TO: MTC Planning Committee, ABAG Administrative Committee Date: February 7, 2014

FR: Executive Director, MTC; Executive Director, ABAG W.I.:

RE: OneBayArea Grant (OBAG) Report Card

The OneBayArea Grant Program (OBAG) was approved by the Commission in May 2012 (MTC Resolution No, 4035) to better integrate the region's federal highway funding program with California's climate law and the Sustainable Communities Strategy (SCS). OBAG supports Plan Bay Area, the region's SCS, by directing investments into the region's priority development areas, rewarding housing production, and providing a larger and more flexible funding program to deliver transportation projects. MTC adopted OBAG after extensive consultation with ABAG, local governments, and a wide array of interested stakeholders.

MTC staff has prepared the OneBayArea Grant Program Report Card (attached) to describe the progress made by the county Congestion Management Agencies (CMAs) in meeting the OBAG policies required in Resolution 4035. The report examines the administrative aspects of this program, such as whether program and project selection requirements were met and what type of projects received funding. Subsequent assessments, including the State of the Region report and Priority Development Area (PDA) Investment and Growth Strategies, will determine how effective the OBAG investments are in helping to meet the performance objectives of Plan Bay Area over time in terms of housing, infrastructure, transportation access, and safety.

The key report findings are as follows:

CMA Project Selection

- OBAG provided CMAs with significantly more funding than provided in prior federal funding cycles for local decision making and more flexibility in project selection.
- Compared to the previous federal funding cycle (Cycle 1), the average project grant amount and project size increased roughly 50%. The higher grant awards fund several large multi-modal projects of a size and complexity not seen in the previous fund cycle.
- Investments in the Transportation for Livable Communities (TLC) program constitute the largest share of funding at 40% of the total county program. Further, when combined with the bicycle / pedestrian projects, over 60% of the OBAG funding was invested in active transportation projects.
- Each county exceeded their respective PDA investment targets, with the regional average investments at over 80% of funding invested within or in proximate access to PDAs.

Local Performance and Accountability Requirements

- All jurisdictions receiving OBAG funding met the requirement to have a complete streets resolution in place or a General Plan circulation element meeting the Complete Streets Act of 2008.

- The requirement that a jurisdiction must have the housing element of its general plan certified by the California Department of Housing and Community Development (HCD) in order to be eligible to receive OBAG funds was met by all but one jurisdiction, with 27 local Bay Area jurisdictions receiving their HCD certification since the OBAG requirement took effect.

The report's findings will assist the Commission when it considers future OBAG programming cycles. Discussion for the next round covering FY2016-17 through FY2019-20 will begin in early 2015.

Steve Heminger

Ezra Rapport

Attachment A: OneBayArea Grant Program Outcomes Report

OneBayArea Grant Program

Report Card

February 2014

I. Introduction

The OneBayArea Grant Program (OBAG) is a new funding approach adopted by MTC in May 2012 that better integrates the region's federal transportation program with California's climate law and the Sustainable Communities Strategy (Senate Bill 375, Steinberg, 2008). The Commission distribution of $320 million to the counties considers progress toward achieving local land-use and housing policies by:

- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing using transportation dollars as incentives.
- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs) and by initiating a new program to support open space preservation in Priority Conservation Areas (PCA).
- Providing a higher proportion of funding and additional investment flexibility to local agencies by eliminating specific, required program investment targets. The OBAG program allows flexibility to invest in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

OBAG was part of an overall $800 million program over the four-year period (FYs 2012-13 through 2015-16), funded primarily by federal funds authorized by Moving Ahead for Progress in the 21st Century (MAP 21). See Table 1 for a summary of funding commitments.

The purpose of this report is to present the outcomes of the first round of the new funding approach for the $320 million distributed to counties, as directed in MTC Resolution 4035. This first report concentrates primarily on the administrative aspects of this program, including whether local jurisdictions and CMAs met program requirements and what type of projects received funding. OBAG funded projects are just entering implementation. Therefore subsequent assessments such as the State of the Region report and PDA Investment and Growth Strategies will track how the OBAG investments are achieving the objectives of the program over time in terms of housing, infrastructure, transportation access, and safety.

Table 1: Commitments Overview

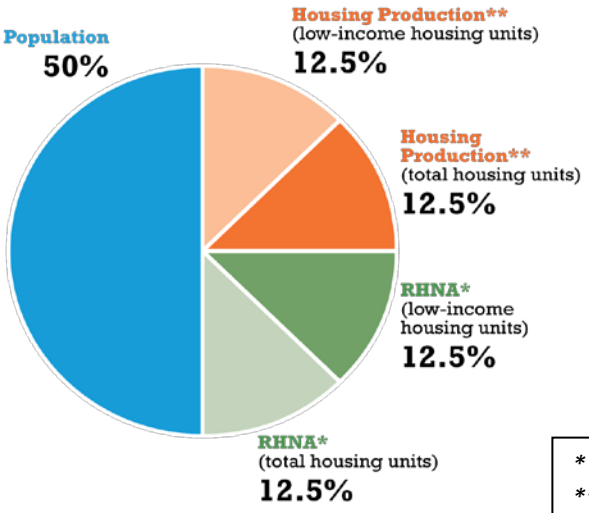
Program Categories	4-Year Funding
(Millions $, rounded)	
Regional Programs	$475
Regional Planning	$7
Regional Operations	$95
Freeway Performance Initiative	$96
Pavement Technical Assistance Program	$7
Priority Development Area Planning Program	$40
Climate Initiatives	$20
Safe Routes to School	$20
Transit Capital Rehabilitation	$150
Transit Performance Initiative	$30
Priority Conservation Area Program	$10
One BayArea Grant for Counties	$320
TOTAL	$795

II. Investments Overview

OBAG Formula Distribution

OBAG Funding was distributed to the CMAs by formula based on population, past housing production and future housing commitments. This also includes weighting to acknowledge jurisdiction efforts to produce low-income housing. (See Figure 1 below.)

Figure 1: OBAG Distribution Formula



** RHNA 2014-2022*
***Housing Production Report 1999-2006, ABAG*

Compared to the previous federal funding cycle (Cycle 1), the OBAG Program provided significantly higher levels of funding to the counties for local project decision making as shown below in Table 2 below:

Table 2: Funds Available to CMAs for Project Selection

County	Cycle 1 Revenues	OBAG Revenues	Percentage Increase
Alameda	$26.3	$63.1	139%
Contra Costa	$17.3	$45.2	162%
Marin	$5.1	$10.0	97%
Napa	$3.0	$6.7	120%
San Francisco	$12.2	$38.6	216%
San Mateo	$11.4	$26.5	133%
Santa Clara	$29.0	$88.1	204%
Solano	$9.5	$18.8	98%
Sonoma	$13.0	$23.0	77%
MTC Region	$126.8	$320.0	152%

The OBAG program also removed program "silos" allowing CMAs to select any mix of projects under the eligible program categories, which include the following:

- Local Streets and Roads Preservation
- Bicycle and Pedestrian Improvements
- Transportation for Livable Communities (TLC)
- Safe Routes to School
- Priority Conservation Areas
- CMA Planning Activities

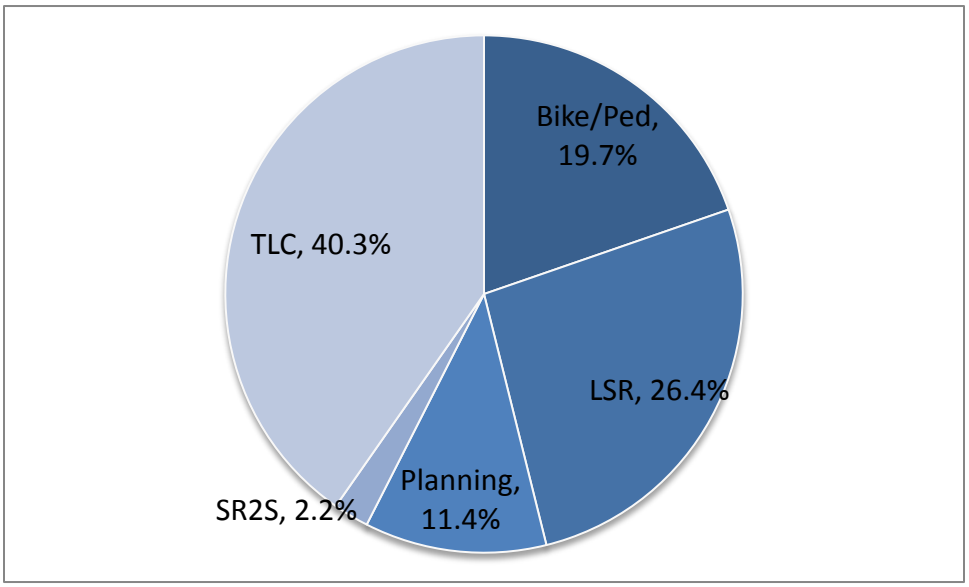
In addition to eliminating fund program silos, the project eligibility criteria for several of these categories were broadened.

<u>CMA Project Selection</u>

Under OBAG, the CMAs are responsible for local project solicitation, evaluation, and selection. The CMAs issued their calls for projects, conducted public outreach, evaluated proposals, and selected projects in roughly one year's time following the establishment of the program. Projects submitted to MTC in July 2013 were reviewed by MTC to determine that they met OBAG policies and eligibility under Resolution 4035. In total, the CMAs submitted 195 projects. A complete list of all the projects is included in Appendix A.

Figure 2 shows the breakdown of OBAG projects by program category; Appendix B provides this breakdown for each County. Regionally, the most significant investment was in the TLC program which was roughly 40% of the total OBAG funding. TLC projects are heavily oriented to bicycle access and walkability, but in contrast to the bicycle/pedestrian program they include elements such as streetscape and transit interfaces. Examples include BART area station and other transit intermodal improvements; and complete streets projects including transit and streetscape features, and road diet / traffic calming. When combining the TLC with the bicycle/ pedestrian (20%) and Safe Routes to School (2%) fund categories, a majority of the OBAG funding was directed to active transportation projects (62%).

Figure 2: OBAG Funding Breakdown by Program Category



An overview of each county's OBAG program is presented in Table 3 below. More flexible funding policies along with additional funding have resulted in the following changes in terms of projects selected in OBAG as compared to the prior cycle:

- Overall revenues under OBAG have increased significantly under OBAG from $126.8 million to $320 million.
- With the increase of funding, more projects received grants from 133 to 195.
- The average grant size increased from $1.0 million to $1.6 million, and the project size increased from $2.1 million to $3.3 million.

Table 3: Overview of Counties' OBAG Grant Programs
(In million $, rounded)

	Fund Distribution		Project Count		Average Grant Size		Average Total Project Cost	
County	**OBAG**	**Cycle 1**	**OBAG**	**Cycle 1**	**OBAG**	**Cycle 1**	**OBAG**	**Cycle 1**
Alameda	$63.1	$26.3	26	23	$2.4	$1.1	$4.7	$1.9
Contra Costa	$45.2	$17.3	31	16	$1.5	$1.1	$3.0	$1.6
Marin	$10.0	$5.1	10	8	$1.0	$0.6	$2.7	$2.7
Napa	$6.7	$3.0	4	9	$1.7	$0.3	$2.6	$1.2
San Francisco	$38.6	$12.2	9	8	$4.3	$1.5	$6.7	$3.9
San Mateo	$26.5	$11.4	33	21	$0.8	$0.5	$4.2	$0.8
Santa Clara	$88.1	$29.0	41	27	$2.1	$1.1	$2.9	$3.1
Solano	$18.8	$9.5	24	10	$0.8	$0.9	$1.4	$1.7
Sonoma	$23.0	$13.0	17	11	$1.4	$1.2	$1.5	$2.2
Region Total	$320.0	$126.8	195	133	$1.6	$1.0	$3.3	$2.1

Notes: Projects in jurisdictions without HCD certification having funding held in reserve by the CMAs are included but have not yet been approved by the Commission.

The higher grant awards funded several large multi-modal projects of a size and complexity not seen in the previous fund cycle. Multi-modal projects seamlessly included road diets (a lane reduction or road rechannelization) with bicycle lanes, street extensions with downtown vitalization projects providing enhanced access to transit users, etc. The following projects are notable examples:

- Downtown Berkeley ($6.8 million): Improved access to the Berkeley BART station for pedestrian, bicyclist, and transit connections and improvements to Shattuck Avenue such as a one-way decouplet and complete streets elements.

- Union City BART TLC Phase 2 ($8.7 million): New station linkages to the planned passenger rail and transit-oriented development. New entry to the BART station for a pedestrian pass-through.

- Oakland's Lakeside Complete Streets and Road Diet ($7.0 million): Complete street project installing nearly a mile of new Class II bike lanes in the vicinity of Lake Merritt; 1.3 miles of new and improved pedestrian pathways / sidewalks; and traffic calming measures such as vehicular lane reductions.

- Fremont City Center Multi-Modal Improvements ($5.6 million): Street extension involving bicycle and pedestrian connections to the Fremont BART station and nearby employment/housing areas and downtown. Landscaping and other street enhancements.

