \$150 |
| 9 | Transit Performance Initiative (TPI) | \$30 | \$30 | | \$30 |
| 10 | Priority Conservation Area (PCA) | \$5 | \$5 | | \$5 |
| Regional Program Total: ** | | \$470 | \$353 | \$117 | \$470 |
| | | | | | 60% |

* Without Lifeline and transit payback which have been advanced and funded in Cycle 1

| County Program | | 4-Year Total | January 2012 Proposal | Augmentation | 4-Year Total |
|----------------------------------|---------------|--------------|-----------------------|--------------|--------------|
| One Bay Area Grant (OBAG) | | | | | |
| 1 | Alameda | \$61 | | | |
| 2 | Contra Costa | \$46 | | | |
| 3 | Marin | \$10 | | | |
| 4 | Napa | \$7 | | | |
| 5 | San Francisco | \$38 | | | |
| 6 | San Mateo | \$25 | | | |
| 7 | Santa Clara | \$84 | | | |
| 8 | Solano | \$20 | | | |
| 9 | Sonoma | \$24 | | | |
| OBAG Total: ** | | \$320 | \$250 | \$70 | \$320 |
| | | | | | 40% |

| | | | | |
|--------------------------------|--------------|--------------|--------------|--------------|
| Cycle 2 Total Total: ** | \$790 | \$604 | \$186 | \$790 |
|--------------------------------|--------------|--------------|--------------|--------------|

** Amounts may not total due to rounding

Attachment 2: Examples of Projects That Provide Proximate Access to a Priority Development Area

For illustration purposes, below are examples of projects outside of PDAs which may count towards OBAG minimum expenditures in PDAs, by providing proximate access to a PDA. The intention of these examples is to provide general guidance to CMAs in their discussions with their board, stakeholders, and the public about how to apply this definition.

| Project Type | Eligible Examples |
|-------------------------------------|--|
| Road Rehabilitation Program | <ul style="list-style-type: none"> • A continuous street rehabilitation project that directly connects to a PDA. A road project in the geographic vicinity of a PDA which leads to a PDA. (Ygnacio Valley Road within Walnut Creek both inside and outside of the PDA) |
| Bicycle / Pedestrian Program | <ul style="list-style-type: none"> • A bicycle lane / facility that is integral to a planned bicycle network (i.e. gap closures) that leads to a PDA (Alto Tunnel in Mill Valley). • A bicycle / pedestrian project that directly connects to a PDA; or in the geographic vicinity of a PDA that leads to a PDA. (Entire Embarcadero Rd Bicycle Lanes alignment in the City of Palo Alto which crosses over the El Camino Real PDA. Georgia Street Corridor Bicycle Improvements in Vallejo, small portion in PDA) |
| Safe Routes to Schools | <ul style="list-style-type: none"> • A project outside of a PDA that encourages students that reside in a PDA to walk, bike, or carpool to school. (District wide outreach and safety programs) |
| County TLC Program | <ul style="list-style-type: none"> • For enhancement / streetscape elements, the following projects may be supportive of PDAs although outside of their limits: <ul style="list-style-type: none"> ○ PDA corridor gap closure (El Camino Real segments between PDAs in Sunnyvale and Santa Clara) ○ PDA connection to a nearby significant transit node (North Berkeley BART station to University Avenue PDA) |

