

THE BAY AREA PARTNERSHIP

Partnership Technical Advisory Committee

March 17, 2014, **1:30 p.m. – 3:30 p.m.**

MetroCenter, **1st Floor, Auditorium**

101 - 8th Street, Oakland, CA 94607

AGENDA

Estimated Time
for Agenda Item

1. Introductions (*Chris Andrichak, Chair*) **1:30 p.m.**
 - Nominations and Appointment for CY2014 PTAC Vice-Chair
(*The Committee is asked to consider the Joint Partnership Local Streets and Roads/ Programming and Delivery Working Group's recommended nominee for Vice-Chair to serve for CY 2014 and eventual Chair for CY 2015.*)
 -
2. Minutes Review: November 18, 2013 Partnership Technical Advisory Committee (PTAC)
3. Partnership Reports:
 - Partnership Transit Finance Working Group*
Chair: Anne Muzzini, CCCTA
The Transit Finance Working Group met on March 5, 2014.
 - Joint Partnership Local Streets and Roads/ Programming and Delivery Working Group*
Chair: Jean Higaki; San Mateo C/CAG; Co-Chair: Seana Gause, Sonoma County TA
The Joint Partnership Local Streets and Roads/Programming and Delivery Working Group met on March 13, 2014
4. Committee Member Reports

DISCUSSION ITEMS

1:40p.m.

5. Legislative Report (*Rebecca Long*)
(*The Legislation Committee meets the 2nd Wednesday of each month. Updates on current legislation can be found online at: <http://www.mtc.ca.gov/legislation/>*)
6. One Bay Area Grant (OBAG) Report Card* (*Craig Goldblatt*)
(*Staff will provide an overview of outcomes from the first round of the One Bay Area Grant Program.*)
7. Climate Program Update and Recommendations* (*Ursula Vogler and Stefanie Hom*)
(*Staff will provide an update on MTC's Climate Initiatives Grant Program, a \$33 million effort aimed at reducing greenhouse gas emissions. Staff will give an overview of the various projects, including a progress report and next steps, and present draft recommendations for the next cycle of funding.*)
8. Draft Active Transportation Program (ATP) Guidelines* (*Kenneth Kao*)
(*Staff will provide a policy update on the \$30 million regional Active Transportation Program*)

INFORMATION ITEMS / OTHER BUSINESS

3:15 p.m.

9. 2013 TIP Revision Update* (*Adam Crenshaw*)
(*The current TIP and subsequent TIP Revisions are available online at: <http://www.mtc.ca.gov/funding/tip/2011/revisions.htm>.*)
10. Recommended Future Agenda Items (All)
11. Public Comment

Next meeting on:

TBD

* Agenda Items attached

** Agenda Items with attachments to be distributed at the meeting.

MTC Staff Liaison: Contact Kenneth Folan at 510.817.5804 or kfolan@mtc.ca.gov regarding this agenda.

Public Comment: The public is encouraged to comment on agenda items at committee meetings by completing a request-to-speak card (available from staff) and passing it to the committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

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PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC)

November 18, 2013 MINUTES

Page 1 of 2

1. Introductions

2. Partnership Reports:

a. Partnership Transit Finance Working Group (TFWG)

Jeffrey Ballou (VTA) reported that the TFWG met on November 5, 2013. PTMISEA funding has been delayed due to a lack of budget approval. PEPRA and the federal shutdown are causing delays in approving federal grants.

b. Joint Partnership Local Streets and Roads/Programming and Delivery Working Group (LSRPDWG)

Craig Tackabery (Marin Co) reported that LSRPDWG met on December 5, 2013. The Regional PCI report has been released.

3. Nominations for PTAC Vice Chair

Chris Andrichak (AC Transit) was recommended by the TFWG to serve as the 2013 PTAC Vice Chair and eventual 2014 PTAC Chair. The Committee accepted the recommendation without objection. The Committee has requested that the LSRPDWG recommend a 2014 PTAC Vice Chair and present their recommendation for approval at the next PTAC meeting.

4. Discussion Items

a. Plan Bay Area Investment Implementation – Cap and Trade Revenue Framework

Ken Kirkey (MTC) presented the proposed Cap and Trade Revenue framework. The framework is scheduled to go before the RAWG, PAC, and then Commission for approval in December.

Comments from the attendees:

- *The report and PowerPoint are inconsistent and inquired about the omission of funding for local street and road preservation*
 - *R: LSR is an eligible use of funds in OBAG that is not changed in the proposed; however, the guidance won't be clear until state legislation is finalized.*
- *Inquired if the "supporting affordable housing" will be implemented similar to a TOA program or will it include direct subsidies for housing?*
- *Need to determine if estimates are wrong, if the Core Capacity will still get the \$800M or if the distribution will be proportionate.*
- *Concerns about the lack of structure in the housing piece*

b. Plan Bay Area Investment Implementation – Transit Core Challenge Grant Program

Anne Richman (MTC) presented and summarized the proposed Transit Core Capacity Challenge Grant Program.

Comments from the attendees:

- *Inquired about funding options for other agencies besides the top three operators.*
 - *R: The proposal today envisions the TCP process for the remaining operators.*

c. Proposed Revision to the Regional Project Delivery Policy

Craig Goldblatt (MTC) summarized the proposed revisions to the Regional Project Delivery policy (Reso 3606). Staff proposing advancing deadlines from February 1 to November 1 to submit a project's Request for Authorization (RFA) and advancing from April 30 to January 31 to obligate funds. Sponsors can request advance construction and program funds to a later year. New deadlines and policies apply to new programming. Pre-programmed programs will be grandfathered in as of FFY 2015-16.

d. MAP-21 Performance Measures/ Asset Management Update

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC)

November 18, 2013 MINUTES

Page 2 of 2

Dave Vautin (MTC) summarized the performance measures proposed through MAP-21 and the Advanced Noticed of Proposed Rulemaking (ANPRM) workshop. MAP-21 wrote into the law performance measure requirements that exceed the Act. The Performance Measures apply to a specific set of federal programs. There is no direct reporting burden on local agencies; however, it is hopeful that the agencies will cooperate with data gathering efforts.

5. Recommended Agenda Items for Future Meetings:

Proposed Next PTAC Meeting:

Monday, March 17, 2014

1:30 p.m. – 3:30 p.m.

