

Metropolitan Transportation Commission Programming and Allocations Committee

October 10, 2012

Item Number 5b

MTC Resolution No. 4035, Revised

Subject: Cycle 2 OneBayArea Grant Program — Update

Background: In May 2012, the Commission adopted the Cycle 2 OneBayArea Grant (OBAG) Program for four federal fiscal years (FYs 2012-13 through 2015-16). The program establishes commitments and policies for investing roughly \$800 million in federal funds.

Since the adoption of OBAG, a two year authorization of the federal surface transportation program, called Moving Ahead for Progress in the 21st Century (MAP-21), was enacted. The two new years of MAP-21 overlap with the first two years of OBAG, FY2012-13 and FY2013-14. While implementation details for MAP-21 are still being developed at the federal and state level, staff has completed a preliminary review of MAP-21 and funding changes against the OBAG program.

The good news is that eligibility for the major OBAG funding programs, STP and CMAQ, appear to continue to align well with Commission adopted policy. There are some eligibility and project selection changes to the Transportation Alternatives (TA) Program, formerly Transportation Enhancements, that will have to be considered during the development of the Priority Conservation Area pilot program as well as a small element of the OBAG county grants. The estimated original TE funding amount, however, is less than \$5 million annually, or less than 3% of the annual OBAG program.

The unfortunate news is that the funding levels for the STP, CMAQ, and TA, which range from flat to reduced amounts in MAP-21 compared to prior law, are lower than the staff fund estimates used to develop OBAG. Based on preliminary information, the two-year difference is on the order of \$30 million, or approximately 7% lower. Staff is not recommending any revisions to the OBAG program at this time, but may propose adjustments over the following two-year period, as funding levels and implementation policies become more certain.

Staff is requesting the Committee approve the following updates to the Cycle 2 OBAG Program:

Priority Development Area Investment and Growth Strategy.

In May 2012 the Commission directed staff to work with the county Congestion Management Agencies to further develop the guidance set forth in Appendix A-6 of Attachment A concerning the Priority Development Area Investment and Growth Strategy. Several meetings over the last three months have led to a consensus on the guidance. The revisions include the ability of CMAs to self-certify OBAG policy compliance through a checklist, removal of assessments of toxic air contaminants and particulate matter, a more narrow focus of the quantification of infrastructure needs to transportation infrastructure, clarifications

on the CMAs' role of assessing local jurisdictions' local housing production efforts, and options for CMAs to designate additional Communities of Concern. These changes are shown in Attachment A and Appendix A-6.

Updated OBAG Distribution Formula

The OBAG distribution formula is based in part on 2014-2022 RHNA (25% of the formula). Staff noted in May that this factor would be refined further by ABAG in July and be applied to OBAG. Staff has applied the latest RHNA factors and updated the OBAG distribution based on the RHNA methodology released at the ABAG Executive Board meeting in July. The new OBAG fund distribution to the counties, and comparison with the May funding amounts, are shown below. This will be the final RHNA adjustment to the county OBAG fund distribution.

OBAG County Distribution Update Using Most Current RHNA

County	May 2012 Action	Current Update*	Difference
Alameda	\$63,732,000	\$63,065,000	(\$667,000)
Contra Costa	\$44,787,000	\$45,204,000	\$417,000
Marin	\$10,047,000	\$10,028,000	(\$19,000)
Napa	\$6,653,000	\$6,661,000	\$8,000
San Francisco	\$38,837,000	\$38,584,000	(\$253,000)
San Mateo	\$26,246,000	\$26,524,000	\$278,000
Santa Clara	\$87,284,000	\$88,126,000	\$842,000
Solano**	\$18,801,000	\$18,769,000	(\$32,000)
Sonoma	\$23,613,000	\$23,039,000	(\$574,000)
OBAG Total	\$320,000,000	\$320,000,000	

*OBAG amounts approved by this action

** Solano County was increased by an additional \$100,000 to maintain hold harmless funding levels.

Project Programming

The county Congestion Management Agencies (CMAs) have initiated the project selection process for County OBAG funding which involves a competitive project solicitation, evaluation, and selection process administered by the CMAs. As projects are selected, MTC staff determines eligibility and includes the projects in the OBAG program, processes TIP revisions to include the projects in the federal TIP, and provides periodic follow-up reports to the Commission. This month, two new projects are being added to the OBAG program, reflecting the Solano Transportation Authority's selection of the West B Street Bicycle / Pedestrian Railroad Undercrossing project in Dixon and the Santa Clara Valley Transportation Authority's addition of \$1.8 million for CMA Planning Activities. The Dixon Undercrossing project was already added to the Transportation Improvement Program (TIP) last month so this action will update the program for

consistency. In addition, the following projects are identified for funding in the regional Freeway Performance Initiative (FPI) program.