- San Pablo Avenue Bicycle and Pedestrian Improvements in San Pablo and Richmond ($6.0 million): Roughly one mile of buffered bicycle lanes and pedestrian facilities to address safety issues. Project also supports intersection upgrades and traffic lane adjustments to complement the project. This facility directly serves Hilltop Mall and Contra Costa College.

- San Francisco's Masonic Avenue Complete Streets ($10.2 million): Road diet and traffic calming features, dedicated bicycle space, repaving, and pedestrian enhancements, such as median islands, bus boarding islands, and sidewalk landscaping.

- San Francisco's Second Street Complete Streets ($10.5 million): Road diet and pedestrian improvements, a buffered cycle-track, repaving, bus boarding islands, and streetscape enhancements

- Capitol Expressway Traffic and ITS Project ($8.3 million) in Santa Clara County: The project addresses traffic management needs through an upgrade of the ITS infrastructure while providing new sidewalks, signal actuation and adaptive signal timing for bicycles and pedestrians, and traffic calming.

- San Rafael Transit Center Pedestrian Access Improvements ($1.9 million): In preparation for future SMART rail service, upgrades to intersections/traffic equipment to safely accommodate rail and pedestrian activity.

PDA Investment Targets

One feature of the OBAG program is the concentration of investments in the PDAs with the objective of supporting infill growth in areas where there is local commitment to develop more housing along with amenities and services to meet the daily needs of residents in a bicycle and pedestrian-friendly environment served by transit.

This was achieved through the establishment of PDA investment minimums, whereby the CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) were required to direct at least 70% of their OBAG investments to the PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) the requirement was 50%. 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.

Table 4 shows that each county exceeded the required PDA investment target. Appendix C includes Project location maps with PDA boundary overlays for each county. CMAs were given flexibility to define proximate access to a PDA. These definitions are provided in Appendix D.

Table 4: OBAG Investments Directed to Priority Development Areas

County	*Investment Target*	*Within or in Proximate Access to PDAs*
Alameda	70%	**88%**
Contra Costa	70%	**82%**
Marin	50%	**60%**
Napa	50%	**68%**
San Francisco	70%	**96%**
San Mateo	70%	**83%**
Santa Clara	70%	**74%**
Solano	50%	**65%**
Sonoma	50%	**92%**
Region Total	***N/A***	***82%***

Note: City of Albany (Alameda County) is not included pending HCD certification.

III. Initial Outcomes

The OBAG program had several policy goals. While it is too soon to judge the program's overall successes, staff has conducted initial analyses in the following areas:

- Project Mix
- TLC Program
- Complete Streets
- Link between Project Funding and Housing

<u>Project Mix</u>

Table 5 below compares program breakdowns between the previous Cycle 1 program and the OBAG Program.

Table 5: Project Category Comparison of Cycle 1 and OBAG
(In million $s)

Investment Category	Cycle1		OBAG	
Bicycle / Pedestrian	$19	13%	$63	20%
Local Streets and Roads Rehabilitation	$78	54%	$85	26%
Planning	$23	16%	$36	11%
Safe Routes to School**	n/a	n/a	$7	2%
Transportation for Livable Communities	$25	17%	$129	40%
Total	$145	100%	$320	100%

**Cycle 1 includes the CMA Planning Program, although these funds were not part of the block grant*
***Only includes OBAG funds used to augment the SRTS program.*

Comparing the relative investments across both cycles, the following can be observed:

- The OBAG cycle resulted in more dollars funding all transportation investment categories as compared to Cycle 1.
- OBAG resulted in significantly larger number of multi-modal projects through the TLC program; the TLC share rose roughly 130%, as compared to Cycle 1.
- In percentages terms, the Local Streets and Road rehabilitation share decreased 28%. However in real dollar terms there was an increase of roughly 10% between Cycle 1 and OBAG.
- The funding eligibility constraints may have influenced some of these investment outcomes. Two categories of projects, Planning and Local Streets and Road Rehabilitation, are only eligible for STP funds. The share of total funding in OBAG comprised of STP, 50%, was significantly less than Cycle 1, at 70%.

TLC Program

When MTC administered the last regionally-competitive TLC program in 2010, changes were made to increase the grant limit to $6 million and prioritize projects located in high-impact PDAs with the goal of better supporting transit-oriented development. OBAG furthered these as noted below:

- In OBAG, the average TLC project size increased 40%, to $2.7 million from an average of $1.9 million in the prior cycle.
- While OBAG required that only 70% or 50% of funds, depending on the county location, be spent in PDAs, all TLC projects were located in or had proximate access to PDAs.

- While the TLC grant limit was raised to $6 million, only 2 projects exceeded a $4 million award in the Cycle 1 TLC program. Through OBAG, 11 projects above $4 million were awarded.

Complete Streets

Complete Streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations. A goal of the OneBay Area Program is to promote the implementation of Complete Streets.

In terms of OBAG project selection outcomes and complete streets, nearly 60% of the funded projects included elements that were bicycle or pedestrian oriented. A breakdown by county is provided in Table 6.

Table 6: Number of Projects with Complete Streets Elements

Counties	Complete Streets Elements Included	Total # of Projects	Complete Streets percentage
Alameda	16	24	67%
Contra Costa	8	29	28%
Marin	4	8	50%
Napa	2	3	67%
San Francisco	7	7	100%
San Mateo	21	30	70%
Santa Clara	24	39	62%
Solano	13	21	62%
Sonoma	9	16	56%
Region	104	177	59%

Note: Planning grants not included

Link Between Project Funding and Housing

The OBAG distribution formula distributed funds to a county based on the composite of its jurisdictions' population and performance in meeting housing goals. A desired outcome is that over time, the incentive to build housing through the allocation of transportation funding will strengthen the housing and transportation link. That said, the CMAs were free to set programming priorities independent of formula-based "jurisdiction shares" within their respective counties.

Table 7 shows how the sixteen cities expected to assume the highest housing unit growth in Plan Bay Area, with the respect to OBAG formula share, actual OBAG grant share, and prior cycle funding share.

Table 7: OBAG Formula Compared to Grant Distribution For Jurisdictions with Highest Housing Unit Growth Ranking

City	Housing Unit Growth	OBAG Formula Distribution	OBAG Grant Distribution	Cycle 1 Grant Distribution
San Jose	129,280	15.8%	10.6%	8.0%
San Francisco	92,480	12.2%	12.8%	9.6%
Oakland	51,450	5.3%	7.3%	5.2%
Sunnyvale	19,030	2.0%	3.2%	2.7%
Concord	18,070	1.5%	1.5%	2.3%
Fremont	17,630	2.7%	2.9%	3.9%
Santa Rosa	16,030	2.7%	1.2%	2.5%
Santa Clara	13,780	1.9%	1.1%	2.9%
Milpitas	12,620	1.4%	0.9%	0.6%
Hayward	12,320	1.7%	0.5%	1.1%
Fairfield	11,120	1.5%	0.5%	1.3%
San Mateo	10,180	1.3%	0.6%	1.4%
Livermore	9,700	1.4%	0.4%	2.3%
Richmond	9,690	1.6%	2.3%	1.9%
Mountain View	9,400	1.1%	0.4%	0.4%
Berkeley	9,280	1.4%	3.3%	0.8%
Totals	**442,060**	**56%**	**50%**	**47%**

**Source: Final forecast of Jobs, Population and Housing, July 2013, Plan Bay Area Supplementary Report*
** Several projects while implemented by a given project sponsor can be located in part or entirely in another jurisdiction. This analysis assigns funding based on location of benefit rather than implementing agency.

The following observations are noted:

- In aggregate across the 16 jurisdictions, the level of investment aligns fairly well with the formula 50% vs. 56%. Further, the 16 jurisdictions saw a small increase in the investment share over the prior cycle at 50% versus 47%.
- By jurisdiction, however, there doesn't appear to be a direct link between the OBAG distribution formula and the investment decisions: 7 jurisdictions received a higher or equivalent grant share; and 9 received a lower share. This suggests that project selection instead was based on other factors than housing shares such as PDAs,

availability of ready-to-go projects, Local Streets and Roads Rehabilitation funds owed to jurisdictions that did not receive their shares in Cycle 1, and other project specific issues.

- The jurisdictions with high percentages in the OBAG formula generally received high shares of the overall OBAG project funding relative to other jurisdictions within each county.
- Further, those jurisdictions accepting the greatest number of housing units tend to be larger cities that are likely to have PDAs and higher population. As a result they generally receive a higher share under the OBAG program; but it might diverge from the formula.

IV. Local Policy Requirements

Complete Streets

In order to be eligible for OBAG funds, as set forth in Resolution 4035, by June 30, 2013 each jurisdiction was either required to adopt a complete streets resolution or a general plan that meets the Complete Streets Act of California. For the subsequent OBAG cycles all jurisdictions will have to meet the latter. Roughly one in three jurisdictions currently meet this requirement as shown in Table 8.

Jurisdictions that had a General Plan that met the Complete Streets Act self-certified that their current General Plan was reviewed to indicate it included the elements outlined in the Office of Planning and Research guidance for Compete Streets.

Table 8: How Jurisdictions Met the Complete Streets Policy Requirement

County	Total Jurisdictions Receiving OBAG	General Plan	Resolution	General Plan %
Alameda	15	0	15	0%
Contra Costa	20	9	11	45%
Marin	5	2	3	40%
Napa	2	1	1	50%
San Francisco	1	1	0	100%
San Mateo	15	4	11	27%
Santa Clara	16	10	6	63%
Solano	8	2	6	25%
Sonoma	10	5	5	50%
Region	92	34	58	37%

Additionally OBAG policies require that project sponsors adhere to MTC's Routine Accommodations for Bicyclists and Pedestrians (Resolution No. 3765) now referred to as Complete Streets. One of the requirements from Resolution 3765 is that project sponsors complete a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers was considered at the earliest conception or design phase. The CMAs ensure that project sponsors complete the checklist before projects are considered by the county for funds and submitted to MTC. CMAs were 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.

HCD Certification and Housing Issues

In order to be eligible for OBAG funding a jurisdiction is required to have its general plan housing element adopted and certified by the State Department of Housing and Community Development (HCD) for 2007-14. When MTC Resolution No. 4035 was adopted in May 2012, 28 jurisdictions did not have a certified housing element. Of these, nineteen jurisdictions requested an extension of the OBAG deadline. Note that seven of the nineteen jurisdictions seeking an extension for the 2007-20 14 cycle had been out of compliance for the prior 1999-2006 Regional Housing Need Allocation (RHNA) cycle as well. Currently all but the City of Albany have certified housing elements, suggesting that the OBAG housing element requirement is having a definite impact at the local level.

V. CMA Requirements

PDA Investment and Growth Strategy and Links with OBAG Project Selection

CMAs are required to complete a PDA Investment and Growth Strategy to guide and identify a priority-setting process for programming OBAG funding that supports and encourages development in the region's PDAs. Guidance provided to CMAs on preparing their Strategies included three components: 1) developing a process to engage local agencies and encourage community participation, 2) identifying planning objectives to inform project priorities, including encouraging and supporting jurisdictions in meeting their local housing objectives, and 3) establishing funding guidelines for evaluating OBAG projects.

In this first OBAG funding cycle, CMAs were developing their Investment and Growth Strategies in the same timeframe as their project selection process. All nine CMAs presented a summary of their initial PDA Investment and Growth Strategies to the joint MTC Planning/ABAG Administrative Committee in November. (PowerPoint presentation is available at http://files.mtc.ca.gov/pdf/PDA_Implementation.pdf

Public Participation Process

The CMAs were charged with engaging the public to seek ideas and comments on potential projects to be funded through the OBAG program. In all cases, the CMAs provided opportunities for public comment and input and certified their agency's compliance with MTC's guidance. All CMAs conducted public hearings and/or special workshops. All used existing community advisory groups to gain input. In addition, CMAs in the larger counties — such as the San Francisco County Transportation Authority (SFCTA), the Alameda County Transportation Commission (ACTC) and the Santa Clara Valley Transportation Authority (VTA) — conducted extensive outreach to various communities and stakeholder organizations. The average length of time for the call for projects was a two-month period, with the entire project selection process from call for projects through board approval varying widely from 3 months to 9 months. Appendix E summarizes the public involvement and outreach strategies used by the CMAs for the OBAG program.

The CMAs used a range of methods to publicize and receive comments on the grant process, some of which can be considered "best practices" that other CMAs might consider using in subsequent cycles. For example, SFCTA produced text for inclusion in Supervisors' newsletters to constituents, while the ACTC spread the word at 45 events conducted to develop the County's new transportation sales tax expenditure plan, and sought input from community groups to shape their scoring and evaluation criteria. The Contra Costa Transportation Authority (CCTA) met with community groups that requested presentations, involved local agency staff and advocacy organizations to review recommended grants, and accepted online comments on proposed projects. VTA publicized the grant opportunity via meetings with organizations, email and through brochures left at customer service centers throughout the county. The City/County Association of Governments of San Mateo County (C/CAG) created a simple form for the public to use to submit project ideas. The Transportation Authority of Marin (TAM) used its Bicycle/Pedestrian Advisory Committee to provide feedback on grant applications. The Sonoma County Transportation Authority and the Solano Transportation Authority (STA) engaged Native American tribal governments. Many of the CMAs used bilingual staff and translated materials into other languages to conduct outreach. Appendix E summarizes key public outreach activities by county.