MetroCenter, 1st Floor, Auditorium

101-8th Street, Oakland 94607



METROPOLITAN
TRANSPORTATION
COMMISSION

TRANSIT FINANCE WORKING GROUP (TFWG) MEETING AGENDA

WEDNESDAY, MARCH 5, 2014, 2:00 P.M. – 4:00 P.M.
METROCENTER, 3RD FLOOR, FISHBOWL CONFERENCE ROOM
101 EIGHTH STREET, OAKLAND, CA 94607

Estimated Time

Information Items / Other Items of Business:

- | | |
|--|-------|
| 1. Introductions | 3 min |
| 2. Approval of February 5, 2014 Minutes* | 2 min |
| 3. Legislative Update (<i>Rebecca Long, MTC</i>) | 5 min |
| 4. FTA Draft ADA Circular* (<i>Glen Tepke</i>) | 5 min |
| 5. Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)* (<i>Kenneth Folan, MTC</i>) | 5 min |
| 6. TIP Update* (<i>Adam Crenshaw, MTC</i>) | 5 min |
| 7. U.S. DOT TIGER VI Grants* (<i>Kenneth Folan, MTC</i>) | 5 min |

Discussion Items

- | | |
|--|--------|
| 8. New Freedom Cycle 5 Proposed Program of Projects* (<i>Drennen Shelton, MTC</i>) | 5 min |
| 9. Proposed CTC/ATP Guidelines** (<i>Kenneth Kao, MTC</i>) | 10 min |
| 10. Transit Performance Initiative – Incentive and Investment Program* (<i>Kenneth Folan, MTC</i>) | 10 min |
| 11. FTA Low or No Emission Vehicle Program NOFA* (<i>Glen Tepke, MTC</i>) | 5 min |
| 12. FY14 TCP POP Amendment** (<i>Glen Tepke, MTC</i>) | 10 min |
| 13. Transit Capital Priorities – FY15 Policy Update* (<i>Shruti Hari, MTC</i>) | 20 min |
| 14. Recommended Future Agenda Items (<i>All</i>) | 2 min |

Next Transit Finance Working Group Meeting:

Wednesday, April 2, 2014
10:00 A.M. – 12:00 P.M.
Fishbowl Conference Room, MTC Metro Center

* = Attachment in Packet ** = Handouts Available at Meeting

Contact Glen Tepke of MTC at 510-817-5781 or gtepke@mtc.ca.gov if you have questions about this session.



METROPOLITAN
TRANSPORTATION
COMMISSION

JOINT PARTNERSHIP PROGRAMMING AND DELIVERY/
LOCAL STREETS AND ROADS WORKING GROUP MEETING
101 - 8th St., 1st Floor, Room 171
Thursday, March 13, 2014
9:30 a.m. – 12:30 p.m.

AGENDA

<u>Topic</u>	<u>Estimated Time</u>
1. Introductions (<i>Seana Gause, LSRWG Chair</i>)	10 min
2. Review of Working Group Minutes*	5 min
A. Joint Partnership Local Streets and Roads/ Programming and Delivery Working Group – January 23, 2014* (<i>Seana Gause, LSRWG Chair</i>)	
3. Standing/ Programming Updates:	
A. Federal Programs Delivery Update (STP/CMAQ, Bridge, Local Safety)* (<i>Marcella Aranda</i>)	10 min
▪ Inactive Obligations Update *	
(<i>The current Quarterly Inactive Obligations listing is available online at:</i> http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm .)	
4. Federal/State Program Announcements:	
A. Caltrans/FHWA/CalRTPA Announcements (DLAWUA)* (<i>Memo Only</i>)	
(<i>Caltrans Division of Local Assistance has posted program updates/announcements to their website. Jurisdictions are encouraged to review the bulletins for program changes.</i>)	
i. Caltrans Local Assistance Federal-Aid Series Training Schedule	
(<i>Caltrans has posted its registration link and schedule for upcoming federal-aid series training sessions. The next Bay Area training is scheduled for June 2-6, 2014.</i> http://www.cce.csus.edu/conferences/caltrans/localAssistance/training_upcTraining.cfm)	
ii. ADA Requirements Clarification*	
i. Changes to Caltrans Standard Plans	
iii. DLA-OB-14-01, LAPM Environmental Procedures-NEPA CE Changes*	
(<i>DLA-OB 14-01 "Local Assistance Procedures Manual – Chapter 6, Environmental Procedures" has been posted to the Caltrans Division of Local Assistance's Office Bulletin website at:</i> http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm .)	
iv. Active Transportation Program District Trainings April 2014	
(<i>The Division of Local Assistance Office of Active Transportation Program and Special Programs is conducting Active Transportation Program District Trainings to assist potential applicants, partners and district staff during the month of April 2014. For district training schedule and information about the program go to:</i> http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html)	
v. LPP 13-02 "Right of Way and Utility Relocation"*	
(<i>LPP 13-02 "Right of Way and Utility Relocation" has been posted to the Local Assistance LAPM website.</i> http://www.dot.ca.gov/hq/LocalPrograms/lpp/lpp1r1.htm)	
vi. California Transportation Infrastructure Priorities (CTIP) Workgroup Report	
(<i>The recommendations coming out of the California Transportation Infrastructure Priorities Workgroup is available online at:</i> http://calsta.ca.gov/)	
vii. MAP-21 Safety Performance Measures NPRM to Be Published*	
(<i>On March 11, 2014, the US Department of Transportation (USDOT) will publish a Notice of Proposed Rulemaking (NPRM) in the Federal Register as required by the Moving Ahead for Progress</i>	

in the 21st Century Act (MAP-21). USDOT will sponsor a webcast event to provide 1) an overview of the approach to implementation of the safety performance requirements in MAP-21; and 2) details of the Safety Performance Measures NPRM.)

5. Discussion Items:

- A. PTAP Update (*Melanie Choy*) 5 min
- i. PTAP – 14
(PTAP-14 certification letters are due by April 30, 2014. Failure to submit a signed certification letter will result in that jurisdiction's expiration date being reverted back to two years past the "last inspection date" and may result in a lapsed status.)
 - ii. PTAP – 15
(PTAP-15 local match payments were due by Friday, February 28. Please contact Melanie Choy via email at mchoy@mtc.ca.gov with any questions.)
- B. Active Transportation Program (ATP) Regional Competitive Program Draft Guidelines* (*Kenneth Kao*) 20 min
(The CTC has submitted the Draft ATP Guidelines to the Legislature and plans to approve them in March. MTC staff will discuss the draft guidelines for the Regional Competitive Program proposed for adoption by MTC in April.)
- i. ATP Workgroup Update
(Please visit the CTC website <http://www.catc.ca.gov/programs/ATP.htm> for information and updates about the workgroup meetings, including new meeting notices, meeting agendas, and prior meetings' notes)
- C. 2014 STIP Update (*Kenneth Kao*) 5 min
- D. Federal Efficiencies Subcommittee Status Update (*Jean Higaki*) 5 min
- i. Single Point of Contact (SPOC) Workshop
- E. 2014 LSRWG Work Plan Update (*Seana Gause*) 20 min
- i. Statewide Needs Assessment Update (*Theresa Romell*)
- F. TIP Update* (*Adam Crenshaw*)
(The current TIP and subsequent TIP Revisions are available online at: <http://www.mtc.ca.gov/funding/tip/2011/revisions.htm>)

6. Informational Items: ("Memo Only" unless otherwise noted)

- A. PMP Certification Status*
(Current PMP Certification status is available online at: <http://www.mtcpms.org/ptap/cert.html>).
- B. Tech Transfer: PL-11: Complete Streets Planning & Design Course*
- C. 2014 Local Streets and Roads Working Group Meeting Calendar
(The 2014 Local Streets and Roads Working Group meeting calendar is available online at: http://www.mtc.ca.gov/meetings/schedule/2014_LSRWG_Tentative_Meeting_Schedule.pdf)
- D. 2014 Programming and Delivery Working Group Meeting Calendar
(The 2014 Programming and Delivery Working Group meeting calendar is available online at: http://www.mtc.ca.gov/meetings/schedule/2014_PDWG_Tentative_Meeting_Schedule.pdf)

7. Recommended Agenda Items for Next Meeting: (All)

5 min

The next LSRWG meeting:

Thursday, April 10, 2014
9:30a – 11:30a, 2nd Floor, Claremont
101-8th Street, Oakland 94607

The next Joint LSRPDWG meeting:

Thursday, May 8, 2014
9:30a – 12:30p, 1st Floor, Room 171
101-8th Street, Oakland 94607

* = Attachment in Packet ** = Handouts Available at Meeting

Contact Marcella Aranda at maranda@mtc.ca.gov if you have questions regarding this agenda.