Attachment 3: OBAG Formula Factors and Distribution Within County
April 2012

| County | Population | | 2007-2011 RHNA | | | | 1999-2006 Housing Production | | | |
|------------------------------------|------------------|--------------------|-----------------------------|--------------------|---------------|--------------------|------------------------------|--------------------|----------------------|--------------------|
| | 2010 Population | Intra-County Share | Very Low + Low Income Units | Intra-County Share | Total Units | Intra-County Share | Very Low + Low Units | Intra-County Share | Total Units (capped) | Intra-County Share |
| ALAMEDA COUNTY | | | | | | | | | | |
| Alameda | 73,812 | 4.9% | 811 | 4.6% | 2,046 | 4.6% | 336 | 6.7% | 952 | 3.0% |
| Albany | 18,539 | 1.2% | 107 | 0.6% | 276 | 0.6% | 15 | 0.3% | 160 | 0.5% |
| Berkeley | 112,580 | 7.5% | 752 | 4.3% | 2,431 | 5.4% | 496 | 9.9% | 1,269 | 4.0% |
| Dublin | 46,036 | 3.0% | 1,753 | 9.9% | 3,330 | 7.4% | 506 | 10.1% | 3,832 | 12.2% |
| Emeryville | 10,080 | 0.7% | 360 | 2.0% | 1,137 | 2.5% | 187 | 3.7% | 777 | 2.5% |
| Fremont | 214,089 | 14.2% | 2,235 | 12.7% | 4,380 | 9.7% | 503 | 10.0% | 2,971 | 9.5% |
| Hayward | 144,186 | 9.5% | 1,251 | 7.1% | 3,393 | 7.6% | 57 | 1.1% | 2,602 | 8.3% |
| Livermore | 80,968 | 5.4% | 1,698 | 9.6% | 3,394 | 7.6% | 461 | 9.2% | 3,746 | 11.9% |
| Newark | 42,573 | 2.8% | 417 | 2.4% | 863 | 1.9% | 0 | 0.0% | 314 | 1.0% |
| Oakland | 390,724 | 25.9% | 3,998 | 22.7% | 14,629 | 32.6% | 1,300 | 25.8% | 7,733 | 24.7% |
| Piedmont | 10,667 | 0.7% | 23 | 0.1% | 40 | 0.1% | 0 | 0.0% | 9 | 0.0% |
| Pleasanton | 70,285 | 4.7% | 1,804 | 10.2% | 3,277 | 7.3% | 530 | 10.5% | 2,391 | 7.6% |
| San Leandro | 84,950 | 5.6% | 596 | 3.4% | 1,630 | 3.6% | 108 | 2.1% | 870 | 2.8% |
| Union City | 69,516 | 4.6% | 952 | 5.4% | 1,944 | 4.3% | 232 | 4.6% | 1,852 | 5.9% |
| Alameda County Unincorporated | 141,266 | 9.4% | 876 | 5.0% | 2,167 | 4.8% | 303 | 6.0% | 1,878 | 6.0% |
| ALAMEDA TOTAL: | 1,510,271 | 100.0% | 17,633 | 100.0% | 44,937 | 100.0% | 5,034 | 100.0% | 31,356 | 100.0% |
| CONTRA COSTA COUNTY | | | | | | | | | | |
| Antioch | 102,372 | 9.8% | 855 | 7.9% | 2,282 | 8.4% | 838 | 13.2% | 4,459 | 13.8% |
| Brentwood | 51,481 | 4.9% | 1,152 | 10.6% | 2,705 | 10.0% | 614 | 9.7% | 4,073 | 12.6% |
| Clayton | 10,897 | 1.0% | 84 | 0.8% | 151 | 0.6% | 84 | 1.3% | 219 | 0.7% |
| Concord | 122,067 | 11.6% | 1,065 | 9.8% | 3,043 | 11.2% | 286 | 4.5% | 2,319 | 7.2% |
| Danville | 42,039 | 4.0% | 326 | 3.0% | 583 | 2.2% | 141 | 2.2% | 721 | 2.2% |
| El Cerrito | 23,549 | 2.2% | 152 | 1.4% | 431 | 1.6% | 5 | 0.1% | 185 | 0.6% |
| Hercules | 24,060 | 2.3% | 217 | 2.0% | 453 | 1.7% | 164 | 2.6% | 792 | 2.5% |
| Lafayette | 23,893 | 2.3% | 190 | 1.8% | 361 | 1.3% | 17 | 0.3% | 194 | 0.6% |
| Martinez | 35,824 | 3.4% | 427 | 3.9% | 1,060 | 3.9% | 0 | 0.0% | 424 | 1.3% |
| Moraga | 16,016 | 1.5% | 120 | 1.1% | 234 | 0.9% | 21 | 0.3% | 86 | 0.3% |