The CMAs all provided appropriate public engagement opportunities. In addition, ACTC, SFCTA, TAM and the STA provided information on the public comments received with respect to OBAG. ACTC, SFCTA, CCTA and TAM summarized how public comments informed decisions on their respective grant awards. MTC staff research on the CMA outreach brought additional efforts to light which completed an understanding of the breadth of public involvement in the OBAG

project solicitation. MTC recommends that in future rounds of OBAG, CMAs strengthen their documentation of their respective public engagement process.

Fund Exchanges

As the Commission was deliberating over the OBAG policies and procedures, some stakeholders raised concerns that CMAs would use the flexibility of the program to choose to fund a few large projects in order facilitate fund exchanges to jurisdictions, allowing them to circumvent OBAG policy requirements. Based on the projects submitted in this first round of OBAG, there appears to be no evidence of this. In fact, of the 109 city and county jurisdictions in the Bay Area, 92 or approximately 85% received OBAG funds.

VI. Conclusion

As noted at the outset, the focus on this report is on the programming and project selection aspects of the OBAG Program. While projects are just entering implementation, from a broad policy perspective and based on the performance and accountability requirements, the program has been successful on many fronts as illustrated by this outcome report.

Specifically, OBAG set out to accomplish three broad policy objectives and achieve specific performance and accountability requirements. The table on the next page summarizes the findings in each of these areas:

Objective/Requirement	Findings
Policy Objective	
Reward jurisdictions that accept housing	OBAG is intended to create a link between transportation funding and jurisdictions' housing (RHNA and production) allocations. In this first round, funding decisions appear to be more complex based on various factors – such as PDAs, ready-to-go projects, etc. It is expected that this alignment may increase in the future as the planning (PDA Planning and Investment and Growth Strategies) and programming cycles become more sequential and reinforce one another.
Support the region's SCS by investing in PDAs	The investments in PDAs exceeded the minimum investment targets in each county. Further, there were more large multimodal projects in PDAs than in prior funding cycles.
Increase funding and project selection flexibility	The funding levels for local decision-making increased by over 150% and the project mix varied significantly from county to county, reflecting local priorities. In prior cycles, this variation in project types would not have been feasible because of project category requirements.
Performance Requirements	
Complete Streets Resolution or General Plan Amendment	The 92 jurisdictions that received OBAG funding all met the complete streets requirement; of those, roughly 1/3 met the requirement through a general plan amendment. A general plan amendment complying with the California Complete Streets Act of 2008 is required for next cycle, with a deadline of January 31, 2015
HCD Certification	All but one jurisdiction, the City of Albany, have an HCD-approved housing element. At the time the Commission approved the OBAG program requirements, 28 jurisdictions did not have these certifications.
PDA Growth and Investment Strategy	These strategies were presented to the MTC Planning and Committee and ABAG Administrative Committee in November 2013. For the next round of programming, the link between these strategies and project selection will likely be strengthened based on better alignment with the project selection timeframe. With the first OBAG cycle, the plan development and project selection timing overlapped.
Public Outreach	The public outreach approach varied across counties but was robust in all cases. MTC will continue to monitor and encourage all documentation.

It is worth noting that OBAG provided advanced guidance for future funding cycles in several of the performance areas above. For example, by January 31, 2015, local agencies are to have general plans with HCD-compliant housing elements that meet the Complete Streets Act of 2008. There were also expectations with respect to the PDA Investment and Growth Strategies.

The Commission may consider these initial lessons learned and stakeholder input in the development of future OBAG programming cycles. Discussions for the next round covering FY2016-17 through FY2019-20 will begin in early 2015.

APPENDICES

Appendix A: OBAG Program of Projects

COUNTY	Responsible Agency	Project Name	Subprogram	Total
ALAMEDA	Alameda CTC	Alameda County Safe Routes to School Program	SRTS	$2,000,000
		CMA Planning Activities Augmentation - Alameda	Planning	$3,270,000
		CMA Base Planning Activities - Alameda	Planning	$3,836,000
	BART	Berkeley Downtown BART Plaza Streetscape	TLC	$4,066,000
	Alameda County	Alameda County Various Streets and Roads Preservation	LSR	$1,665,000
	Alameda City	Alameda City Complete Streets	LSR	$635,000
	Albany*	Santa Fe Avenue Pavement Rehabilitation	LSR	$149,000
	Berkeley	Shattuck Ave Complete Streets and De-Couplet	TLC	$2,777,000
		Berkeley - Hearst Avenue Complete Streets	Bike/Ped	$2,156,000
	Dublin	Dublin Boulevard Preservation	LSR	$470,000
	Emeryville	Emeryville - Hollis Street Preservation	LSR	$100,000
	Fremont	Fremont City Center Multi-Modal Improvements	TLC	$5,855,000
		Fremont Various Streets and Roads Preservation	LSR	$2,105,000
	Hayward	Hayward - Industrial Boulevard Preservation	LSR	$1,335,000
	Livermore	Livermore Various Streets Preservation	LSR	$1,053,000
	Newark	Enterprise Drive Complete Streets and Road Diet	LSR	$454,000
	Oakland	Lake Merritt BART Bikeways	Bike/Ped	$422,000
		7th Street West Oakland Transit Village Phase 2	TLC	$3,288,000
		Oakland - Peralta and MLK Jr. Way Streetscape-Phase I	TLC	$5,452,000
		Oakland Complete Streets	LSR	$3,851,000
		Lakeside Complete Streets and Road Diet	Bike/Ped	$7,000,000
	Piedmont	Piedmont Complete Streets	LSR	$129,000
	Pleasanton	Pleasanton Complete Streets	LSR	$832,000
	San Leandro	San Leandro Boulevard Preservation	LSR	$804,000
	Union City	Union City BART TLC Phase 2	TLC	$8,692,000
		Whipple Road Complete Streets	LSR	$669,000
ALAMEDA TOTAL				**$63,065,000**

**Project is shown to reflect Alameda CMA's project selection. However, the project will not be included in the OBAG program because Albany could not comply with the HCD requirement in Resolution 4035. The CMA will be proposing another project to replace this one.*

COUNTY	Responsible Agency	Project Name	Subprogram	Total
CONTRA COSTA	Antioch	Antioch 9th Street Preservation	LSR	$673,000
	BART	Richmond BART Station Intermodal Improvements	TLC	$2,900,000
	Brentwood	Balfour Road Preservation	LSR	$290,000
	Clayton	Clayton Various Streets Preservation	LSR	$386,000
	Concord	Concord Various Streets Preservation	LSR	$757,000
		Detroit Avenue Bicycle and Pedestrian Improvements	Bike/Ped	$2,154,000
		Concord BART Station Bicycle and Ped. Access Imps.	Bike/Ped	$1,195,000
	Contra Costa County	Contra Costa County Various Streets and Roads Preservation	LSR	$1,941,000
	Contra Costa Transportation Authority	CMA Base Planning Activities - Contra Costa	Planning	$3,036,000
		CMA Planning Activities Augmentation - Contra Costa	Planning	$1,214,000
	Danville	Danville Various Streets and Roads Preservation	LSR	$933,000
	El Cerrito	El Cerrito Various Streets and Roads Preservation	LSR	$630,000
		El Cerritto Ohlone Greenway Bike and Pedestrian Improvements	TLC	$3,468,000
	Hercules	Hercules - Refugio Valley Road Preservation	LSR	$702,000
		Hercules Intermodal Transit Center	TLC	$2,584,000
	Lafayette	Lafayette - Mt. Diablo Blvd West Preservation	LSR	$584,000
	Martinez	Martinez Various Streets and Roads Preservation	LSR	$1,023,000
	Moraga	Moraga Road Preservation	LSR	$709,000
	Oakley	Oakley Various Streets and Roads Preservation	LSR	$1,031,000
	Orinda	Ivy Drive Pavement Rehabilitation	LSR	$552,000
	Pinole	Pinole - San Pablo Avenue Preservation	LSR	$453,000
	Pittsburg	Pittsburg - Railroad Avenue Preservation	LSR	$299,000
		Pittsburg Multimodal Station Bike/Ped Access Imps.	TLC	$1,300,000
	Pleasant Hill	Pleasant Hill - Contra Costa Boulevard Preservation	LSR	$799,000
		Golf Club Road Roundabout and Bike/Ped Imps.	TLC	$4,770,000
	Richmond	Dornan Drive/Garrard Blvd Tunnel Rehabilitation	LSR	$413,000

COUNTY	Responsible Agency	Project Name	Subprogram	Total
		Richmond Local Streets and Roads Preservation	LSR	$3,030,000
	San Pablo	San Pablo Various Streets and Roads Preservation	LSR	$454,000
		San Pablo Avenue Bicycle and Pedestrian Imps.	TLC	$5,978,000
	San Ramon	San Ramon Valley Blvd Preservation	LSR	$291,000
	Walnut Creek	Walnut Creek North Main Street Preservation	LSR	$655,000
CONTRA COSTA TOTAL				**$45,204,000**
MARIN	Fairfax	Parkade Circulation and Safety Improvements	Bike/Ped	$300,000
	Marin County	Donahue Street Road Rehabilitation Project	LSR	$1,077,000
		North Civic Center Drive Improvements	Bike/Ped	$650,000
		Central Marin Ferry Bike/Ped Connection	Bike/Ped	$1,500,000
	Novato	DeLong Avenue and Ignacio Boulevard Highway Interchange Resurfacing	LSR	$779,000
	Ross	Bolinas Avenue and Sir Francis Drake Intersection Improvements	LSR	$274,000
	San Rafael	San Rafael Various Streets and Roads Preservation	LSR	$457,000
		San Rafael Transit Center Pedestrian Access Imps.	TLC	$1,900,000
	TAM	CMA Base Planning Activities - Marin	Planning	$2,673,000
		CMA Planning Activities Augmentation - Marin	Planning	$418,000
MARIN TOTAL				**$10,028,000**
NAPA	City of Napa	Napa City North/South Bike Connection	Bike/Ped	$300,000
		California Avenue Roundabouts	TLC	$2,894,000
	County of Napa	Silverado Trail Phase "H" Preservaton	LSR	$794,000
	NCTPA	CMA Base Planning Activities - Napa	Planning	$2,673,000
NAPA TOTAL				**$6,661,000**
SAN FRANCISCO	DPW	ER Taylor Safe Routes to School	SRTS	$519,631
		Longfellow Safe Routes to School	SRTS	$670,307
		Chinatown Broadway Complete Streets Phase IV	TLC	$5,320,536
		Second Street Complete Streets	TLC	$10,515,748
	SFCTA	CMA Base Planning Activities - San Francisco	Planning	$2,795,000
		CMA Planning Activities Augmentation - San Francisco	Planning	$773,000
	SFMTA	Masonic Avenue Complete Streets	TLC	$10,227,539
		Mansell Corridor Complete Streets	Bike/Ped	$1,762,239
	TJPA	Transbay Center Bike and Pedestrian Improvements	Bike/Ped	$6,000,000

COUNTY	Responsible Agency	Project Name	Subprogram	Total
SAN FRANCISCO TOTAL				**$38,584,000**

COUNTY	Responsible Agency	Project Name	Subprogram	Total
SAN MATEO	Atherton	Atherton Various Streets and Roads Preservation	LSR	$285,000
	Belmont	Ralston Avenue Pedestrian Route Improvements	TLC	$250,000
		Belmont Various Streets and Roads Preservation	LSR	$534,000
		Old County Road Bike and Pedestrian Imps	Bike/Ped	$270,000
	Burlingame	Carolan Avenue Complete Streets and Road Diet	Bike/Ped	$986,000
	Caltrans	US 101 / Broadway Interchange Bike/Ped Imps	Bike/Ped	$3,613,000
	Daly City	Daly City Various Streets and Roads Preservation	LSR	$562,000
		John Daly Boulevard Bicycle and Pedestrian Improvements	TLC	$1,000,000
	East Palo Alto	Bay Road Bike and Ped Imps. Phase II and III	TLC	$1,000,000
	Menlo Park	Menlo Park Various Streets and Roads Preservation	LSR	$427,000
		Menlo Park Various Streets Bicycle and Pedestrian Imps	Bike/Ped	$797,000
	Millbrae	Millbrae Various Streets and Roads Prerservation	LSR	$445,000
	Pacifica	Palmetto Avenue Streetscape	TLC	$1,000,000
		Pacifica Linda Mar Blvd Preservation	LSR	$431,000
		San Pedro Creek Bridge Replacement Bike/Ped Imps	Bike/Ped	$1,141,000
	Portola Valley	Portola Valley Various Streets and Roads Preservation	LSR	$224,000
	Redwood City	Redwood City Various Streets and Roads Preservation	LSR	$548,000
		Middlefield Road Bicyle and Pedestrian Imps	Bike/Ped	$1,752,000
	San Bruno	San Bruno Avenue Pedestrian Improvements	TLC	$265,000
		San Bruno Avenue Street Median Improvements	TLC	$735,000
	San Carlos	Crestview Drive Pavement Rehabilitation	LSR	$412,000
		San Carlos Streetscape and Pedestrian Imps	TLC	$850,000
		El Camino Real Ped Upgrades (Grand Boulevard Inititive)	TLC	$182,000
	San Mateo C/CAG	CMA Base Planning Activities - San Mateo	Planning	$2,673,000
		CMA Planning Activities Augmentation - San Mateo	Planning	$752,000
		PDA Planning Augmentation - San Mateo	Planning	$84,000
	South San Francisco	Grand Blvd. Initiative Streetscape Project	TLC	$1,991,000
		South San Francisco Citywide Sidewalk Gap	Bike/Ped	$357,000