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

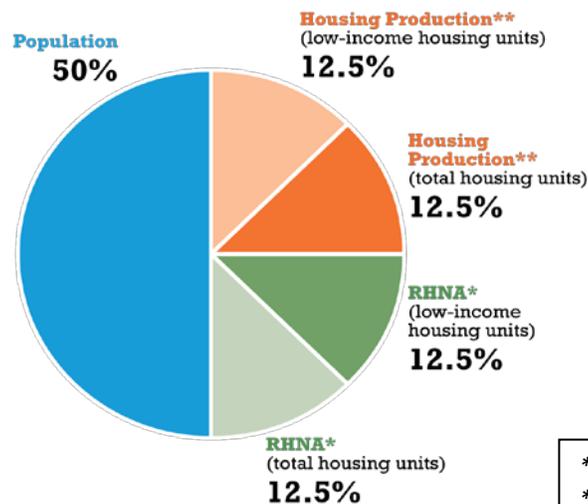
Program Categories	4-Year Funding
<i>(Millions \$, rounded)</i>	
Regional Programs	\$475
Regional Planning	\$7
Regional Operations	\$95
Freeway Performance Initiative	\$96
Pavement Technical Assistance Program	\$7
Priority Development Area Planning Program	\$40
Climate Initiatives	\$20
Safe Routes to 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

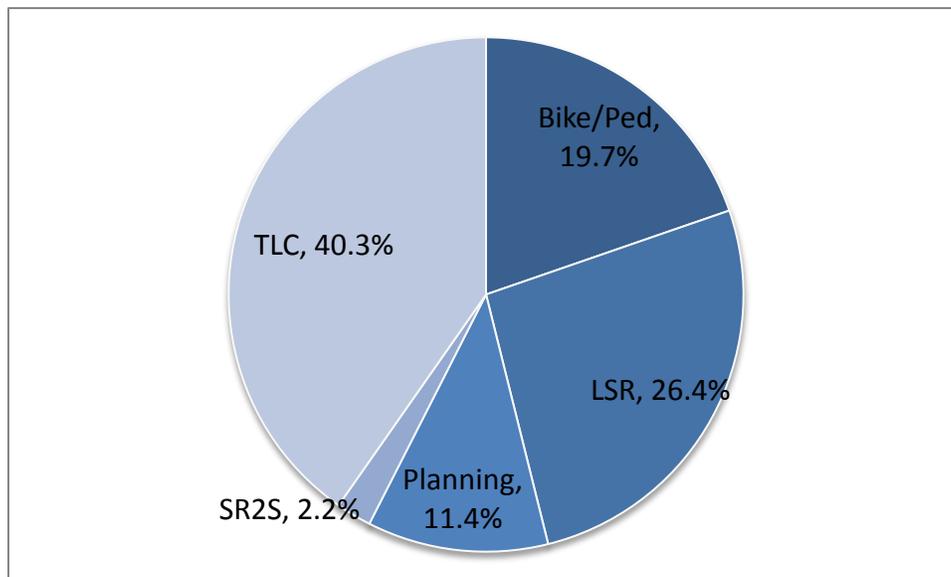
In addition to eliminating fund program silos, the project eligibility criteria for several of these categories were broadened.

CMA Project Selection

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)

County	Fund Distribution		Project Count		Average Grant Size		Average Total Project Cost	
	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 CMAAs 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

<i>County</i>	<i>Investment Target</i>	<i>Within or in Proximate Access to PDAs</i>
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

Project Mix

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	
	Amount	Percentage	Amount	Percentage
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 Complete 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" Preservation	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 Bicycile 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 Initive)	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 Pedestrian 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	Eagleberry 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 Pedestrian 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 Bicycle 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. CMAAs 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).

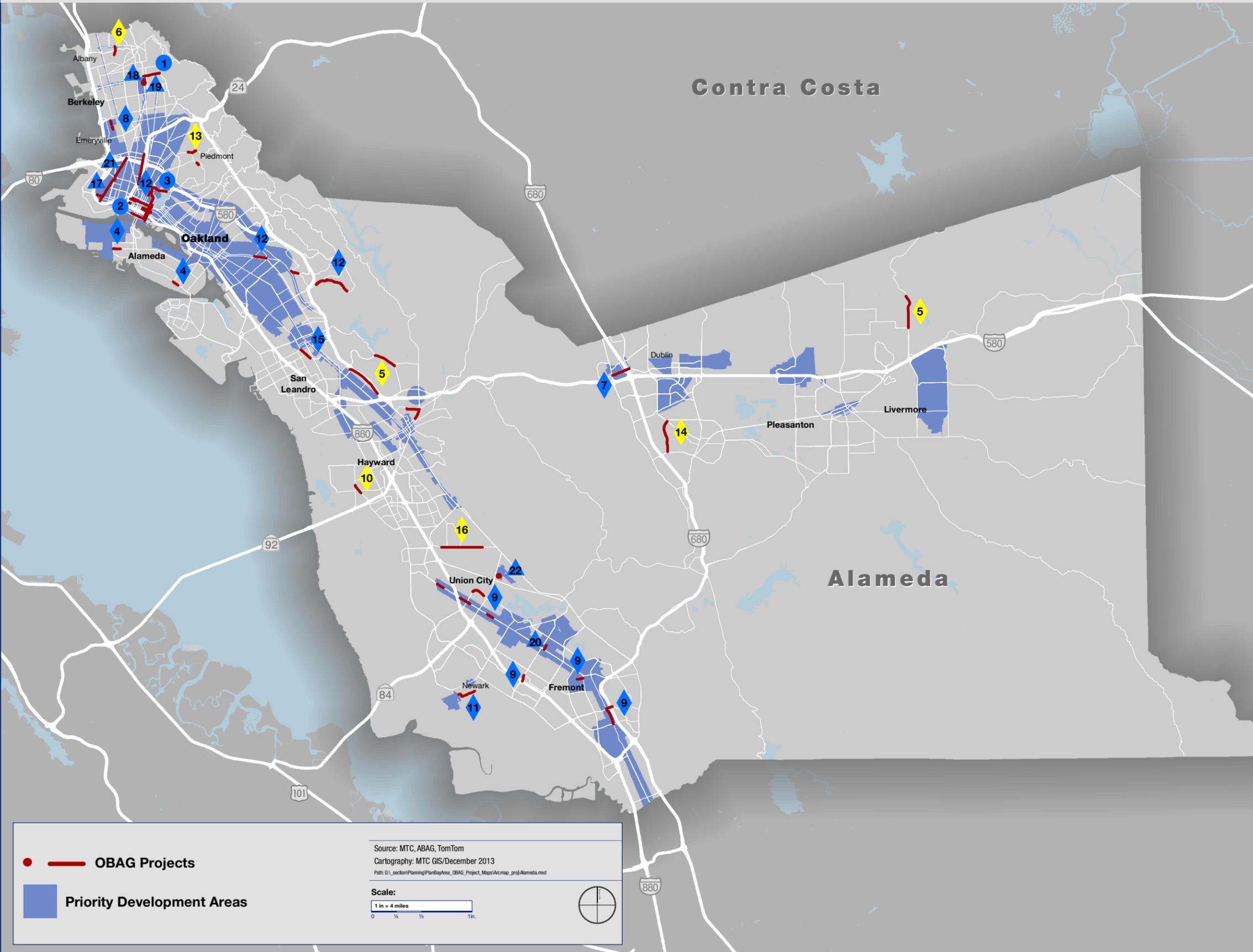
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Alameda County OBAG Projects