| Oakley | 35,432 | 3.4% | 339 | 3.1% | 775 | 2.9% | 461 | 7.3% | 1,208 | 3.7% |
| Orinda | 17,643 | 1.7% | 118 | 1.1% | 218 | 0.8% | 0 | 0.0% | 157 | 0.5% |
| Pinole | 18,390 | 1.8% | 132 | 1.2% | 323 | 1.2% | 40 | 0.6% | 172 | 0.5% |
| Pittsburg | 63,264 | 6.0% | 545 | 5.0% | 1,772 | 6.5% | 628 | 9.9% | 2,513 | 7.8% |
| Pleasant Hill | 33,152 | 3.2% | 265 | 2.4% | 628 | 2.3% | 164 | 2.6% | 714 | 2.2% |
| Richmond | 103,701 | 9.9% | 730 | 6.7% | 2,826 | 10.4% | 1,293 | 20.4% | 2,229 | 6.9% |
| San Pablo | 29,139 | 2.8% | 60 | 0.6% | 298 | 1.1% | 284 | 4.5% | 494 | 1.5% |
| San Ramon | 72,148 | 6.9% | 1,889 | 17.4% | 3,463 | 12.8% | 564 | 8.9% | 4,447 | 13.8% |
| Walnut Creek | 64,173 | 6.1% | 758 | 7.0% | 1,958 | 7.2% | 179 | 2.8% | 1,477 | 4.6% |
| Contra Costa County Unincorporated | 159,785 | 15.2% | 1,413 | 13.0% | 3,508 | 13.0% | 549 | 8.7% | 5,436 | 16.8% |
| CONTRA COSTA TOTAL: | 1,049,025 | 100.0% | 10,837 | 100.0% | 27,072 | 100.0% | 6,332 | 100.0% | 32,319 | 100.0% |
| MARIN COUNTY | | | | | | | | | | |
| Belvedere | 2,068 | 0.8% | 9 | 0.5% | 17 | 0.3% | 0 | 0.0% | 9 | 0.2% |
| Corte Madera | 9,253 | 3.7% | 104 | 5.6% | 244 | 5.0% | 0 | 0.0% | 99 | 2.0% |
| Fairfax | 7,441 | 2.9% | 35 | 1.9% | 108 | 2.2% | 0 | 0.0% | 18 | 0.4% |
| Larkspur | 11,926 | 4.7% | 145 | 7.9% | 382 | 7.8% | 13 | 1.0% | 53 | 1.1% |
| Mill Valley | 13,903 | 5.5% | 128 | 6.9% | 292 | 6.0% | 97 | 7.6% | 170 | 3.4% |
| Novato | 51,904 | 20.6% | 446 | 24.1% | 1,241 | 25.4% | 824 | 64.4% | 2,582 | 52.2% |
| Ross | 2,415 | 1.0% | 14 | 0.8% | 27 | 0.6% | 0 | 0.0% | 21 | 0.4% |
| San Anselmo | 12,336 | 4.9% | 45 | 2.4% | 113 | 2.3% | 0 | 0.0% | 70 | 1.4% |
| San Rafael | 57,713 | 22.9% | 469 | 25.4% | 1,403 | 28.7% | 112 | 8.8% | 1,184 | 23.9% |
| Sausalito | 7,061 | 2.8% | 75 | 4.1% | 165 | 3.4% | 22 | 1.7% | 73 | 1.5% |
| Tiburon | 8,962 | 3.6% | 57 | 3.1% | 117 | 2.4% | 7 | 0.5% | 151 | 3.0% |
| Marin County Unincorporated | 67,427 | 26.7% | 320 | 17.3% | 773 | 15.8% | 204 | 15.9% | 521 | 10.5% |
| MARIN TOTAL: | 252,409 | 100.0% | 1,847 | 100.0% | 4,882 | 100.0% | 1,279 | 100.0% | 4,951 | 100.0% |
| NAPA COUNTY | | | | | | | | | | |
| American Canyon | 19,454 | 14.3% | 285 | 19.6% | 728 | 19.6% | 174 | 21.3% | 1,323 | 31.3% |
| Calistoga | 5,155 | 3.8% | 28 | 1.9% | 94 | 2.5% | 18 | 2.2% | 78 | 1.8% |
| Napa | 76,915 | 56.4% | 761 | 52.4% | 2,024 | 54.6% | 528 | 64.6% | 2,397 | 56.6% |
| St. Helena | 5,814 | 4.3% | 51 | 3.5% | 121 | 3.3% | 20 | 2.4% | 124 | 2.9% |
| Yountville | 2,933 | 2.1% | 31 | 2.1% | 87 | 2.3% | 2 | 0.2% | 67 | 1.6% |
| Napa County Unincorporated | 26,213 | 19.2% | 297 | 20.4% | 651 | 17.6% | 75 | 9.2% | 244 | 5.8% |
| NAPA TOTAL: | 136,484 | 100.0% | 1,453 | 100.0% | 3,705 | 100.0% | 817 | 100.0% | 4,233 | 100.0% |
| SAN FRANCISCO COUNTY | | | | | | | | | | |
| SAN FRANCISCO TOTAL: | 805,235 | 100.0% | 12,124 | 100.0% | 31,193 | 100.0% | 5,304 | 100.0% | 17,439 | 100.0% |