COUNTY	Responsible Agency	Project Name	Subprogram	Total
		Closures		
		South San Francisco Grand Blvd Pedestrain Imps	TLC	$1,000,000
	San Mateo City	Mount Diablo Ave. Rehabilitation	LSR	$270,000
		North Central Pedestrian Improvements	TLC	$1,000,000
		San Mateo Citywide Crosswalk Improvements	TLC	$368,000
	San Mateo County	Semicircular Road Bicycle and Pedestrian Access Imps	Bike/Ped	$320,000
SAN MATEO TOTAL				**$26,524,000**
SANTA CLARA	Campbell	Hamilton Avenue Preservation	LSR	$279,000
		Campbell Avenue Bicycle and Pedestrian Imps.	Bike/Ped	$3,718,000
	Cupertino	Stevens Creek Boulevard Preservation	LSR	$735,000
	Gilroy	Eigleberry Street Preservation	LSR	$808,000
		Ronan Channel / Lions Creek Multi-Use Trail	Bike/Ped	$1,034,000
	Los Altos	Los Altos Various Streets and Roads Preservation	LSR	$312,000
	Los Altos Hills	El Monte Road Preservation	LSR	$186,000
	Los Gatos	Hillside Road Preservation	LSR	$139,000
	Milpitas	Milpitas Various Streets and Roads Preservation	LSR	$1,652,000
	Monte Sereno	Monte Sereno Various Streets and Roads Preservation	LSR	$250,000
	Morgan Hill	Monterey Road Preservation	LSR	$1,379,000
	Mountain View	Mountain View Various Streets Preservation and Bike Lanes	LSR	$1,166,000
	Palo Alto	Palo Alto Various Streets and Roads Preservation	LSR	$956,000
		US 101/Adobe Creek Bicycle and Pedestrian Bridge	Bike/Ped	$4,000,000
	San Jose	The Alameda "Beautiful Way" Grand Boulevard Phase 2	TLC	$3,500,000
		San Jose Citywide Bikeway Program	Bike/Ped	$1,150,000
		San Jose Citywide Pavement Management Program	LSR	$11,531,000
		San Jose Citywide SRTS Infrastructure Program	SRTS	$1,150,000
		San Jose CitySide Smart Intersections Program	TLC	$1,150,000
		Downtown San Jose Bike Lanes and De-Couplet	TLC	$1,500,000
		East San Jose Bicycle/Pedestrian Transit Connection	Bike/Ped	$2,000,000
		Jackson Avenue Bicycle and Pedestrian Imps.	TLC	$1,500,000
		San Jose Pedestrian-Oriented Traffic Safety Signals	TLC	$3,000,000

COUNTY	Responsible Agency	Project Name	Subprogram	Total
		St. Johns Bikeway and Pedestiran Improvements	TLC	$1,185,000
	Santa Clara County	San Tomas Expressway Box Culvert Rehabilitation	LSR	$7,850,000
		Capitol Expressway Traffic ITS and Bike/Ped Imps.	TLC	$8,235,000
		San Tomas Aquino Spur Multi-Use Trail Phase 2	Bike/Ped	$3,234,000
	Saratoga	Saratoga Village Sidewalk Preservation	LSR	$162,000
		Saratoga Ave-Prospect Rd Complete Streets	TLC	$4,205,000
	Sunnyvale	Fair Oaks Avenue Bikeway and Streetscape	TLC	$956,000
		Maude Avenue Bikeways and Streetscape	TLC	$695,000
		Duane Avenue Preservation	LSR	$1,576,000
		East & West Channel Multi-Use Trails	Bike/Ped	$3,440,000
		Sunnyvale Safe Routes to School Ped Infrastructure Imps	SRTS	$1,569,000
		Sunnyvale-Saratoga Road Bike/Ped Safety Enhancements	Bike/Ped	$524,000
	VTA	CMA Base Planning Activities - Santa Clara	Planning	$4,246,000
		CMA Planning Activities Augmentation - Santa Clara	Planning	$1,754,000
		Milpitas BART Station Montague Expwy Ped Overcrossing	Bike/Ped	$744,000
		Santa Clara Caltrain Station Bike/Ped Undercrossing	Bike/Ped	$1,251,000
		VTA/San Jose: Upper Penitencia Creek Multi-Use Trail	Bike/Ped	$1,514,000
	Santa Clara City	Santa Clara Various Streets and Roads Preservation	LSR	$1,891,000
SANTA CLARA TOTAL				**$88,126,000**
SOLANO	Benicia	East 2nd Street Preservation	LSR	$495,000
		Benicia Safe Routes to Schools Infrastructure Improvements	SRTS	$100,000
	Dixon	West A Street Preservation	LSR	$584,000
		Dixon SRTS Infrastructure Improvements	SRTS	$100,000
	Fairfield	Beck Avenue Preservation	LSR	$1,424,000
	Rio Vista	SR 12 Pedestrian Crossing Improvements	SRTS	$100,000
	Solano County	Vaca-Dixon Bike Route Phase 5	Bike/Ped	$1,800,000
		Solano County - Various Streets and Roads Preservation	LSR	$1,389,000
	Solano Transportation Authority	Eastern Solano / SNCI Rideshare Program	TLC	$533,000
		Local PDA Planning	Planning	$511,000

COUNTY	Responsible Agency	Project Name	Subprogram	Total
		Solano Transit Ambassador Program	TLC	$250,000
		CMA Base Planning Activities - Solano	Planning	$2,673,000
		CMA Planning Activities Augmentation - Solano	Planning	$333,000
		West B Street Bicycle/Pedestrian RxR Undercrossing	Bike/Ped	$2,535,000
	Suisun City	Walters Road/Pintail Drive Preservation	LSR	$356,000
		Suisun/Fairfield Intercity Rail Station Access Imps	Bike/Ped	$415,000
		Suisun City SRTS Infrastructure Imps	SRTS	$349,065
	Vacaville	Allison Bicycle/Pedestrian Imps.	Bike/Ped	$450,000
		Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape	Bike/Ped	$500,000
		Vacaville SRTS Infrastructure Improvements	SRTS	$303,207
		Vacaville - Various Streets and Roads Preservation	LSR	$1,231,000
	Vallejo	Vallejo Downtown Streetscape - Phase 3	TLC	$2,090,000
		Vallejo SRTS Infrastructure Imps	SRTS	$247,728
SOLANO TOTAL				**$18,769,000**
SONOMA	Cloverdale	Safe Routes to Schools PHASE 2	TLC	$250,000
	Cotati	Cotati Old Redwood Highway South Preservation (CS)	LSR	$250,000
	Healdsburg	Healdsburg Various Streets and Roads Preservation	LSR	$250,000
	Petaluma	Petaluma Complete Streets	LSR	$1,848,000
	Rohnert Park	Rohnert Park Various Streets Preservation	LSR	$1,103,000
		Rohnert Park Bicyle and Pedestrian Improvements	TLC	$500,000
	Santa Rosa	Downtown Santa Rosa Streetscape	TLC	$713,000
		Santa Rosa Complete Streets Road Diet on Transit Corridors	LSR	$2,460,000
	SCTA	CMA Base Planning Activities - Sonoma	Planning	$2,673,000
	Sebastopol	Sebastopol Various Streets and Roads Preservation	LSR	$250,000
	SMART	SMART Bicycle/Pedestrian Pathway	Bike/Ped	$1,043,000
		SMART Vehicle Purchase	TLC	$6,600,000
	Sonoma County TPW	Sonoma County Various Streets and Roads Preservation	LSR	$3,377,000
	Windsor	Windsor Road/Jaquar Lane Bicycle/Pedestrian Imps.	Bike/Ped	$630,000
		Conde Lane/Johnson Street Pedestrian Imps.	TLC	$432,000
		Windsor Rd/Bell Rd/Market St Pedestrian Imps.	Bike/Ped	$410,000

COUNTY	Responsible Agency	Project Name	Subprogram	Total
	Sonoma City	Sonoma Various Streets and Roads Preservation	LSR	$250,000
SONOMA TOTAL				**$23,039,000**
Grand Total				**$320,000,000**

Appendix B: OBAG Program Breakdown by Eligible Project Categories

County	Bike/Ped	LSR	Planning	SR2S	TLC	Total
Alameda						
Funds	$9.6	$14.3	$7.1	$2.0	$30.1	$63.1
%	15.2%	22.6%	11.3%	3.2%	47.8%	100.0%
Contra Costa						
Funds	$3.3	$16.6	$4.3	$0.0	$21.0	$45.2
%	7.4%	36.7%	9.4%	0.0%	46.5%	100.0%
Marin						
Funds	$2.5	$2.6	$3.1	$0.0	$1.9	$10.0
%	24.4%	25.8%	30.8%	0.0%	18.9%	100.0%
Napa						
Funds	$0.3	$0.8	$2.7	$0.0	$2.9	$6.7
%	4.5%	11.9%	40.1%	0.0%	43.4%	100.0%
San Francisco						
Funds	$7.8	$0.0	$3.6	$1.2	$26.1	$38.6
%	20.1%	0.0%	9.2%	3.1%	67.6%	100.0%
San Mateo						
Funds	$9.2	$4.1	$3.5	$0.0	$9.6	$26.5
%	34.8%	15.6%	13.2%	0.0%	36.3%	100.0%
Santa Clara						
Funds	$22.6	$30.9	$6.0	$2.7	$25.9	$88.1
%	25.7%	35.0%	6.8%	3.1%	29.4%	100.0%
Solano						
Funds	$5.7	$5.5	$3.5	$1.2	$2.9	$18.8
%	30.4%	29.2%	18.7%	6.4%	15.3%	100.0%
Sonoma						
Funds	$2.1	$9.8	$2.7	$0.0	$8.5	$23.0
%	9.0%	42.5%	11.6%	0.0%	36.9%	100.0%
MTC Region						
Funds	$63.1	$84.5	$36.4	$7.1	$128.9	$320.0
%	19.7%	26.4%	11.4%	2.2%	40.3%	100.0%

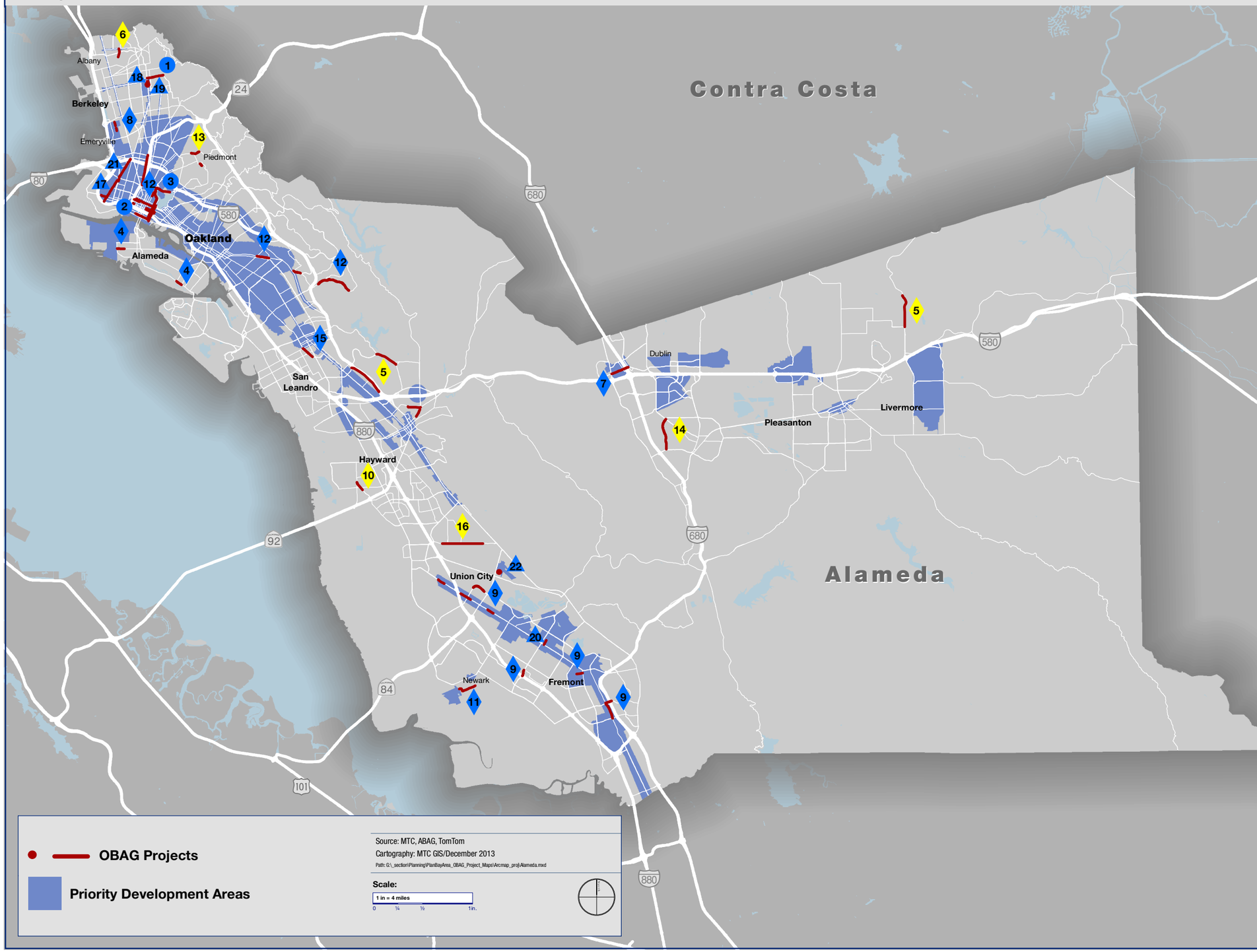
Note: Each project falls into one category based on the predominant purpose of the project. CMAs did not select any projects under the priority conservation area program category and therefore it is not shown. SRTS funds shown is additional OBAG funding contributions that augment the counties' Regional Safe Routes to School Program allocations ($20 million).