- Alameda County I-580: San Joaquin County Line to Vasco & Foothill to Crow Canyon (\$11 million)
- Contra Costa County State Route 4 & State Route 242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1 (\$0.75 million)
- Contra Costa County SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2 (\$11.8 million)
- SCL US 101: San Benito Co. Line to SR 85 (\$29.7 million)
- Solano County I-80: I-505 to Yolo Co. Line. (\$23 million)
- Various Corridors Caltrans Preliminary Engineering and Right of Way (\$1 million)

These changes are reflected in attachments B-1 and B-2 to Resolution 4035

Issues: None

Recommendation: Refer Resolution No. 4035, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4035, Revised, Appendix A-1, Appendix A-4 and Appendix A-6 to Attachment A and Attachment B-1 and Attachment B-2

Date: May 17, 2012
W.I.: 1512
Referred by: Planning
Revised: 10/24/12-C

ABSTRACT

Resolution No. 4035, Revised

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

Attachment A (page 13) was revised to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation Authority and to add projects under the Freeway Performance Initiative.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; and to the Programming and Allocations Committee dated October 10, 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

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

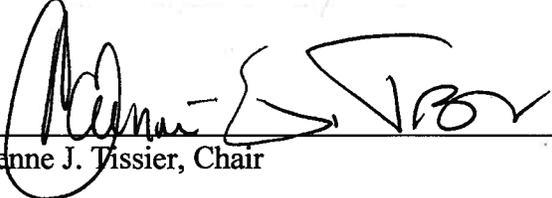
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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



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

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, and implement elements of the Transit Sustainability Project, consistent with the FTA Transit Capital Priorities program (MTC Resolution 4072 or successor resolution). 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.

- 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.
 - Self-certification that the PDA Investment and Growth Strategy, Performance and Accountability Measures, and Outreach have been met using the checklist developed by MTC and the CMAs.
- 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;

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

Regional Programs Project List

Project Category and Title	County	Implementing Agency	Total STP/CMAO	Total Other RTIP/TA/TFCA	Total Cycle 2
CYCLE 2 PROGRAMMING			\$435,187,000	\$40,000,000	\$475,187,000
1. REGIONAL PLANNING ACTIVITIES (PL)					
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
1. REGIONAL PLANNING ACTIVITIES (PL)			TOTAL: \$6,687,000	\$0	\$6,687,000
2. REGIONAL OPERATIONS (RO)					
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
SUBTOTAL			\$70,170,000	\$0	\$70,170,000
FSP/Incident Management	Region-Wide	MTC/SAFE	\$25,130,000	\$0	\$25,130,000
SUBTOTAL			\$25,130,000	\$0	\$25,130,000
2. REGIONAL OPERATIONS (RO)			TOTAL: \$95,300,000	\$0	\$95,300,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)					
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
SUBTOTAL			\$18,750,000	\$0	\$18,750,000
Ramp Metering and TOS Elements					
FPI - CC SR4 & SR242: Liveridge to Alhambra & I-680 to SR 4 Ph. 1	Contra Costa	MTC/SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Liveridge to Alhambra & I-680 to SR 4 Ph. 2	Contra Costa	Caltrans	\$11,800,000	\$0	\$11,800,000
FPI - Various Corridors Caltrans PE and Right of Way	Region-Wide	Caltrans	\$1,000,000	\$0	\$1,000,000
FPI - SCL US 101: SBT Co. Line to SR 85	Santa Clara	Caltrans	\$29,700,000	\$0	\$29,700,000
FPI - ALA I-580: SJ Co. Line to Vasco & Foothill to Crow Canyon	Alameda	Caltrans	\$0	\$11,000,000	\$11,000,000
FPI - SOL I-80: I-505 to Yolo Co. Line.	Solano	Caltrans	\$0	\$23,000,000	\$23,000,000
SUBTOTAL			\$43,250,000	\$34,000,000	\$77,250,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)			TOTAL: \$62,000,000	\$34,000,000	\$96,000,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)					
Pavement Management Program (PMP)	Region-Wide	MTC	\$1,200,000	\$0	\$1,200,000
Pavement Technical Advisory Program (PTAP)	Region-Wide	MTC	\$6,000,000	\$0	\$6,000,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)			TOTAL: \$7,200,000	\$0	\$7,200,000
5. PRIORITY DEVELOPMENT ACTIVITIES (PDA)					
PDA Planning					
Specific projects TBD by Commission	TBD	TBD	\$25,000,000	\$0	\$25,000,000
SUBTOTAL			\$25,000,000	\$0	\$25,000,000
Transit Oriented Affordable Housing (TOAH)					
Specific projects TBD by Commission	Region-Wide	MTC	\$15,000,000	\$0	\$15,000,000
SUBTOTAL			\$15,000,000	\$0	\$15,000,000
5. PRIORITY DEVELOPMENT ACTIVITIES (PDA)			TOTAL: \$40,000,000	\$0	\$40,000,000
6. CLIMATE INITIATIVES PROGRAM (CIP)					
Climate Strategies	TBD	TBD	\$14,000,000	\$6,000,000	\$20,000,000
6. CLIMATE INITIATIVES PROGRAM (CIP)			TOTAL: \$14,000,000	\$6,000,000	\$20,000,000
7. SAFE ROUTES TO SCHOOL (SR2S)					
<i>Specific projects TBD by CMAAs</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
7. SAFE ROUTES TO SCHOOL (SR2S)			TOTAL: \$20,000,000	\$0	\$20,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM					
<i>Specific projects TBD by Transit Operators</i>					
SolTrans - Preventive Maintenance	Solano	SolTrans	\$1,000,000	\$0	\$1,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM			TOTAL: \$150,000,000	\$0	\$150,000,000
9. TRANSIT PERFORMANCE INITIATIVE (TPI)					
TPI - Capital Program					
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
9. TRANSIT PERFORMANCE INITIATIVE (TPI)			TOTAL: \$30,000,000	\$0	\$30,000,000
10. PRIORITY CONSERVATION AREA (PCA)					
Specific projects TBD by Commission	TBD	TBD	\$10,000,000	\$0	\$10,000,000
10. PRIORITY CONSERVATION AREA (PCA)			TOTAL: \$10,000,000	\$0	\$10,000,000
Cycle 2 Total			TOTAL: \$435,187,000	\$40,000,000	\$475,187,000