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.

OBAG Projects

Priority Development Areas

Source: MTC, ABAG, TomTom
Cartography: MTC GIS/December 2013
Path: G:_section\Planning\PlanBayArea_OBAG_Project_Maps\Acrcmap_proj\Alameda.mxd

Scale:
1 in = 4 miles

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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

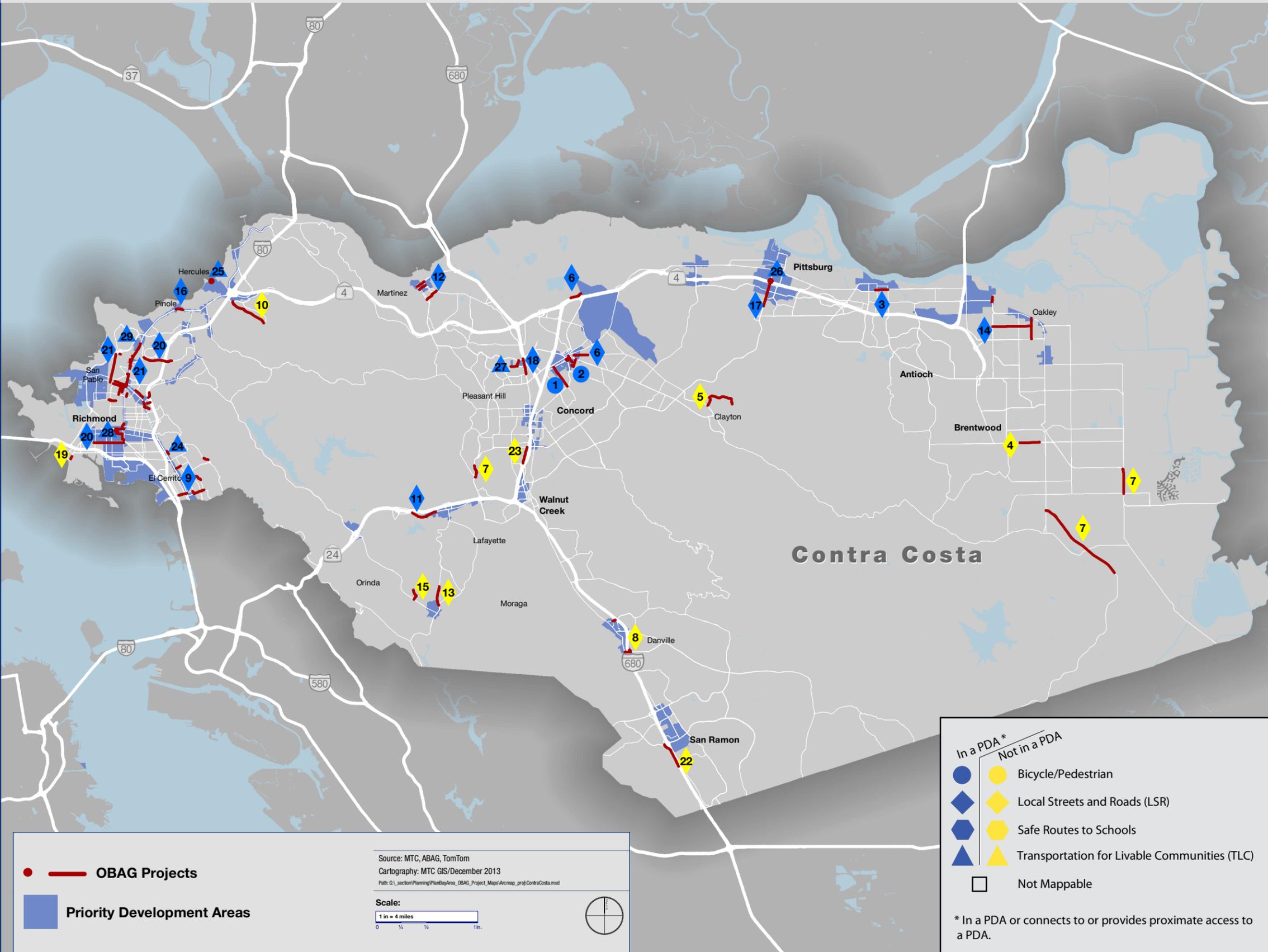
- 3 Antioch 9th Street Preservation
- 4 Brentwood - Balfour Road Preservation
- 5 Clayton Various Streets Preservation
- 6 Concord Various Streets Preservation
- 7 Contra Costa Co. Various Streets and Roads Preservation
- 8 Danville Various Streets and Roads Preservation
- 9 El Cerrito Various Streets 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



OBAG Projects

Priority Development Areas

Source: MTC, ABAG, TomTom
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Scale:
1 in = 4 miles

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.