One Bay Area Grant Projects
Alameda County

Metropolitan Transportation Commission
Planning, Financing and Coordinating
Transportation for the nine-county
San Francisco Bay Area

Analytical Services

Geographic Information Systems



Alameda County OBAG Projects

Bicycle/Pedestrian

1. Berkeley - Hearst Avenue Complete Streets
2. Oakland - Lake Merritt BART Bikeways
3. Oakland - Lakeside Complete Streets and Road Diet

Local Streets & Roads

4. Alameda City Complete Streets
5. Alameda County Various Streets and Roads Preservation
6. Albany - Santa Fe Avenue Pavement Rehabilitation
7. Dublin Boulevard Preservation
8. Emeryville - Hollis Street Preservation
9. Fremont Various Streets and Roads Preservation
10. Hayward - Industrial Boulevard Preservation
11. Newark - Enterprise Drive Complete Streets and Road Diet
12. Oakland Complete Streets
13. Piedmont Complete Streets
14. Pleasanton Complete Streets
15. San Leandro Boulevard Preservation
16. Whipple Road Complete Streets

Transportation for Livable Communities

17. 7th Street West Oakland Transit Village Phase 2
18. Berkeley - Shattuck Ave Complete Streets and De-Couplet
19. Berkeley Downtown BART Plaza Streetscape
20. Fremont City Center Multi-Modal Improvements
21. Oakland - Peralta and MLK Jr. Way Streetscape- Phase I
22. Union City BART TLC Phase 2

Not Mappable

23. Livermore Various Streets Preservation
24. Alameda County Safe Routes to School Program
25. CMA Base Planning Activities

In a PDA*	Not in a PDA	
●	●	Bicycle/Pedestrian
◆	◆	Local Streets and Roads (LSR)
⬢	⬢	Safe Routes to Schools
▲	▲	Transportation for Livable Communities (TLC)
	□	Not Mappable

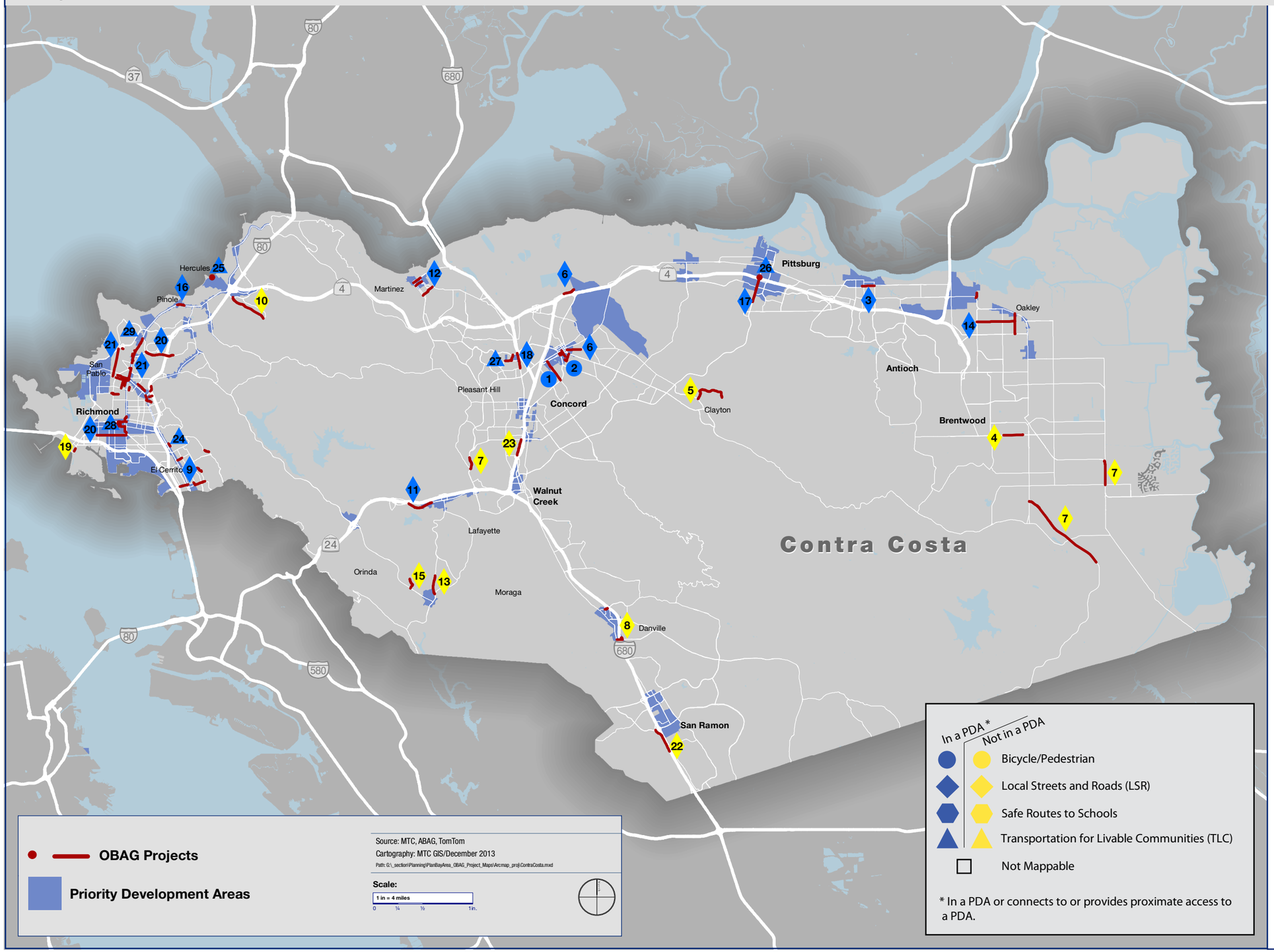
* In a PDA or connects to or provides proximate access to a PDA.

One Bay Area Grant Projects
Contra Costa County

Metropolitan Transportation Commission
Planning, Financing and Coordinating
Transportation for the nine-county
San Francisco Bay Area

Analytical Services

Geographic Information Systems



Contra Costa County OBAG Projects

Bicycle/Pedestrian

1. Concord - Detroit Avenue Bicycle and Ped. Improvements
2. Concord BART Station Bicycle and Ped. Access Imps.

Local Streets & Roads

3. Antioch 9th Street Preservation
4. Brentwood - Balfour Road Preservation
5. Clayton Various Streets Preservation
6. Concord Various Streets Preservation
7. Contra Costa Co. Various Streets and Roads Preservation
8. Danville Various Streets and Roads Preservation
9. El Cerrito Various Streets and Roads Preservation
10. Hercules - Refugio Valley Road Preservation
11. Lafayette - Mt. Diablo Blvd West Preservation
12. Martinez Various Streets and Roads Preservation
13. Moraga Road Preservation
14. Oakley Various Streets and Roads Preservation
15. Orinda - Ivy Drive Pavement Rehabilitation
16. Pinole - San Pablo Avenue Preservation
17. Pittsburg - Railroad Avenue Preservation
18. Pleasant Hill - Contra Costa Boulevard Preservation
19. Richmond - Dornan Drive/Garrard Blvd Tunnel Rehab.
20. Richmond Local Streets and Roads Preservation
21. San Ramon Valley Blvd Preservation
22. Walnut Creek North Main Street Preservation
23. El Cerrito Ohlone Greenway Bike and Ped. Improvements

Transportation for Livable Communities

24. Hercules Intermodal Transit Center
25. Pittsburg Multimodal Station Bike/Ped Access Imps.
26. Pleasant Hill - Golf Club Rd. Roundabout and Bike/Ped Imps.
27. Richmond BART Station Intermodal Improvements
28. San Pablo Avenue Bicycle and Pedestrian Imps.
29. San Pablo Various Streets and Roads Preservation

Not Mappable

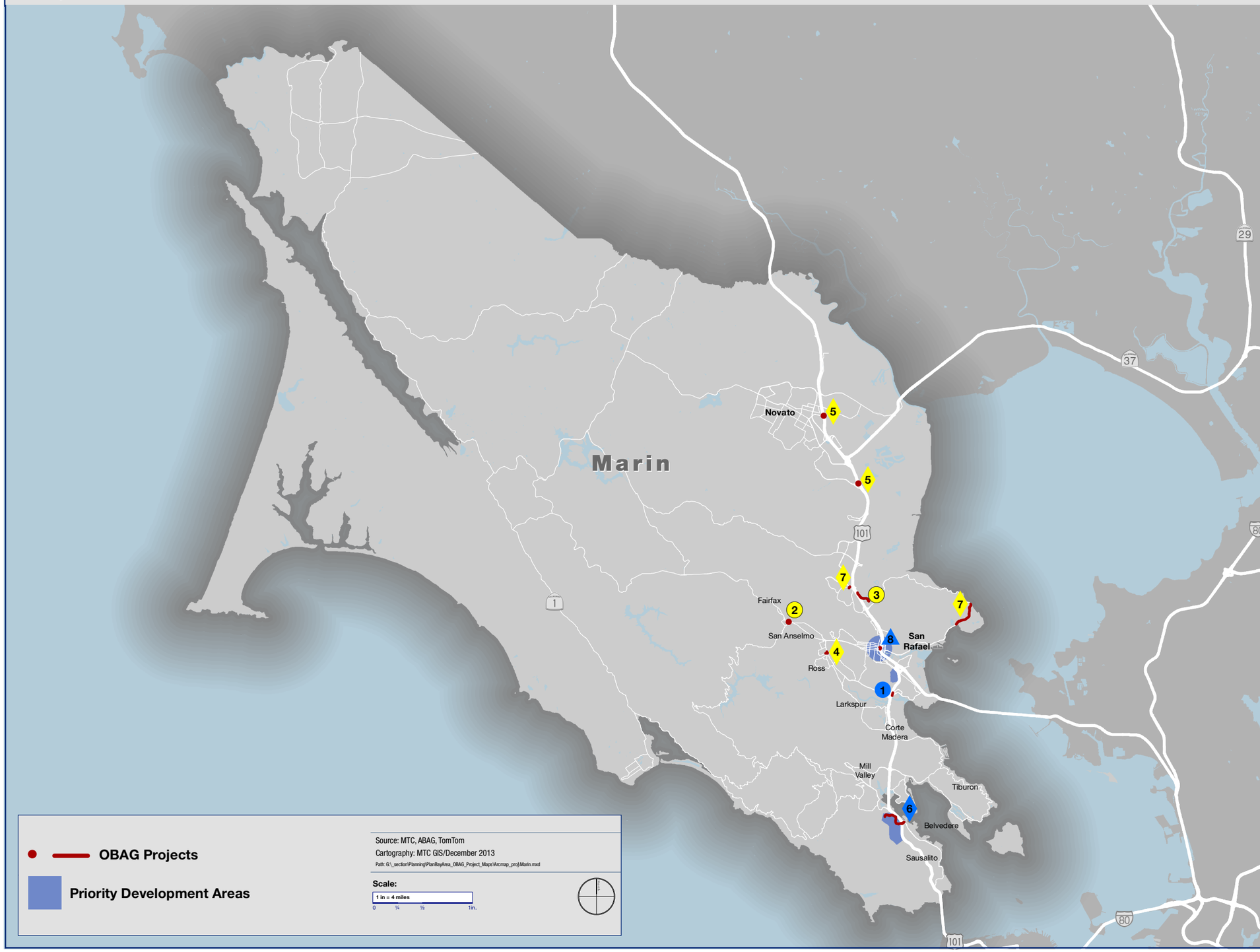
30. CMA Base Planning Activities

One Bay Area Grant Projects
Marin County

Metropolitan Transportation Commission
Planning, Financing and Coordinating
Transportation for the nine-county
San Francisco Bay Area

Analytical Services

Geographic Information Systems



Marin County OBAG Projects

Bicycle/Pedestrian

1. Central Marin Ferry Bike/Ped Connection
2. Fairfax - Parkade Circulation and Safety Improvements
3. North Civic Center Drive Improvements