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

OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP-TA	Total Cycle 2
CYCLE 2 COUNTY OBAG PROGRAMMING		\$301,964,000	\$18,036,000	\$320,000,000
ALAMEDA COUNTY				
<i>Specific projects TBD by Alameda CMA</i>	TBD	<u>\$55,503,000</u>	\$3,726,000	<u>\$59,229,000</u>
CMA Base Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
ALAMEDA COUNTY	TOTAL:	\$59,339,000	\$3,726,000	\$63,065,000
CONTRA COSTA COUNTY				
<i>Specific projects TBD by Contra Costa CMA</i>	TBD	<u>\$39,784,000</u>	\$2,384,000	<u>\$42,168,000</u>
CMA Base Planning Activities - Contra Costa	CCTA	\$3,036,000	\$0	\$3,036,000
CONTRA COSTA COUNTY	TOTAL:	\$42,820,000	\$2,384,000	\$45,204,000
MARIN COUNTY				
<i>Specific projects TBD by Marin CMA</i>	TBD	<u>\$6,648,000</u>	\$707,000	<u>\$7,355,000</u>
CMA Base Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
MARIN COUNTY	TOTAL:	\$9,321,000	\$707,000	\$10,028,000
NAPA COUNTY				
<i>Specific projects TBD by Napa</i>	TBD	<u>\$3,557,000</u>	\$431,000	<u>\$3,988,000</u>
CMA Base Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
NAPA COUNTY	TOTAL:	\$6,230,000	\$431,000	\$6,661,000
SAN FRANCISCO COUNTY				
<i>Specific projects TBD by San Francisco CMA</i>	TBD	<u>\$33,879,000</u>	\$1,910,000	<u>\$35,789,000</u>
CMA Base Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
SAN FRANCISCO COUNTY	TOTAL:	\$36,674,000	\$1,910,000	\$38,584,000
SAN MATEO COUNTY				
<i>Specific projects TBD by San Mateo CMA</i>	TBD	<u>\$21,860,000</u>	\$1,991,000	<u>\$23,851,000</u>
CMA Base Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
SAN MATEO COUNTY	TOTAL:	\$24,533,000	\$1,991,000	\$26,524,000
SANTA CLARA COUNTY				
<i>Specific projects TBD by Santa Clara CMA</i>	TBD	<u>\$77,776,000</u>	\$4,350,000	<u>\$82,126,000</u>
CMA Base Planning Activities - Santa Clara	SCVTA	\$4,246,000	\$0	\$4,246,000
CMA Planning Activities Augmentation - Santa Clara	SCVTA	\$1,754,000	\$0	\$1,754,000
SANTA CLARA COUNTY	TOTAL:	\$83,776,000	\$4,350,000	\$88,126,000
SOLANO COUNTY				
<i>Specific projects TBD by Solano CMA</i>	TBD	<u>\$13,561,000</u>	\$0	<u>\$13,561,000</u>
CMA Base Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
West B Street Bicycle/Pedestrian RxR Undercrossing Dixon		\$1,394,000	\$1,141,000	\$2,535,000
SOLANO COUNTY	TOTAL:	\$17,628,000	\$1,141,000	\$18,769,000
SONOMA COUNTY				
<i>Specific projects TBD by Sonoma CMA</i>	TBD	<u>\$18,970,000</u>	\$1,396,000	<u>\$20,366,000</u>
CMA Base Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
SONOMA COUNTY	TOTAL:	\$21,643,000	\$1,396,000	\$23,039,000
Cycle 2 Total		TOTAL: \$301,964,000	\$18,036,000	\$320,000,000