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

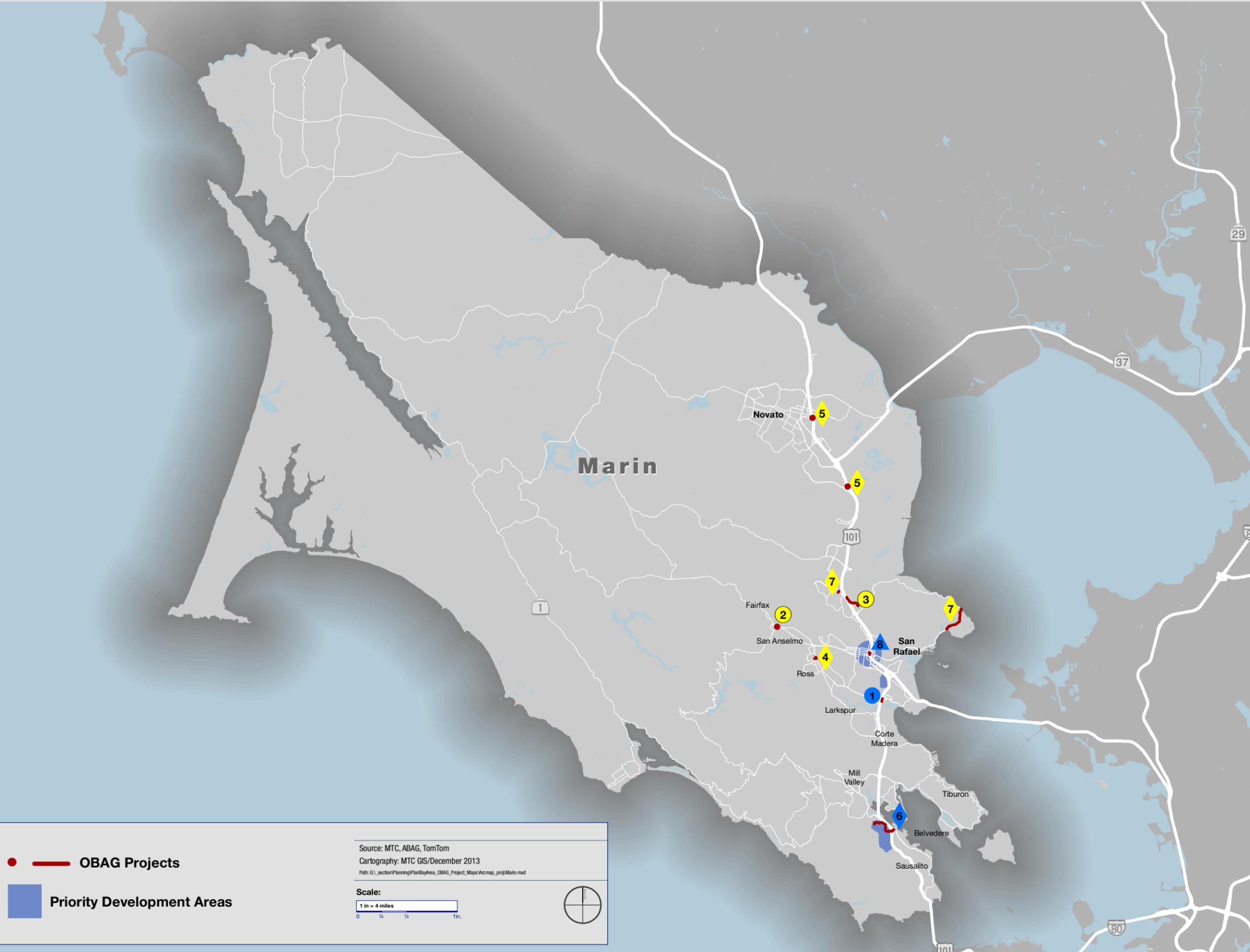
- 8 San Rafael Transit Center Pedestrian Access Imps.

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.

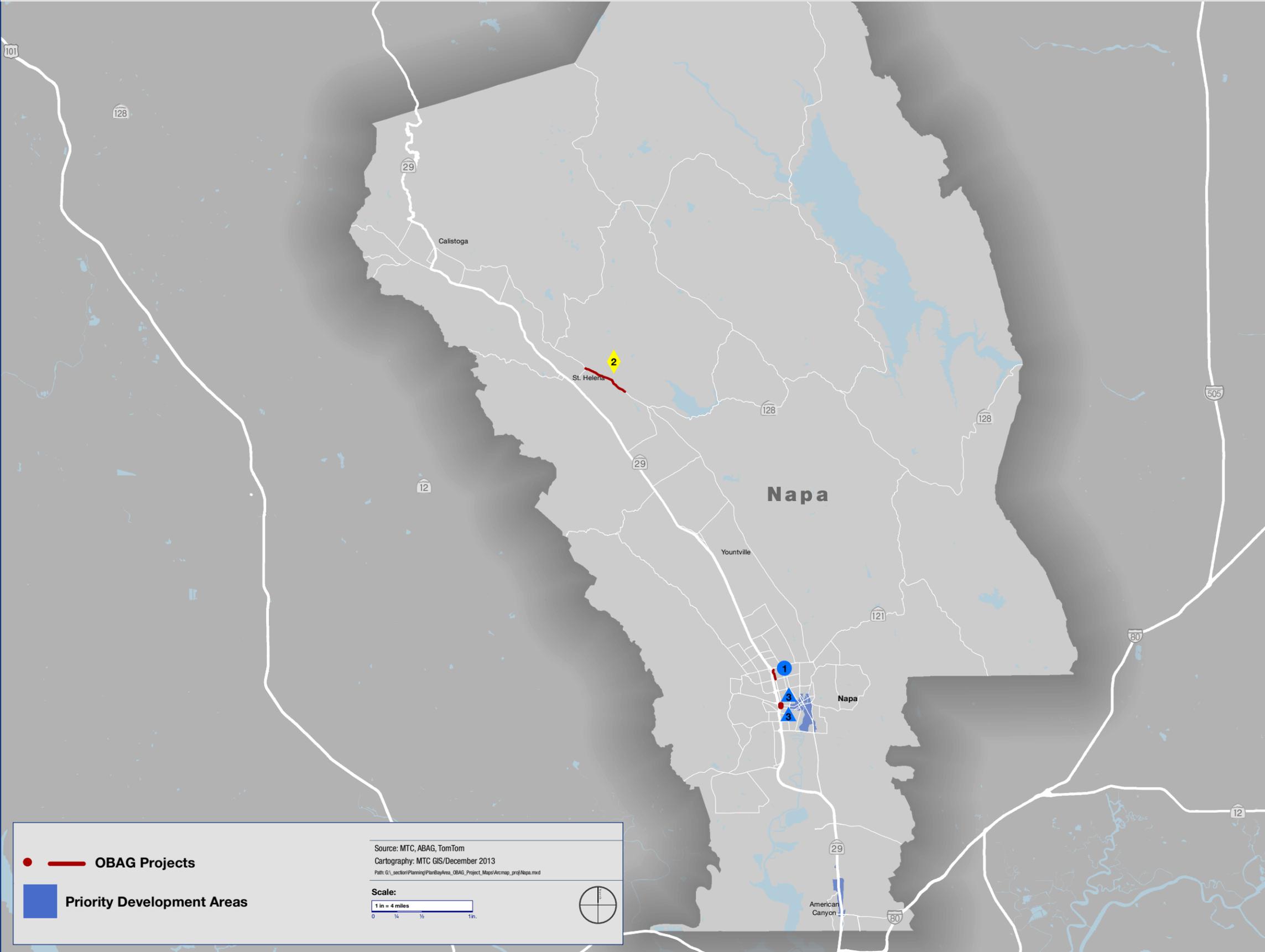


OBAG Projects

Priority Development Areas

Source: MTC, ABAG, TomTom
Cartography: MTC GIS/December 2013
Path: G:_section\Planning\PlanBayArea_OBAG_Project_Maps\Accmap_proj\Marin.mxd

Scale:
1 in = 4 miles



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.