Local Streets & Roads

4. Bolinas Ave. and Sir Francis Drake Int. Improvements
5. DeLong Ave. and Ignacio Blvd. Highway Int. Resurfacing
6. Donahue Street Road Rehabilitation Project
7. San Rafael Various Streets and Roads Preservation

Transportation for Livable Communities

8. San Rafael Transit Center Pedestrian Access Imps.

Not Mappable

9. CMA Base Planning Activities

In a PDA *	Not in a PDA
●	● Bicycle/Pedestrian
◆	◆ Local Streets and Roads (LSR)
⬢	⬢ Safe Routes to Schools
▲	▲ Transportation for Livable Communities (TLC)
	□ Not Mappable

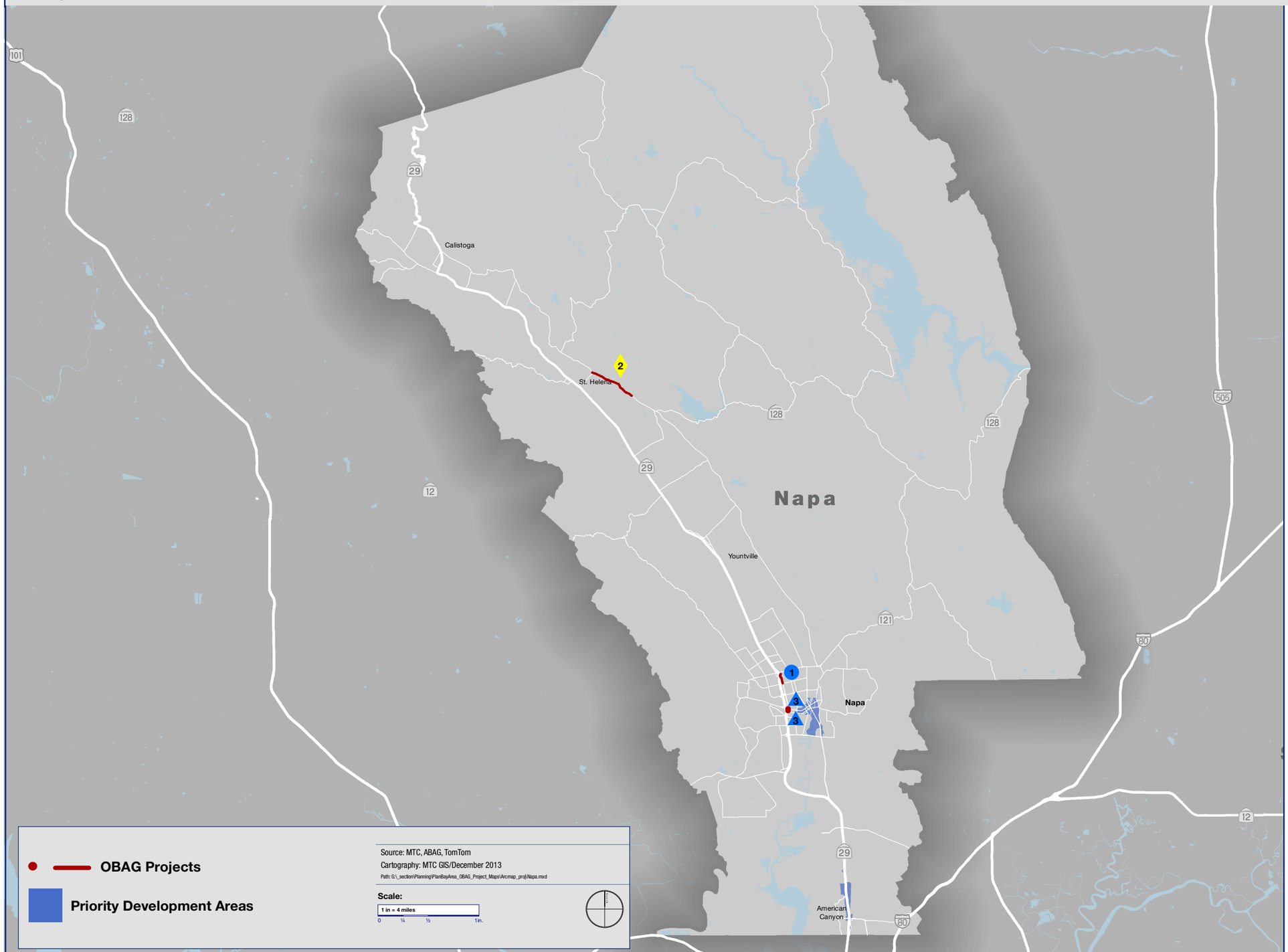
* In a PDA or connects to or provides proximate access to a PDA.

One Bay Area Grant Projects
Napa County

Metropolitan Transportation Commission
Planning, Financing and Coordinating
Transportation for the nine-county
San Francisco Bay Area

Analytical Services

Geographic Information Systems



Napa County OBAG Projects

Bicycle/Pedestrian

1 Napa City North/South Bike Connection

Local Streets and Roads

2 Silverado Trail Phase "H" Preservation

Transportation for Livable Communities

3 California Avenue Roundabouts

Not Mappable

4 CMA Base Planning Activities

In a PDA *	Not in a PDA
●	● Bicycle/Pedestrian
◆	◆ Local Streets and Roads (LSR)
⬢	⬢ Safe Routes to Schools
▲	▲ Transportation for Livable Communities (TLC)
	□ Not Mappable

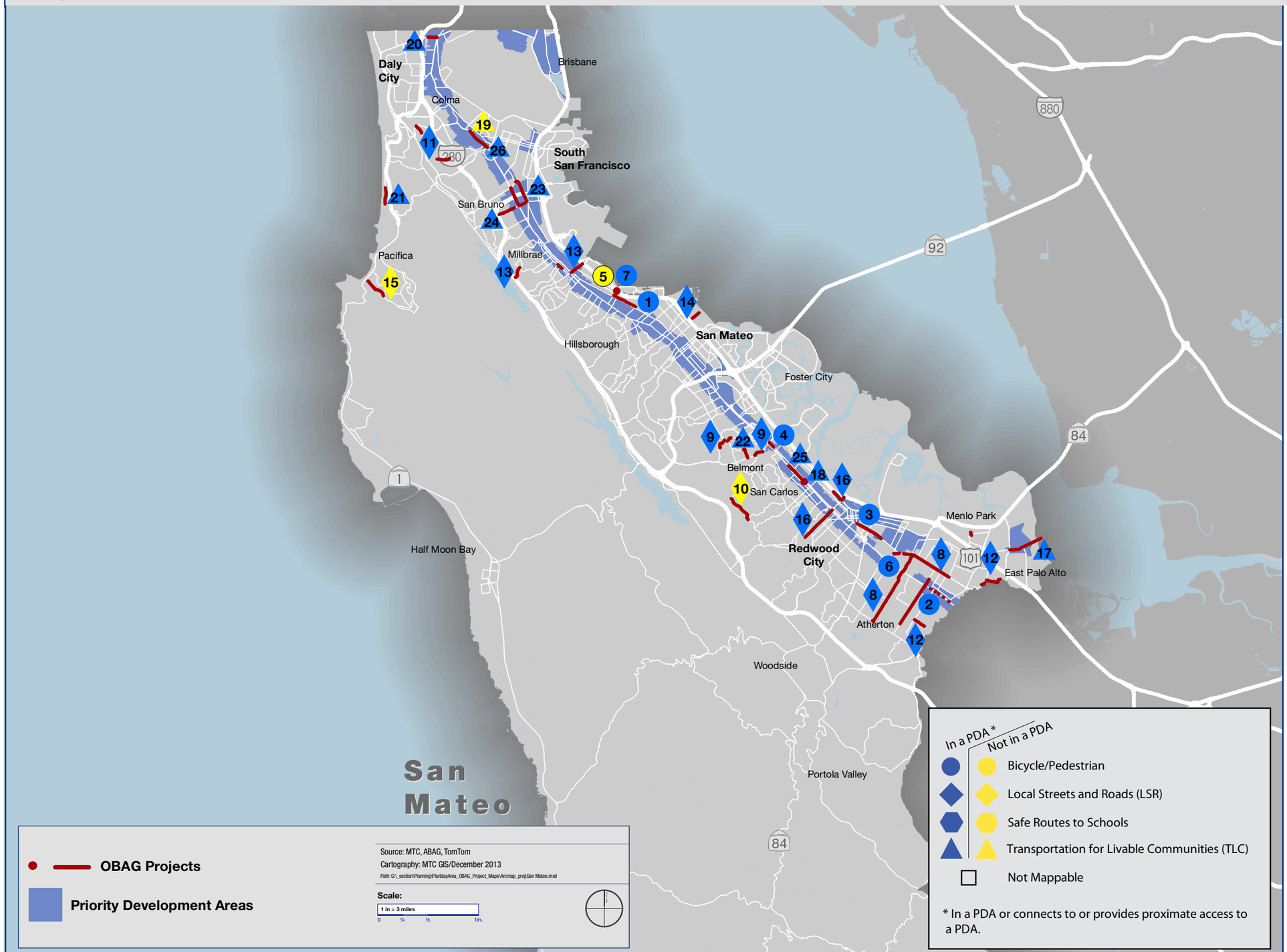
* In a PDA or connects to or provides proximate access to a PDA.

One Bay Area Grant Projects
San Mateo County

Metropolitan Transportation Commission
Planning, Financing and Coordinating
Transportation for the nine-county
San Francisco Bay Area

Analytical Services

Geographic Information Systems



San Mateo County OBAG Projects

Bicycle/Pedestrian

1. Carolan Avenue Complete Streets and Road Diet
2. Menlo Park Various Streets Bicycle and Pedestrian Imps
3. Middlefield Road Bicyle and Pedestrian Imps
4. Old County Road Bike and Pedestrian Imps
5. San Pedro Creek Bridge Replacement Bike/Ped Imps
6. Semicircular Road Bicycle and Pedestrian Access Imps
7. US 101 / Broadway Interchange Bike/Ped Imps

Local Streets and Roads

8. Atherton Various Streets and Roads Preservation
9. Belmont Various Streets and Roads Preservation
10. Crestview Drive Pavement Rehabilitation
11. Daly City Various Streets and Roads Preservation
12. Menlo Park Various Streets and Roads Preservation
13. Millbrae Various Streets and Roads Prerservation
14. Mount Diablo Ave. Rehabilitation
15. Pacifica Linda Mar Blvd Preservation
16. Redwood City Various Streets and Roads Preservation

Transportation for Livable Communities

17. Bay Road Bike and Ped Imps. Phase II and III
18. El Camino Real Ped Upgrades (Grand Boulevard Inititive)
19. Grand Blvd. Initiative Streetscape Project
20. John Daly Boulevard Bicycle and Pedestrian Improvements
21. Palmetto Avenue Streetscape
22. Ralston Avenue Pedestrian Route Improvements
23. San Bruno Avenue Pedestrian Improvements
24. San Bruno Avenue Street Median Improvements
25. San Carlos Streetscape and Pedestrian Imps
26. South San Francisco Grand Blvd Pedestrian Imps