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April 2012

| County | Population | | 2007-2011 RHNA | | | | 1999-2006 Housing Production | | | |
|-----------------------------------|------------------|--------------------|-----------------------------|--------------------|----------------|--------------------|------------------------------|--------------------|----------------------|--------------------|
| | 2010 Population | Intra-County Share | Very Low + Low Income Units | Intra-County Share | Total Units | Intra-County Share | Very Low + Low Units | Intra-County Share | Total Units (capped) | Intra-County Share |
| SAN MATEO COUNTY | | | | | | | | | | |
| Atherton | 6,914 | 1.0% | 33 | 0.5% | 83 | 0.5% | 0 | 0.0% | 5 | 0.1% |
| Belmont | 25,835 | 3.6% | 156 | 2.5% | 399 | 2.5% | 44 | 3.0% | 317 | 3.4% |
| Brisbane | 4,282 | 0.6% | 157 | 2.5% | 401 | 2.5% | 8 | 0.5% | 108 | 1.2% |
| Burlingame | 28,806 | 4.0% | 255 | 4.1% | 650 | 4.1% | 0 | 0.0% | 104 | 1.1% |
| Colma | 1,792 | 0.2% | 26 | 0.4% | 65 | 0.4% | 73 | 5.0% | 74 | 0.8% |
| Daly City | 101,123 | 14.1% | 473 | 7.7% | 1,207 | 7.7% | 33 | 2.2% | 416 | 4.5% |
| East Palo Alto | 28,155 | 3.9% | 247 | 4.0% | 630 | 4.0% | 212 | 14.4% | 719 | 7.7% |
| Foster City | 30,567 | 4.3% | 191 | 3.1% | 486 | 3.1% | 88 | 6.0% | 533 | 5.7% |
| Half Moon Bay | 11,324 | 1.6% | 108 | 1.8% | 276 | 1.8% | 106 | 7.2% | 356 | 3.8% |
| Hillsborough | 10,825 | 1.5% | 34 | 0.6% | 86 | 0.5% | 15 | 1.0% | 84 | 0.9% |
| Menlo Park | 32,026 | 4.5% | 389 | 6.3% | 993 | 6.3% | 0 | 0.0% | 215 | 2.3% |
| Millbrae | 21,532 | 3.0% | 177 | 2.9% | 452 | 2.9% | 0 | 0.0% | 262 | 2.8% |
| Pacifica | 37,234 | 5.2% | 108 | 1.8% | 275 | 1.7% | 10 | 0.7% | 179 | 1.9% |
| Portola Valley | 4,353 | 0.6% | 29 | 0.5% | 74 | 0.5% | 15 | 1.0% | 61 | 0.7% |
| Redwood City | 76,815 | 10.7% | 726 | 11.8% | 1,856 | 11.8% | 106 | 7.2% | 465 | 5.0% |
| San Bruno | 41,114 | 5.7% | 382 | 6.2% | 973 | 6.2% | 325 | 22.1% | 378 | 4.1% |
| San Carlos | 28,406 | 4.0% | 235 | 3.8% | 599 | 3.8% | 0 | 0.0% | 208 | 2.2% |
| San Mateo | 97,207 | 13.5% | 1,195 | 19.4% | 3,051 | 19.4% | 210 | 14.3% | 1,771 | 19.1% |
| South San Francisco | 63,632 | 8.9% | 641 | 10.4% | 1,635 | 10.4% | 192 | 13.1% | 1,310 | 14.1% |
| Woodside | 5,287 | 0.7% | 17 | 0.3% | 41 | 0.3% | 0 | 0.0% | 41 | 0.4% |
| San Mateo County Unincorporated | 61,222 | 8.5% | 590 | 9.6% | 1,506 | 9.6% | 31 | 2.1% | 1,680 | 18.1% |
| SAN MATEO TOTAL: | 718,451 | 100.0% | 6,169 | 100.0% | 15,738 | 100.0% | 1,468 | 100.0% | 9,286 | 100.0% |
| SANTA CLARA COUNTY | | | | | | | | | | |
| Campbell | 39,349 | 2.2% | 321 | 1.4% | 892 | 1.5% | 37 | 0.3% | 617 | 1.3% |
| Cupertino | 58,302 | 3.3% | 570 | 2.4% | 1,170 | 1.9% | 48 | 0.4% | 1,339 | 2.7% |
| Gilroy | 48,821 | 2.7% | 536 | 2.3% | 1,615 | 2.7% | 516 | 4.2% | 2,577 | 5.3% |
| Los Altos | 28,976 | 1.6% | 164 | 0.7% | 317 | 0.5% | 40 | 0.3% | 261 | 0.5% |
| Los Altos Hills | 7,922 | 0.4% | 46 | 0.2% | 81 | 0.1% | 32 | 0.3% | 83 | 0.2% |
| Los Gatos | 29,413 | 1.7% | 254 | 1.1% | 562 | 0.9% | 86 | 0.7% | 402 | 0.8% |