OBAG Projects

Priority Development Areas

Source: MTC, ABAG, TomTom
Cartography: MTC GIS/December 2013
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Scale:
1 in = 4 miles

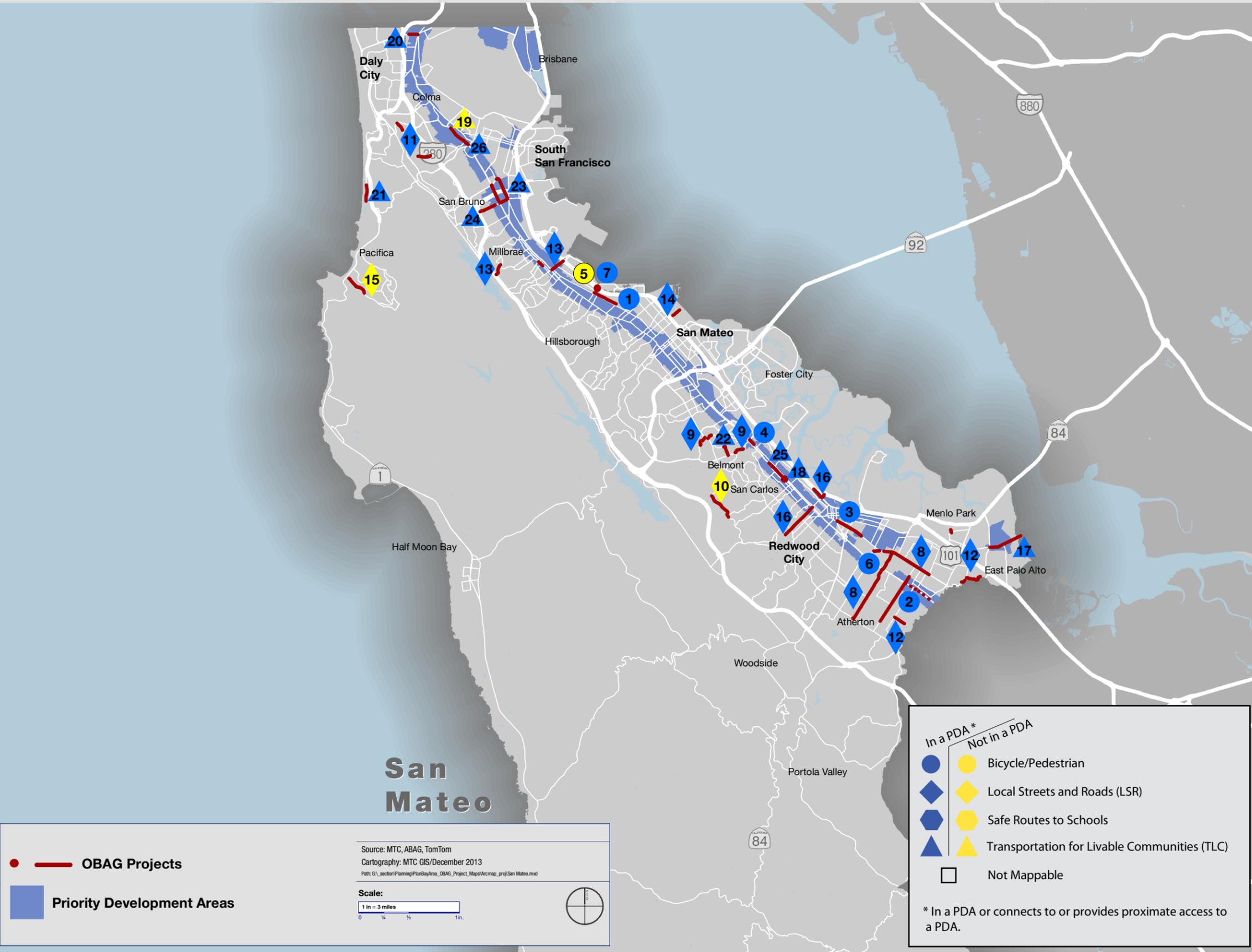
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San Mateo County OBAG Projects

Bicycle/Pedestrian

- 1 Carolan Avenue Complete Streets and Road Diet
- 2 Menlo Park Various Streets Bicycle and Pedestrian Imps
- 3 Middlefield Road Bicycle 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 Preservation
- 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 Initiative)
- 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

● **OBAG Projects**
 Priority Development Areas

Source: MTC, ABAG, TomTom
 Cartography: MTC GIS/December 2013
 Path: G:_section\Planning\PlanBayArea_OBAG_Project_Maps\Vecmap_proj\San Mateo.mxd

Scale:
 1 in = 3 miles
 0 1/4 1/2 1 in.

● **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.

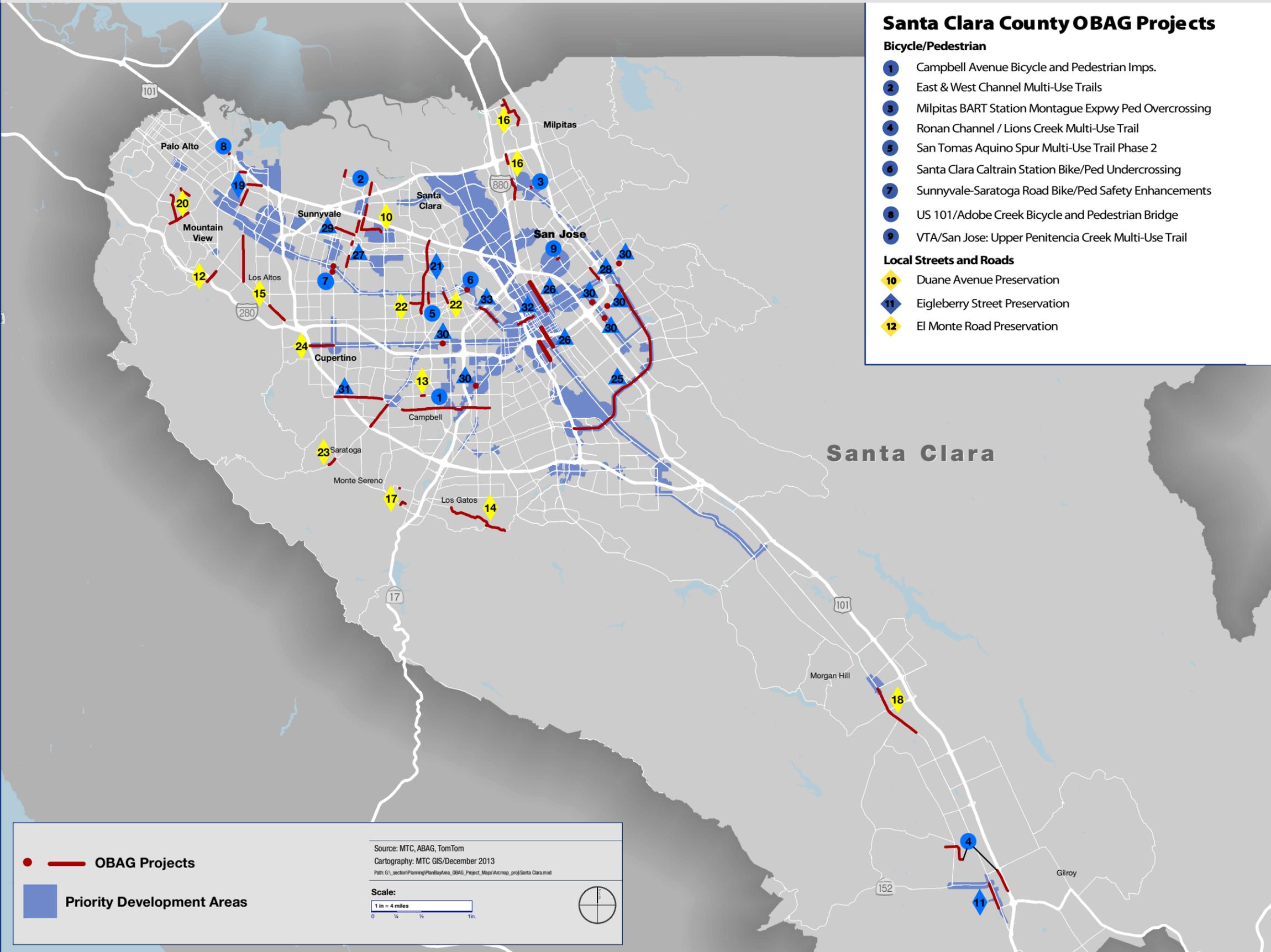
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Santa Clara County OBAG Projects