Not Mappable

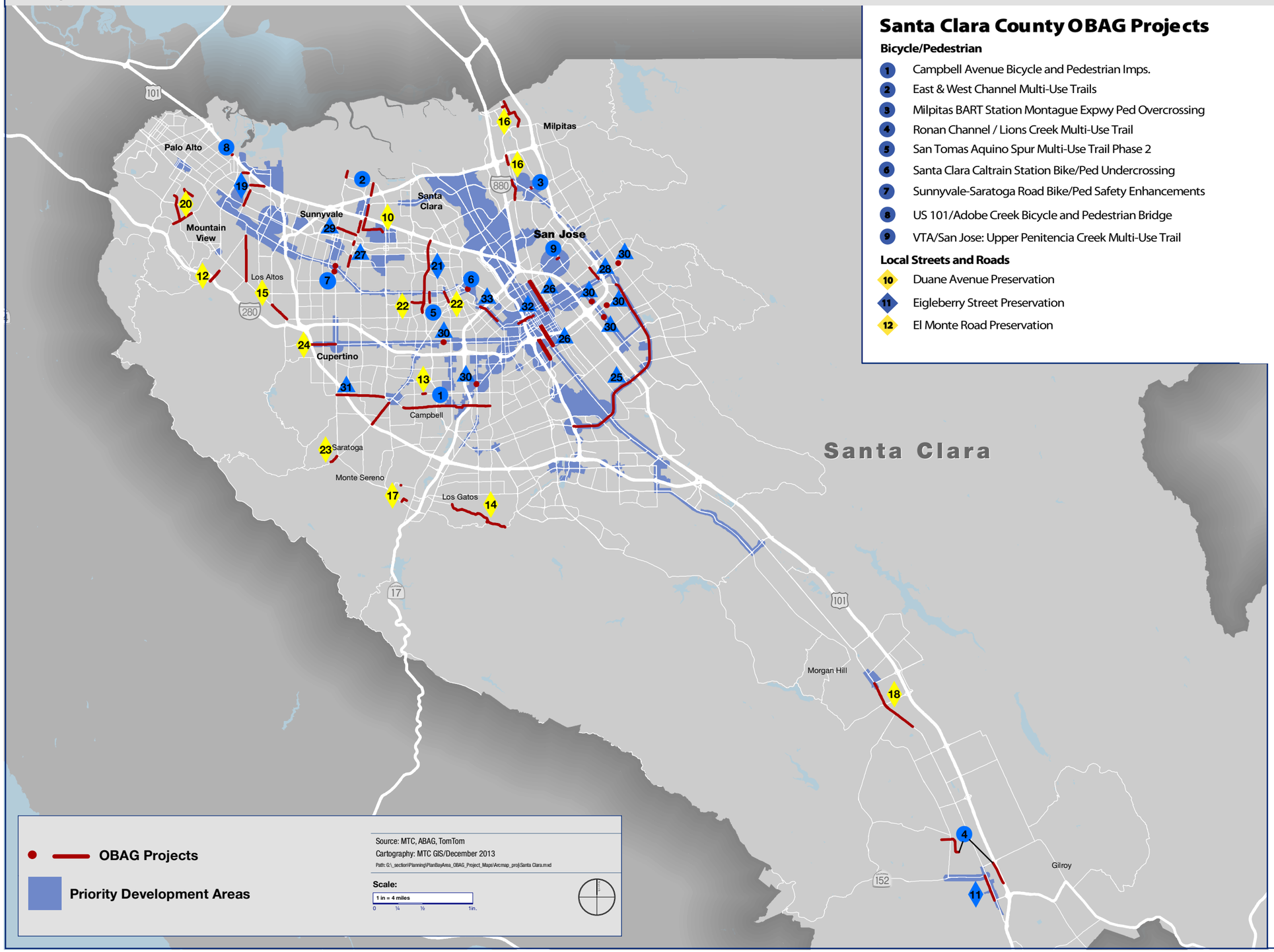
27. South San Francisco Citywide Sidewalk Gap Closures
28. Portola Valley Various Streets and Roads Preservation
29. PDA Planning Augmentation - San Mateo
30. San Mateo Citywide Crosswalk Improvements
31. North Central Pedestrian Improvements
32. CMA Base Planning Activities

One Bay Area Grant Projects
Santa Clara County

Metropolitan Transportation Commission
Planning, Financing and Coordinating
Transportation for the nine-county
San Francisco Bay Area

Analytical Services

Geographic Information Systems



Santa Clara County OBAG Projects

Bicycle/Pedestrian

1. Campbell Avenue Bicycle and Pedestrian Imps.
2. East & West Channel Multi-Use Trails
3. Milpitas BART Station Montague Expwy Ped Overcrossing
4. Ronan Channel / Lions Creek Multi-Use Trail
5. San Tomas Aquino Spur Multi-Use Trail Phase 2
6. Santa Clara Caltrain Station Bike/Ped Undercrossing
7. Sunnyvale-Saratoga Road Bike/Ped Safety Enhancements
8. US 101/Adobe Creek Bicycle and Pedestrian Bridge
9. VTA/San Jose: Upper Penitencia Creek Multi-Use Trail

Local Streets and Roads

10. Duane Avenue Preservation
11. Eigleberry Street Preservation
12. El Monte Road Preservation

Local Streets and Roads, cont.

13. Hamilton Avenue Preservation
14. Hillside Road Preservation
15. Los Altos Various Streets and Roads Preservation
16. Milpitas Various Streets and Roads Preservation
17. Monte Sereno Various Streets and Roads Preservation
18. Monterey Road Preservation
19. Mountain View Various Streets Preservation and Bike Lanes
20. Palo Alto Various Streets and Roads Preservation
21. San Tomas Expressway Box Culvert Rehabilitation
22. Santa Clara Various Streets and Roads Preservation
23. Saratoga Village Sidewalk Preservation
24. Stevens Creek Boulevard Preservation

Transportation for Livable Communities

25. Capitol Expressway Traffic ITS and Bike/Ped Imps.
26. Downtown San Jose Bike Lanes and De-Couplet
27. Fair Oaks Avenue Bikeway and Streetscape
28. Jackson Avenue Bicycle and Pedestrian Imps.
29. Maude Avenue Bikeways and Streetscape
30. San Jose Pedestrian-Oriented Traffic Safety Signals
31. Saratoga Ave-Prospect Rd Complete Streets
32. St. Johns Bikeway and Pedestrian Improvements
33. The Alameda "Beautiful Way" Grand Boulevard Phase 2

Not Mappable

34. East San Jose Bicycle/Pedestrian Transit Connection
35. San Jose Citywide Bikeway Program
36. San Jose Citywide Pavement Management Program
37. San Jose Citywide SRTS Infrastructure Program
38. Sunnyvale Safe Routes to School Ped Infrastructure Imps
39. San Jose CitySide Smart Intersections Program
40. CMA Base Planning Activities

In a PDA *	Not in a PDA	
●	●	Bicycle/Pedestrian
◆	◆	Local Streets and Roads (LSR)
⬢	⬢	Safe Routes to Schools
▲	▲	Transportation for Livable Communities (TLC)
	□	Not Mappable

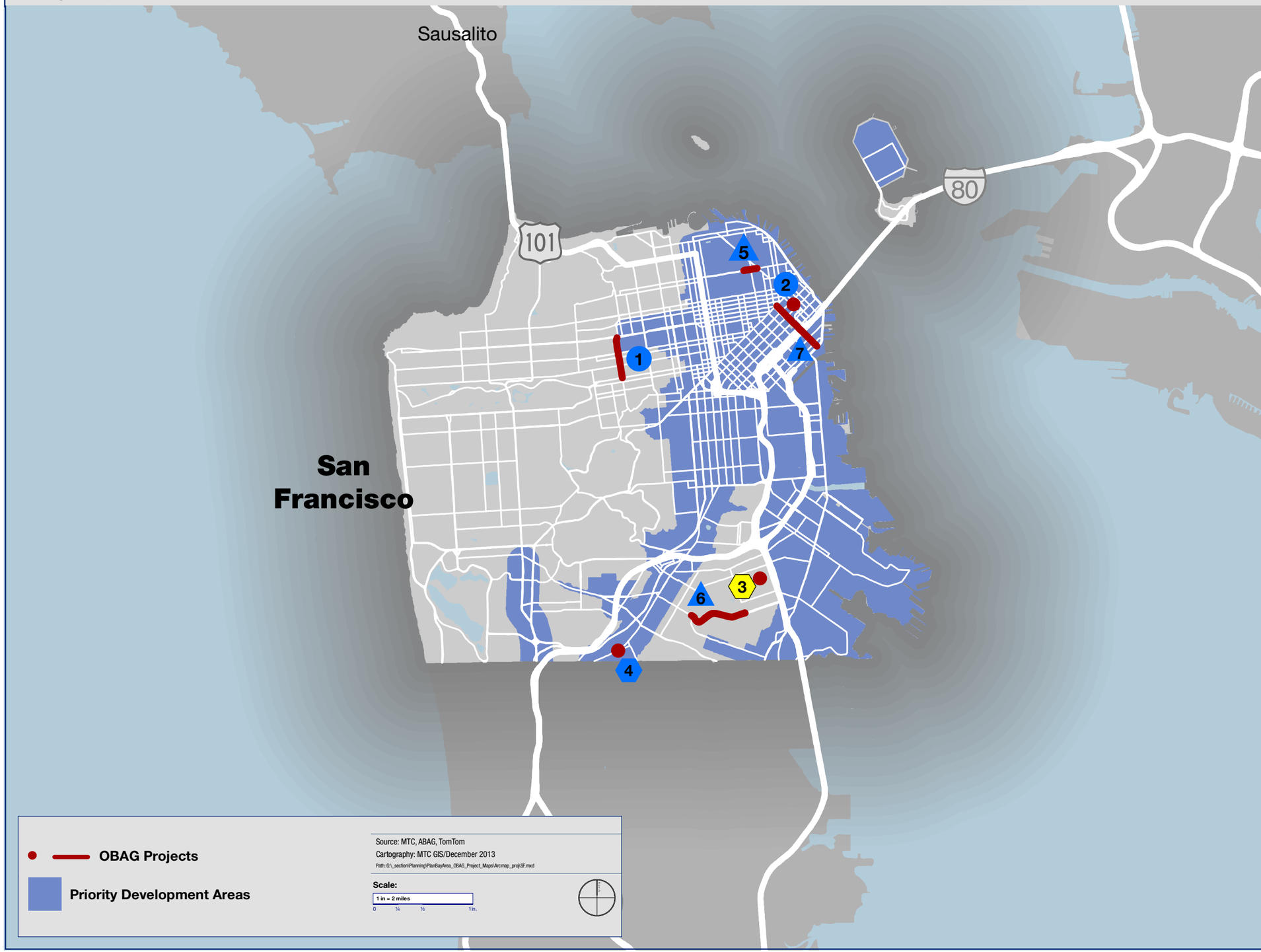
* In a PDA or connects to or provides proximate access to a PDA.

One Bay Area Grant Projects
San Francisco County

Metropolitan Transportation Commission
Planning, Financing and Coordinating
Transportation for the nine-county
San Francisco Bay Area

Analytical Services

Geographic Information Systems



San Francisco County OBAG Projects

Bicycle/Pedestrian

1. Masonic Avenue Complete Streets
2. Transbay Center Bike and Pedestrian Improvements

Safe Routes to Schools

3. ER Taylor Safe Routes to School
4. Longfellow Safe Routes to School

Transportation for Livable Communities

5. Chinatown Broadway Complete Streets Phase IV
6. Mansell Corridor Complete Streets
7. Second Street Complete Streets

Not Mappable

8. CMA Base Planning Activities

In a PDA *	Not in a PDA
	Bicycle/Pedestrian
	Local Streets and Roads (LSR)
	Safe Routes to Schools
	Transportation for Livable Communities (TLC)
	Not Mappable

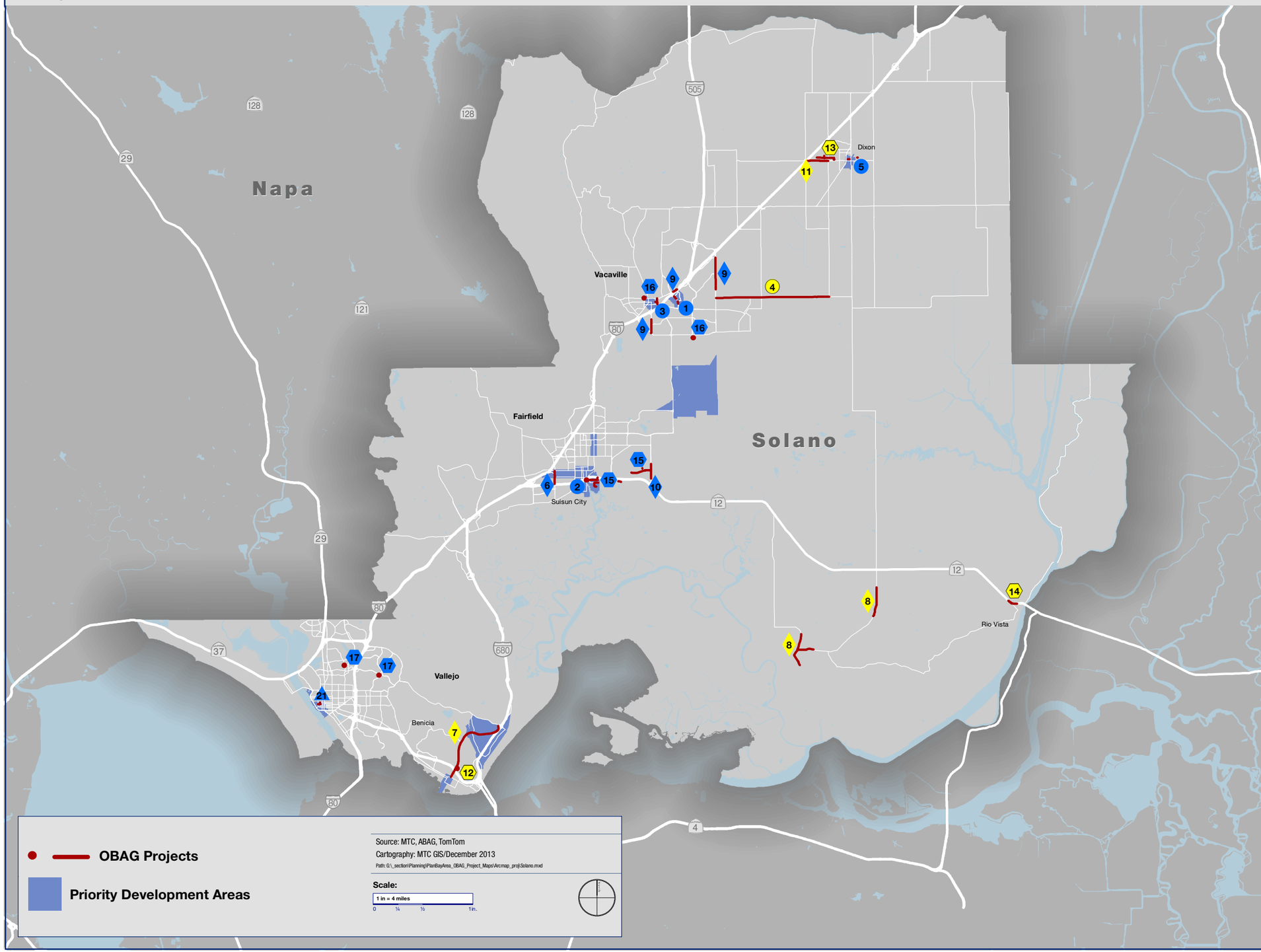
* In a PDA or connects to or provides proximate access to a PDA.