| Milpitas | 66,790 | 3.7% | 1,110 | 4.7% | 2,487 | 4.1% | 701 | 5.7% | 3,318 | 6.8% |
| Monte Sereno | 3,341 | 0.2% | 22 | 0.1% | 41 | 0.1% | 19 | 0.2% | 76 | 0.2% |
| Morgan Hill | 37,882 | 2.1% | 566 | 2.4% | 1,312 | 2.2% | 556 | 4.6% | 2,335 | 4.8% |
| Mountain View | 74,066 | 4.2% | 959 | 4.1% | 2,599 | 4.3% | 123 | 1.0% | 1,484 | 3.0% |
| Palo Alto | 64,403 | 3.6% | 1,233 | 5.3% | 2,860 | 4.7% | 344 | 2.8% | 1,397 | 2.9% |
| San Jose | 945,942 | 53.1% | 13,073 | 55.8% | 34,721 | 57.5% | 8,301 | 67.9% | 26,114 | 53.4% |
| Santa Clara | 116,468 | 6.5% | 2,207 | 9.4% | 5,873 | 9.7% | 758 | 6.2% | 4,763 | 9.7% |
| Saratoga | 29,926 | 1.7% | 158 | 0.7% | 292 | 0.5% | 61 | 0.5% | 539 | 1.1% |
| Sunnyvale | 140,081 | 7.9% | 1,781 | 7.6% | 4,426 | 7.3% | 112 | 0.9% | 2,167 | 4.4% |
| Santa Clara County Unincorporated | 89,960 | 5.0% | 445 | 1.9% | 1,090 | 1.8% | 483 | 4.0% | 1,421 | 2.9% |
| SANTA CLARA TOTAL: | 1,781,642 | 100.0% | 23,445 | 100.0% | 60,338 | 100.0% | 12,217 | 100.0% | 48,893 | 100.0% |
| SOLANO COUNTY | | | | | | | | | | |
| Benicia | 26,997 | 6.5% | 246 | 4.9% | 532 | 4.1% | 182 | 9.3% | 413 | 2.7% |
| Dixon | 18,351 | 4.4% | 295 | 5.9% | 728 | 5.6% | 0 | 0.0% | 1,017 | 6.6% |
| Fairfield | 105,321 | 25.5% | 1,435 | 28.5% | 3,796 | 29.2% | 249 | 12.8% | 3,812 | 24.7% |
| Rio Vista | 7,360 | 1.8% | 389 | 7.7% | 1,219 | 9.4% | 39 | 2.0% | 1,391 | 9.0% |
| Suisun City | 28,111 | 6.8% | 282 | 5.6% | 610 | 4.7% | 80 | 4.1% | 1,004 | 6.5% |
| Vacaville | 92,428 | 22.4% | 1,222 | 24.3% | 2,901 | 22.3% | 778 | 39.9% | 4,406 | 28.5% |
| Vallejo | 115,942 | 28.0% | 1,123 | 22.3% | 3,100 | 23.9% | 553 | 28.3% | 2,965 | 19.2% |
| Solano County Unincorporated | 18,834 | 4.6% | 42 | 0.8% | 99 | 0.8% | 71 | 3.6% | 427 | 2.8% |
| SOLANO TOTAL: | 413,344 | 100.0% | 5,034 | 100.0% | 12,985 | 100.0% | 1,952 | 100.0% | 15,435 | 100.0% |
| SONOMA COUNTY | | | | | | | | | | |
| Cloverdale | 8,618 | 1.8% | 132 | 2.4% | 417 | 3.1% | 163 | 3.2% | 423 | 2.3% |
| Cotati | 7,265 | 1.5% | 103 | 1.9% | 257 | 1.9% | 114 | 2.2% | 520 | 2.9% |
| Healdsburg | 11,254 | 2.3% | 119 | 2.2% | 331 | 2.4% | 188 | 3.7% | 516 | 2.8% |
| Petaluma | 57,941 | 12.0% | 874 | 16.2% | 1,945 | 14.2% | 451 | 8.8% | 1,144 | 6.3% |
| Rohnert Park | 40,971 | 8.5% | 602 | 11.2% | 1,554 | 11.4% | 760 | 14.9% | 2,124 | 11.7% |
| Santa Rosa | 167,815 | 34.7% | 2,516 | 46.6% | 6,534 | 47.9% | 1,929 | 37.7% | 7,654 | 42.0% |
| Sebastopol | 7,379 | 1.5% | 60 | 1.1% | 176 | 1.3% | 5 | 0.1% | 121 | 0.7% |
| Sonoma | 10,648 | 2.2% | 128 | 2.4% | 353 | 2.6% | 179 | 3.5% | 684 | 3.8% |
| Windsor | 26,801 | 5.5% | 328 | 6.1% | 719 | 5.3% | 332 | 6.5% | 1,881 | 10.3% |
| Sonoma County Unincorporated | 145,186 | 30.0% | 536 | 9.9% | 1,364 | 10.0% | 989 | 19.4% | 3,142 | 17.3% |
| SONOMA TOTAL: | 483,878 | 100.0% | 5,398 | 100.0% | 13,650 | 100.0% | 5,110 | 100.0% | 18,209 | 100.0% |
| Bay Area Total | 7,150,739 | 100.0% | 83,940 | 100.0% | 214,500 | 100.0% | 39,513 | 100.0% | 182,121 | 100.0% |