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 Egleberry 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	

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

OBAG Projects

Priority Development Areas

Source: MTC, ABAG, TomTom
Cartography: MTC GIS/December 2013
Path: G:_section\Planning\PlanBayArea_OBAG_Project_Maps\Acmap_pro\Santa Clara.mxd

Scale:
1 in = 4 miles

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San
Francisco

Sausalito

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.

OBAG Projects

Priority Development Areas

Source: MTC, ABAG, TomTom
Cartography: MTC GIS/December 2013
Path: G:_section\Planning\PlanBayArea_OBAG_Project_Maps\Arcmap_prj\SF.mxd

Scale:
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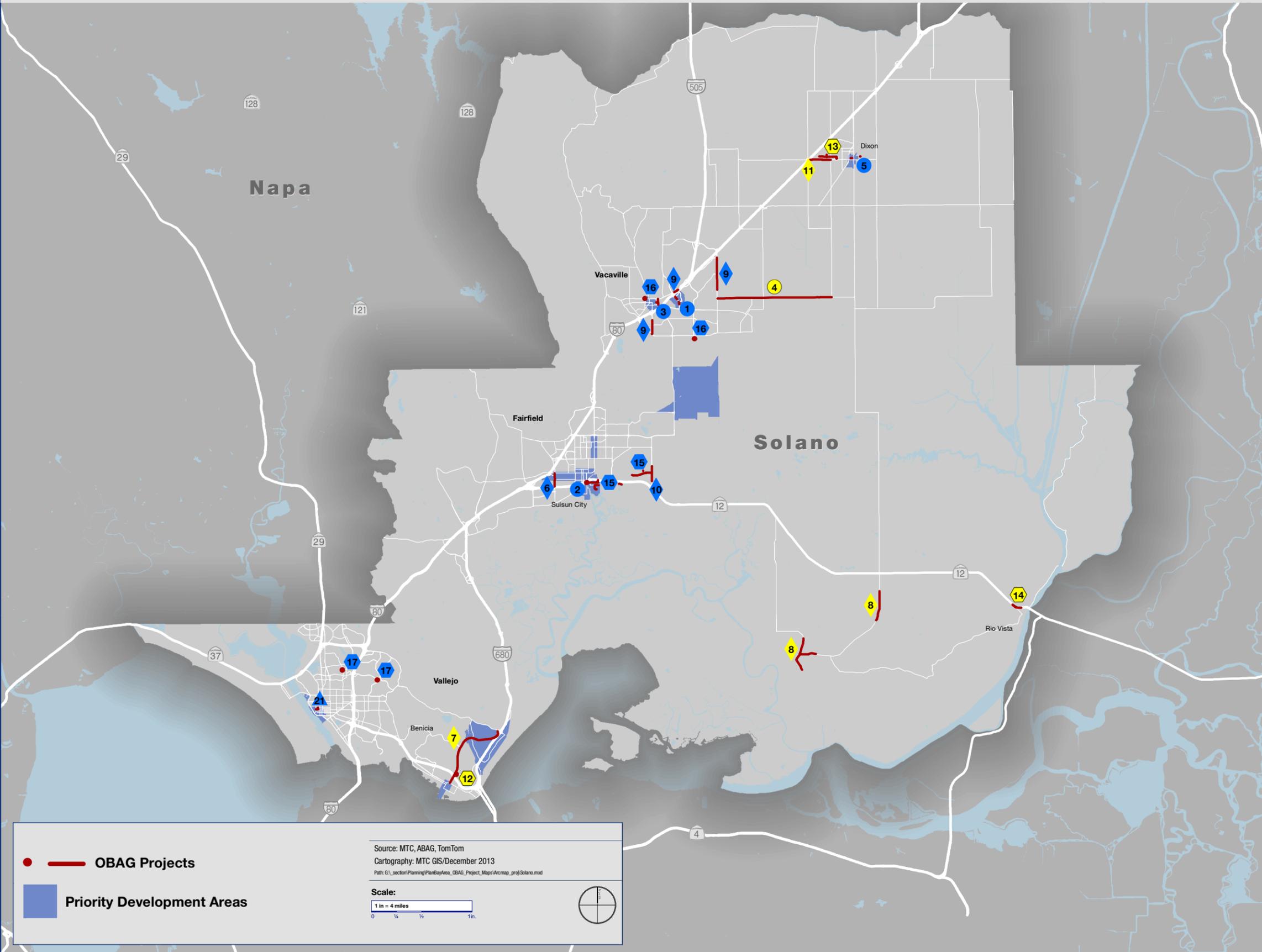
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Solano County OBAG Projects

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 Infrastructure 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.