One Bay Area Grant Projects
Solano County

Metropolitan Transportation Commission
Planning, Financing and Coordinating
Transportation for the nine-county
San Francisco Bay Area

Analytical Services

Geographic Information Systems



Solano County OBAG Projects

Bicycle/Pedestrian

1. Allison Bicycle/Pedestrian Imps.
2. Suisun/Fairfield Intercity Rail Station Access Imps
3. Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape
4. Vaca-Dixon Bike Route Phase 5
5. West B Street Bicycle/Pedestrian RxR Undercrossing

Local Streets and Roads

6. Beck Avenue Preservation
7. East 2nd Street Preservation
8. Solano County - Various Streets and Roads Preservation
9. Vacaville - Various Streets and Roads Preservation
10. Walters Road/Pintail Drive Preservation
11. West A Street Preservation

Safe Routes to Schools

12. Benicia Safe Routes to Schools Infrastructure Imps
13. Dixon SRTS Infrastructure Improvements
14. SR 12 Pedestrian Crossing Improvements
15. Suisun City SRTS Infrasructure Improvements
16. Vacaville SRTS Infrastructure Improvements
17. Vallejo SRTS Infrastructure Imps

Transportation for Livable Communities

21. Vallejo Downtown Streetscape - Phase 3

Not Mappable

18. Local PDA Planning
19. Eastern Solano / SNCI Rideshare Program
20. Solano Transit Ambassador Program
22. CMA Base Planning Activities

In a PDA *	Not in a PDA	
●	●	Bicycle/Pedestrian
◆	◆	Local Streets and Roads (LSR)
⬢	⬢	Safe Routes to Schools
▲	▲	Transportation for Livable Communities (TLC)
	□	Not Mappable

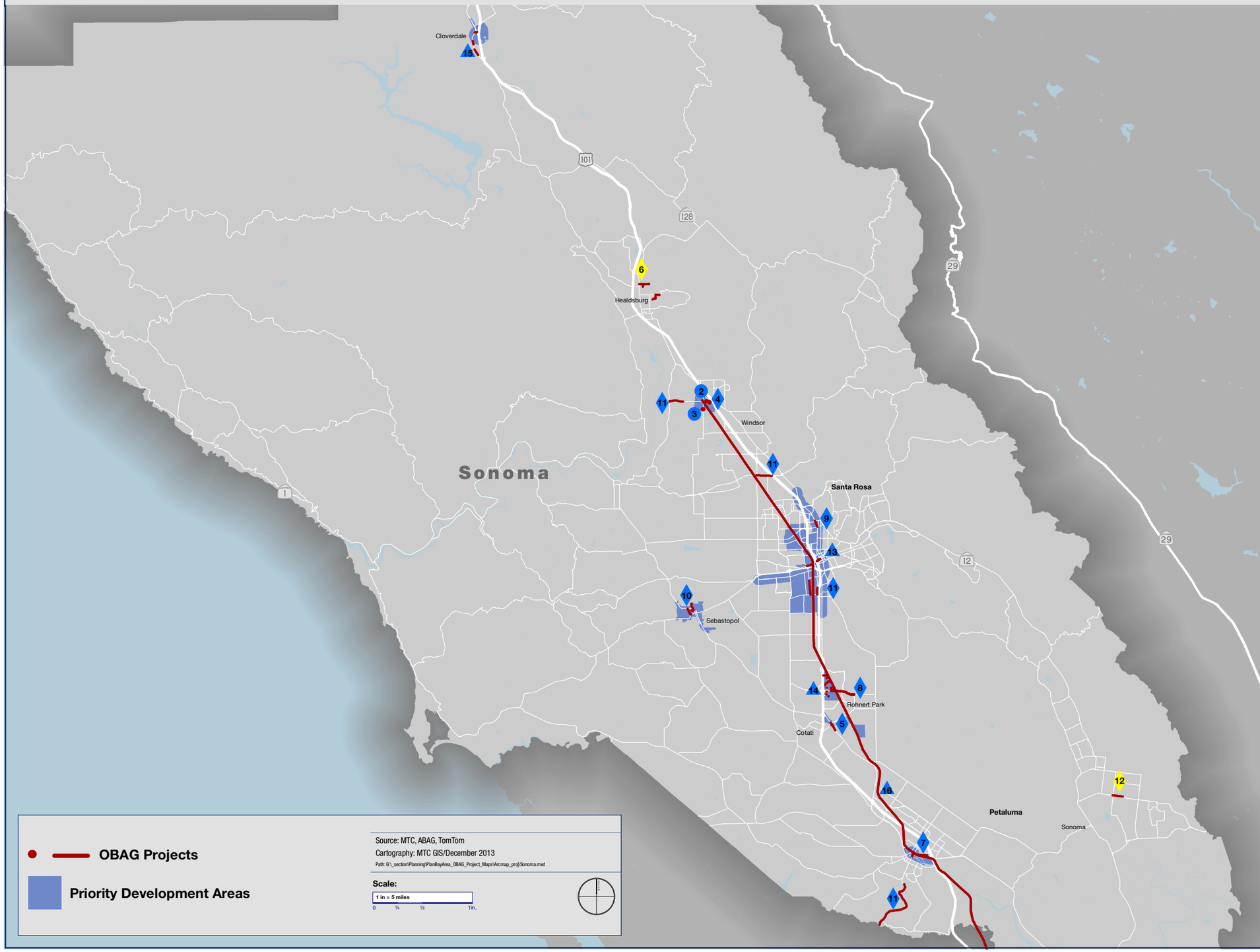
* In a PDA or connects to or provides proximate access to a PDA.

One Bay Area Grant Projects
Sonoma County

Metropolitan Transportation Commission
Planning, Financing and Coordinating
Transportation for the nine-county
San Francisco Bay Area

Analytical Services

Geographic Information Systems



Sonoma County OBAG Projects

Bicycle/Pedestrian

- 16 SMART Bicycle/Pedestrian Pathway
- 2 Windsor Rd/Bell Rd/Market St Pedestrian Imps.
- 3 Windsor Road/Jaquar Lane Bicycle/Pedestrian Imps.

Local Streets and Roads

- 4 Conde Lane/Johnson Street Pedestrian Imps.
- 5 Cotati Old Redwood Highway South Preservation (CS)
- 6 Healdsburg Various Streets and Roads Preservation
- 7 Petaluma Complete Streets
- 8 Rohnert Park Various Streets Preservation
- 9 Santa Rosa Complete Streets Road Diet on Transit Corridors
- 10 Sebastopol Various Streets and Roads Preservation
- 11 Sonoma County Various Streets and Roads Preservation
- 12 Sonoma Various Streets and Roads Preservation

Transportation for Livable Communities

- 13 Downtown Santa Rosa Streetscape
- 14 Rohnert Park Bicyle and Pedestrian Improvements
- 15 Safe Routes to Schools PHASE 2
- 16 SMART Vehicle Purchase

Not Mappable

- 17 CMA Base Planning Activities

In a PDA *	Not in a PDA
Bicycle/Pedestrian	
Local Streets and Roads (LSR)	
Safe Routes to Schools	
Transportation for Livable Communities (TLC)	
Not Mappable	

* In a PDA or connects to or provides proximate access to a PDA.

Appendix D: CMA Definitions of a Project in Proximate Access to a Priority Development Area

County	Proximate Access Definition
Alameda	If the project is not physically located within the boundaries of a PDA, sponsor needs to describe and document the benefit of the proposed transportation improvement for travel to or from a PDA or between the PDA and a job center or other important community services or areas or between PDAs
Contra Costa	• Within ½ mile of a PDA • Within 1 mile of a PDA and within a designated community of concern (COC); • Within 2 miles of a PDA and is a project that improves transit access, including bicycle or pedestrian access to transit, on a transit route that serves and connects a PDA • The project improves or completes a gap on the Countywide Bikeway Network designated in the Authority's Countywide Bicycle and Pedestrian Plan, is within the designated Contra Costa Urban Limit Line, and improves bicycle and pedestrian access to one or more PDAs. • The project connects a PDA either to a transit station or transit center or to a significant concentration of jobs, either of which is within 1 mile of the PDA • The Project is greater than ½ mile from any PDA and does not meet any of the above criteria, but does provide critical improvements in access to a PDA, such as removing a barrier in gaining access to a PDA and providing substantially more direct bicycle or pedestrian access to the PDA.
Marin	1) IN a PDA, or 2) LINKED (connected) to a PDA via an existing transportation corridor
Napa	Any project that provides transportation connectivity to a PDA Project directly connects to a PDA
San Mateo	• Project provides direct access to a PDA ... example, a road, sidewalk, or bike lane that leads directly into a PDA • Project is within 1/2 mile of a PDA boundary. (Modified from C/CAG's existing Transit Oriented Development program (TOD) • Project is located on a street that hosts a transit route, which directly leads to a PDA • Project is located within 1/2 mile of one or more stops for two or more public or shuttle bus lines, or within 1/2 mile of a rail station or regional transit station, that is connected to a PDA. (Modified from LEED. See attached) • Project provides a connection between a Transit Oriented Development (TOD), as defined by C/CAG, and a PDA. (A C/CAG TOD is defined as a permanent high-density residential housing with a minimum density of 40 units per net acre, located within one-third (1/3) of a mile from a Caltrain

County	Proximate Access Definition
	or BART station or on a frontage parcel of the El Camino Real/Mission Street in San Mateo County.) • Project is a bicycle/ pedestrian facility that is included in an adopted bicycle/pedestrian plan within San Mateo County and is a part of a network that leads to a PDA.
San Francisco	No specific definition. Project justification provided.
Santa Clara	PROJECT DEFINITELY SERVES IF: 1. Project is completely or partially in a PDA 2. Any point portion of the project is within ½ mile of a PDA Boundary 3. The project wholly on one of the included Transit Investment Corridors 4. The project is wholly within an included Countywide Bicycle Corridor 5. The Project connects one PDA to another 6. The Project removes a barrier to a PDA PROJECT NEEDS JUSTIFICATION IF: 7. The Project is greater than ½ mile from any PDA and does not meet any of the above criteria, but have benefits to a PDA, with clear justification
Solano	Projects that are not located in or connected to a PDA, but that provide a direct path of travel for bicyclists, pedestrians or transit users to a PDA, and are located within 1 mile of a PDA.
Sonoma	No explicit definition applied. All projects counted towards PDA as proximate access are partially within a PDA designation.

Appendix E: Public Involvement & Outreach to Stakeholders and the Public

County Congestion Management Agency	Public Input		Outreach				Other Notes
	Existing Adisory Commmittees and Board Meetings	Public Hearings, Worskhop, or Special Meetings	Web	Social Media	Brochure, Flyers, and Public Notices	Language Services	
Alameda County Transportation Commission	X	· Outreach at 45 events bet/ June 2012 & June 2013 · Held "Coordinated Funding Program Workshop" to explain MTC's req's for projects	X	X	X	Fact sheets in Spanish & Chinese	· Outreach to contacts from 2012 Countywide Transp. Plan & Expenditure Plan · A workshop on Complete Streets for Alameda County jurisdictions
Contra Costa County Transportation Authority	X	· Met w/ community groups that requested a presentation	X		X	Meeting agendas show how to request translations	· Proposed transportation improvements could be submitted via web, as could comments on the projects submitted
Transportation Authority of Marin	X	· TAM staff met w/ staff from a CBO active in their Community of Concern · 2 public hearings before board/Nov. 2012 · Community workshop on Oct. 8	X	X	X	Bilingual staff; Targeted outreach	· Information sessions with board on review & selection of projects; open to public
Napa County Transportation and Planning Agency	X	Yes (Nov. 2012)	X		X	Flyers in Spanish	3 Public hearings on project selection
City/County Assoc. of Govt's of San Mateo County	X	2 workshops Sept. & Oct. 2012	X	X	X	Flyer had note in Spanish & Chinese	Created simple form for public to submit ideas
San Francisco County Transportation Authority	X	· Special workshop with stakeholders	X	X	X	Fact sheet & web in Spanish & Chinese; on-call translation service	Info in Mayor's & Supervisor Newsletters, active web presence and social media campaign
Santa Clara Valley Transportation Authority	X	· Met with wide range of advocate/ stakeholder groups	X	X	X	Brochures in English, Spanish, Vietnamese, Chinese, Korean, Tagalog	Brochures at Customer Service Centers; at Public Works Counters in 13 cities; in county's social services offices
Solano Transportation Authority	X	Public Input meeting held September 2012	X		X	Material translated into Spanish and Tagalog; bilingual staff	Outreach to Native American Tribe in county
Sonoma County Transportation Authority	X	Meetings and emails	X		X	Material translated into Spanish	Outreach to Native American Tribes in county