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Appendix A-1

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

Proposed Cycle 2 Funding Commitments

Regional Program (millions \$ - rounded)		4-Year Total
Regional Categories		
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
Regional Program Total:		\$475
		60%

One Bay Area Grant (OBAG) (millions \$ - rounded)		4-Year Total
Counties		
1	Alameda	<u>\$63</u>
2	Contra Costa	<u>\$45</u>
3	Marin	<u>\$10</u>
4	Napa	<u>\$6</u>
5	San Francisco	<u>\$38</u>
6	San Mateo	<u>\$26</u>
7	Santa Clara	<u>\$88</u>
8	Solano	<u>\$18</u>
9	Sonoma	<u>\$23</u>
OBAG Total:*		\$320
		40%

Cycle 2 Total Total:*		\$795
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* Amounts may not total due to rounding

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

* OBAG amounts revised October 2012 to reflect revised RHNA, released July 2012.

Appendix A-4

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

OBAG Geographic Funding Distribution

County	OBAG Funds	PDA/Anywhere Split	PDA	Anywhere
Alameda	<u>\$63,065,000</u>	70/30	<u>\$44,146,000</u>	<u>\$18,919,000</u>
Contra Costa	<u>\$45,204,000</u>	70/30	<u>\$31,643,000</u>	<u>\$13,561,000</u>
Marin	<u>\$10,028,000</u>	50/50	<u>\$5,014,000</u>	<u>\$5,014,000</u>
Napa	<u>\$6,661,000</u>	50/50	<u>\$3,331,000</u>	<u>\$3,330,000</u>
San Francisco	<u>\$38,584,000</u>	70/30	<u>\$27,009,000</u>	<u>\$11,575,000</u>
San Mateo	<u>\$26,524,000</u>	70/30	<u>\$18,567,000</u>	<u>\$7,957,000</u>
Santa Clara	<u>\$88,126,000</u>	70/30	<u>\$61,688,000</u>	<u>\$26,438,000</u>
Solano	<u>\$18,769,000</u>	50/50	<u>\$9,385,000</u>	<u>\$9,384,000</u>
Sonoma	<u>\$23,039,000</u>	50/50	<u>\$11,520,000</u>	<u>\$11,519,000</u>
Total:	\$320,000,000		\$212,303,000	\$107,697,000

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

OBAG amounts revised September 2012 to reflect revised RHNA, released July 2012.

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. From time to time, MTC shall consult with the CMAs to evaluate progress on the PDA Investment and Growth Strategy. This consultation may result in specific work elements shifting among MTC, ABAG and the CMAs. Significant modifications to the scope of activities may be formalized through future revisions to this resolution. 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 transportation 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 receive and review information submitted to the CMA by~~ ABAG on the 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 in all~~ subsequent updates, PDA Investment & Growth Strategies will assess ~~performance local jurisdiction efforts in producing approving~~ 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 goals¹. 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

¹ 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.

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:

- **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
 - e. Project areas with parking management and pricing policies
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC as defined by MTC (-see: <http://geocommons.com/maps/110983>) or as defined by CMAs according to local priorities
- **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 or are colocated with: 1) populations exposed to outdoor toxic air contaminants as identified in the with-Air District’s Community Air Risk Evaluation (CARE) Communities Program and/or are in proximity to 2) freight transport infrastructure** –Favorably consider projects in these areas where local jurisdictions employ best management practices to mitigate PM and toxic air contaminants exposure. 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

CMAs develop PDA Investment & Growth Strategy	June 2012 – May 2013
PDA Investment & Growth Strategy Presentations by CMAs to Joint MTC Planning and ABAG Administrative Committee	Summer/Fall 2013
CMAs amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2014
CMAs 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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