Attachment 4

PDA Growth Strategy

The purpose of a PDA Growth Strategy is to ensure that each CMA's transportation investments will support and encourage development in the region's PDAs. 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. CMAs should incorporate necessary planning, infrastructure and funding for PDAs, as described below:

(1) **Engagement with Local Jurisdictions** – CMAs are to develop a process to regularly engage local planners, public works staff and encourage community participation throughout the planning process and in determining implementation priorities.

(2) **Planning** - Review existing plans and participate in new planning work¹

- Review adopted land use plans - Specific, precise, or community plans for PDAs (or general plans with adopted transit-supportive zoning), particularly those with programmatic EIRs, contain details about circulation and access, pedestrian guidelines, parking and other development-related standards that can help to determine appropriate investments. These plans have undergone significant community involvement and have been adopted by Planning Commissions & City Councils.
- Take an inventory of transportation, infrastructure and implementation sections in land use plans for jurisdiction priorities and cost estimates for transportation infrastructure projects that serve or provide proximate access to PDAs. These may include streetscapes, bike, pedestrian, transit and road improvements, transit station improvements, connectivity projects and transportation demand management projects, including parking structures. For any TOD parking structure project, it is strongly recommended that a cost/benefit analysis be conducted using pricing, unbundling/cash-out, shared parking, shuttles and other locally appropriate TDM strategies to ensure it is built at an appropriate scale and well-managed.
- Inventory jurisdiction affordable housing policies, strategies, zoning and ordinances designed to encourage affordable housing production and/or preserve existing affordable housing. The three broad objectives for the housing policies are to promote housing production overall, ensure that housing units (planned and built) are balanced across income levels, and to avoid displacement of existing residents of the PDAs.

The 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, the policies should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, the policies should be aimed at community stabilization.

Starting in October 2013 and for subsequent updates, PDA Growth Strategies will assess existing and future affordable housing needs and make appropriate recommendations to fill gaps in local policies to achieve these goals. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

- Review ABAG/MTC PDA Assessment results for details about PDA infrastructure needs and priorities²
- Consider non-transportation infrastructure projects, such as sewer and utility upgrades or site assembly/land banking, as they are often a necessary prerequisite for TOD development projects in PDAs. Facilitate funding exchanges (federal for local dollars) when possible to address these funding gaps.

¹ MTC & ABAG staff are available to assist with the review and inventory of adopted land use plans

² In 2009, MTC/ABAG staff conducted an assessment of planned PDAs and their future development needs. Jurisdictions were asked to estimate infrastructure needs and associated costs.

- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Assist MTC and ABAG staff with oversight to ensure that regional policies are addressed in PDA plans.
- Help develop protocols with MTC, ABAG and Air District staff to assess emissions, as well as related mitigation strategies, as part of regional PDA Planning Program.
- Potential PDAs that do not have adopted plans, call on regional agency staff to assist in the identification of planning and future transportation infrastructure needs.

(3) **Funding** - Develop guidelines for evaluating OBAG projects that improve multi-modal transportation connections to housing, jobs and commercial activity, considering the following criteria:

- **Projects in High Impact Areas** - Assessment of the **project area** in which a project is located should be a key component for investment consideration. Key factors defining high impact project areas include;
 - a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA income allocations,
 - 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
- **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** - Consider projects located in PDAs with highest exposure to PM and Toxic Air Contaminants. Employ best management practices to mitigate exposure and determine where non-motorized investments would best support additional housing production.

II) **RHNA Coordination** – Given the OBAG connection to RHNA:

- Monitor development of Housing Elements/zoning updates supportive of RHNA.

Process/Timeline

| | |
|---|-------------------------------|
| CMA/MTC amend current funding agreements with PDA Growth Strategy tasks/language | Spring 2012 |
| OBAG adopted by MTC | May 23, 2012 |
| Updated CMA agreements ready for signature | July 1, 2012 |
| CMA's develop PDA Growth Strategy | May - October 2012 |
| PDA Growth Strategy Presentations by CMA's to Joint MTC Planning and ABAG Administrative Committee | November 2012 – December 2012 |
| CMA's program OBAG funds | May 2012 – April 2013 |
| CMA's amend PDA Growth Strategy to incorporate follow-up to local affordable housing policies | October 2013 |
| 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. | October 2013, Ongoing |

OneBayArea Grant Proposed Revisions (Cycle 2 STP/CMAQ)

**Policy Advisory Council
April 11, 2012**

Alix Bockelman

OneBayArea Grant Outreach To Date

- **July 8, 2011: Initial OneBayGrant (OBAG) proposal released to Joint MTC Planning Committee / ABAG Administrative Committee**
- **January 13, 2012: Staff recommended revisions based on stakeholders comments presented to Joint Committee**
- **April 2012: Further recommended revisions to be presented to working groups and stakeholders prior to final proposal for Commission approval**

Recommended Revisions / Clarifications

- 1. Program Timeframe**
- 2. PDA Flexibility**
- 3. PCA Program Eligibility**
- 4. Affordable Housing Production and Preservation**
- 5. Performance and Accountability**
- 6. Lessons Learned**
- 7. Safe Routes to School and Pavement Management
Technical Assistance Program**

Program Timeframe

Add Fourth Year of Funding

Provide a larger “shelf list” of projects for better project management delivery and prevent potential loss of federal funds

Recommended Revision:

- **Total OBAG Program increased to \$320 million**
- **Increase of \$70 million to OBAG for congestion management agencies’ project selection**
- **Increase of \$117 million to Regional Program**

PDA Flexibility

Request for more definition on how a project “directly connects” or provides “proximate access” to count towards the PDA investment minimum

Recommended Revision:

- **Congestion Management Agencies (CMA) to make determination**
- **The CMA is to establish a process that includes mapping projects that are outside a PDA, policy justifications for counting towards a PDA, and public review**

North Bay Priority Conservation Areas Pilot Program

Requests to allow counties outside of the four North Bay counties to participate and further define eligible project types given limited funds in program

Recommended Revision:

- **Funding leveraged by MTC and ABAG beyond the \$5 million program (not including sponsor-provided match) could increase program budget and extend consideration to projects outside North Bay**
- **Further discussion with stakeholders on program framework and project eligibility prior to Commission approval**

Affordable Housing Production and Preservation

Concern that OBAG fund distribution / performance and accountability requirements do not adequately address affordable housing production and preservation

Recommended Revision:

- **Publication of data on jurisdictions' contribution on a formula factor basis to each county's OBAG distribution facilitates discussions during project selection**
- **PDA Growth Strategy addresses affordable housing policies.**
 - CMAs will work with jurisdictions to inventory current policies and make appropriate policy / ordinance recommendations.
 - PDA Growth Strategy presentation by CMAs to Joint Planning / ABAG Committee in Fall 2012
 - MTC may link the release of future cycle funding (after FY 2015-16) on local progress towards enacting affordable housing policies
- **PDA Planning Grant Program places emphasis on meeting affordable housing objectives through the funding agreements with jurisdiction grantees**

Performance and Accountability

Request to provide greater flexibility for housing and complete streets requirement

Recommended Revision:

- **Adoption of a complete streets ordinance by October 1, 2012 instead of Complete Streets Act of 2008 compliance. Latter path still acceptable if the October 1, 2012 deadline can be met**
- **Waiver process through Joint MTC Planning/ABAG Administration Committee available if jurisdiction faces delays in the HCD approval process**

Performance and Accountability Deadlines

- **October 1, 2012: Jurisdiction adoption of Complete Streets ordinance**
- **October 1, 2012: CMA adoption of PDA Growth Strategy**
- **July 1, 2013: HCD adoption of a jurisdiction's general plan housing element**
- **October 1, 2013: PDA Growth Strategy amendment to incorporate follow-up to local affordable housing policies and recommendations**

Lessons Learned

Request to be able to monitor and evaluate OBAG project selection and policy compliance

Recommended Approach:

- **MTC staff report on project selection process outcomes of OBAG in late 2013 such as:**
 - Mix of projects selected
 - Type and funding level of PDA investments
 - Funded complete streets elements
 - Adherence to performance and accountability requirements
 - Amount of funding allocated to jurisdictions and how this relates to the distribution formula jurisdiction shares based on the formula factors
 - Public participation process

Safe Routes to School and Pavement Technical Assistance Programs

Request to increase funding for the Regional Safe Routes to School and PTAP programs

Recommended Revision:

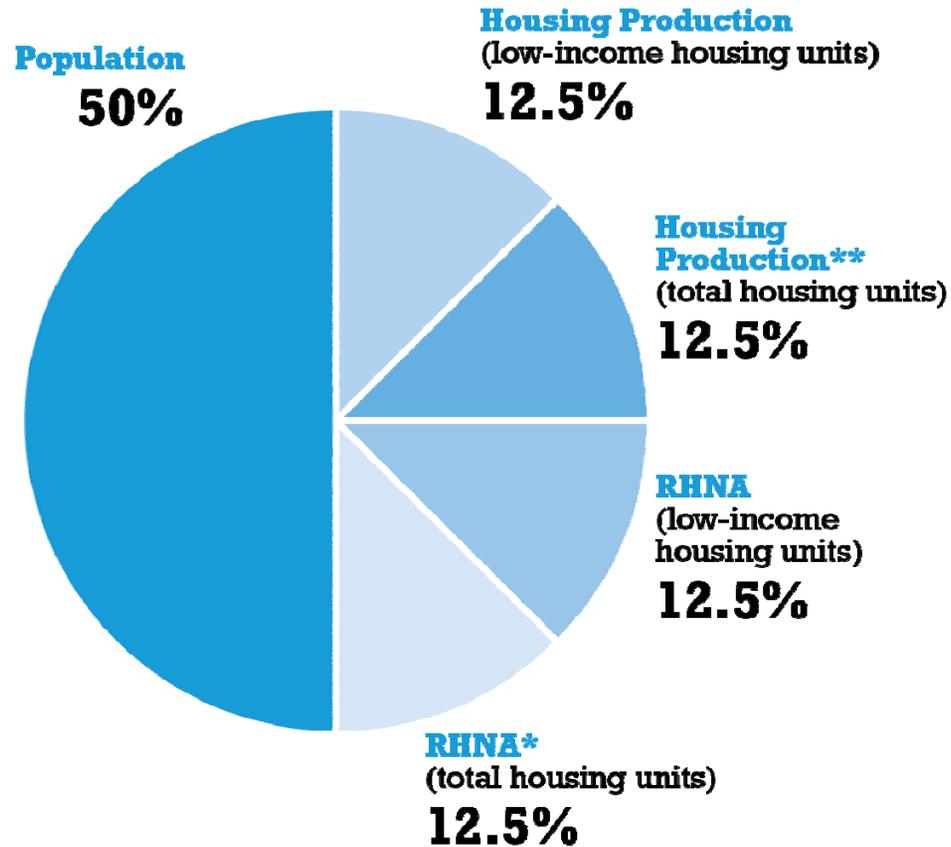
- **Increase funding for Safe Routes to Schools to \$5 million per year (\$20 million total) which is the annual amount made available to the counties by formula over the Cycle 1 period**
- **Increase the PTAP program from \$4 to \$7 million to meet inspection schedule for the majority of each jurisdiction's local street and road network every other year which feeds into regional reporting and needs analyses**

Cycle 2 Funding Commitments Overview

(Millions \$, rounded)

| Program Categories | 4-Year Total Funding |
|--|----------------------|
| Regional Program | \$470 |
| Regional Planning | \$7 |
| Regional Operations | \$105 |
| Freeway Performance Initiative | \$96 |
| Pavement Technical Assistance Program | \$7 |
| Priority Development Area Planning Program | \$30 |
| Climate Initiatives | \$20 |
| Safe Routes to School | \$20 |
| Transit Capital Rehabilitation | \$150 |
| Transit Performance Initiative | \$30 |
| Priority Conservation Area North Bay Pilot | \$5 |
| OneBayArea Grant for Counties | \$320 |
| TOTAL | \$790 |

OBAG Distribution Formula



**RHNA 2007-14 to be replaced by RHNA 2014-2022*

*** Housing Production Report 1999-2006, ABAG*

OBAG County Fund Distribution

(Millions \$, rounded)

| County | Total Funds |
|-----------------------|--------------|
| Alameda | \$61 |
| Contra Costa | \$46 |
| Marin | \$10 |
| Napa | \$7 |
| San Francisco | \$38 |
| San Mateo | \$25 |
| Santa Clara | \$84 |
| Solano | \$20 |
| Sonoma | \$24 |
| Regional Total | \$320 |

Amounts may not total due to rounding

Eligible OBAG Projects

- **Each County CMA may program OBAG funds to any one of the following six transportation improvement categories:**
 - Local Streets and Roads Preservation
 - Bicycle and Pedestrian Improvements
 - Transportation for Livable Communities
 - Safe Routes to Schools
 - Priority Conservation Area
 - CMA Planning Activities



Next Steps

April 2012:

- Continue outreach

May 2012:

- Revise fund distribution as appropriate based on new RHNA methodology
- Joint Committee review/recommendations (May 11th)
- MTC Commission adoption (May 23rd)

June 2012:

- OBAG program implementation begins

July 2012:

- ABAG approves PDA designation requests