OBAG Projects

Priority Development Areas

Source: MTC, ABAG, TomTom
Cartography: MTC GIS/December 2013
Path: G:_section\Planning\PlanBayArea_OBAG_Project_Maps\Acmap_proj\Solano.mxd

Scale:
1 in = 4 miles

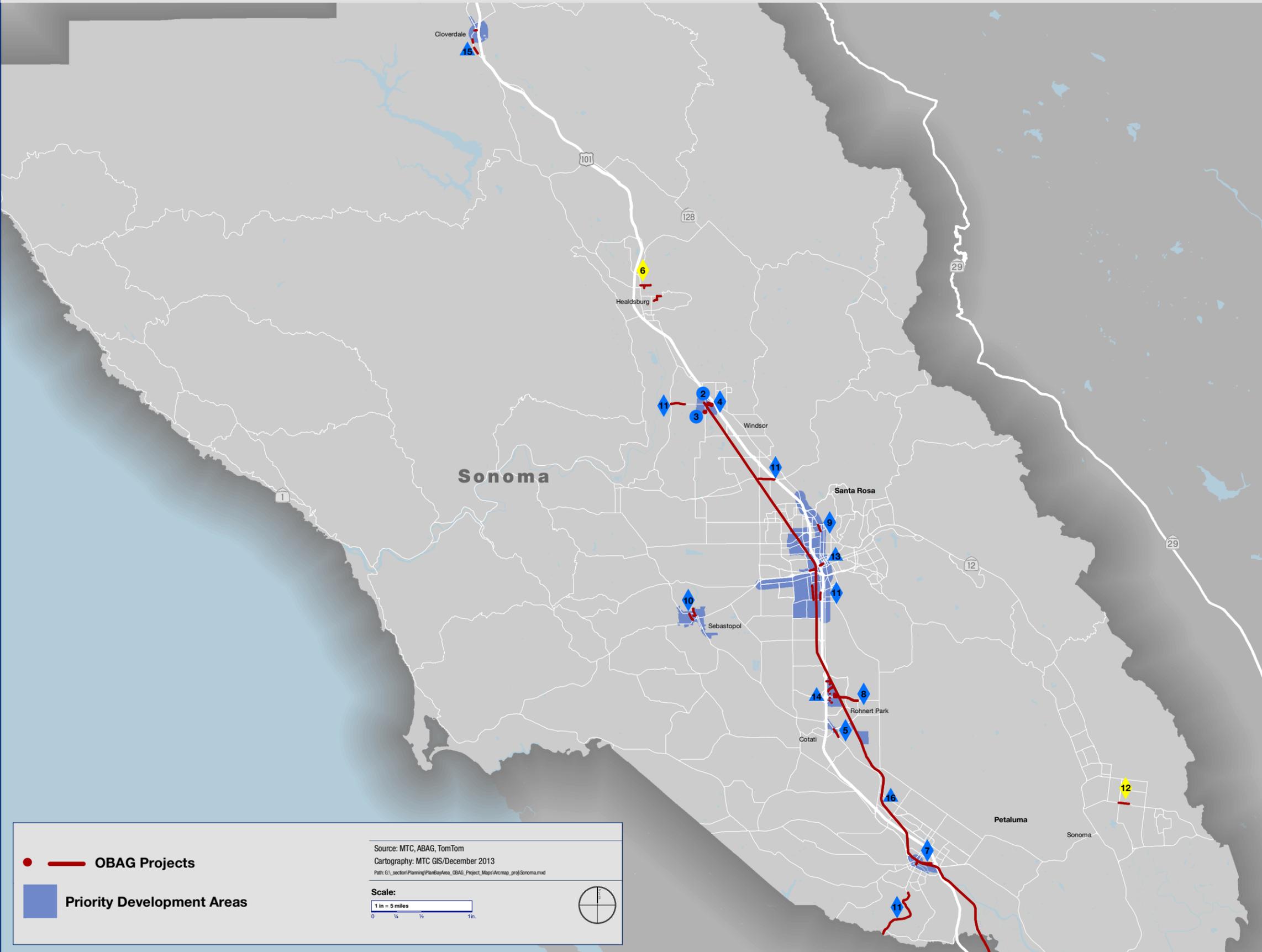
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Sonoma County OBAG Projects

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

- 15 Downtown Santa Rosa Streetscape
- 14 Rohnert Park Bicycle 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	Bicycle/Pedestrian
Local Streets and Roads (LSR)	Local Streets and Roads (LSR)
Safe Routes to Schools	Safe Routes to Schools
Transportation for Livable Communities (TLC)	Transportation for Livable Communities (TLC)
Not Mappable	Not Mappable

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

OBAG Projects

Priority Development Areas

Source: MTC, ABAG, TomTom
Cartography: MTC GIS/December 2013
Path: G:_section\Planning\PlanBayArea_OBAG_Project_Maps\Arcmap_prj\Sonoma.mxd

Scale:
1 in = 5 miles

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	<ul style="list-style-type: none"> • 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	<ol style="list-style-type: none"> 1) IN a PDA, or 2) LINKED (connected) to a PDA via an existing transportation corridor
Napa	<p>Any project that provides transportation connectivity to a PDA</p> <p>Project directly connects to a PDA</p>
San Mateo	<ul style="list-style-type: none"> • 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
	<p>or BART station or on a frontage parcel of the El Camino Real/Mission Street in San Mateo County.)</p> <ul style="list-style-type: none"> • 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	<p>PROJECT DEFINITELY SERVES IF:</p> <ol style="list-style-type: none"> 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 <p>PROJECT NEEDS JUSTIFICATION IF:</p> <ol style="list-style-type: none"> 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 Advisory Committees and Board Meetings	Public Hearings, Workshops, or Special Meetings	Web	Social Media	Brochure, Flyers, and Public Notices	Language Services			
Alameda County Transportation Commission	X	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Fact sheets in Spanish & Chinese 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Met w/ community groups that requested a presentation 	X		X	<ul style="list-style-type: none"> Meeting agendas show how to request translations 	<ul style="list-style-type: none"> Proposed transportation improvements could be submitted via web, as could comments on the projects submitted 		
Transportation Authority of Marin	X	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Bilingual staff; Targeted outreach 	<ul style="list-style-type: none"> Information sessions with board on review & selection of projects; open to public 		
Napa County Transportation and Planning Agency	X	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Special workshop with stakeholders 	X	X	X	<ul style="list-style-type: none"> Fact sheet & web in Spanish & Chinese; on-call translation service 	<ul style="list-style-type: none"> Info in Mayor's & Supervisor Newsletters, active web presence and social media campaign 		
Santa Clara Valley Transportation Authority	X	<ul style="list-style-type: none"> Met with wide range of advocate/ stakeholder groups 	X	X	X	<ul style="list-style-type: none"> Brochures in English, Spanish, Vietnamese, Chinese, Korean, Tagalog 	<ul style="list-style-type: none"> Brochures at Customer Service Centers; at Public Works Counters in 13 cities; in county's social services offices 		
Solano Transportation Authority	X	<ul style="list-style-type: none"> Public Input meeting held September 2012 	X		X	<ul style="list-style-type: none"> Material translated into Spanish and Tagalog; bilingual staff 	<ul style="list-style-type: none"> Outreach to Native American Tribe in county 		
Sonoma County Transportation Authority	X	<ul style="list-style-type: none"> Meetings and emails 	X		X	<ul style="list-style-type: none"> Material translated into Spanish 	<ul style="list-style-type: none"> Outreach to Native American Tribes in county 		

As presented at the Planning Committee on February 14, 2014



OneBayArea County Grant Program Report Card



PTAC 03/17/14: Item 6



MTC Planning Committee with the
ABAG Administrative Committee

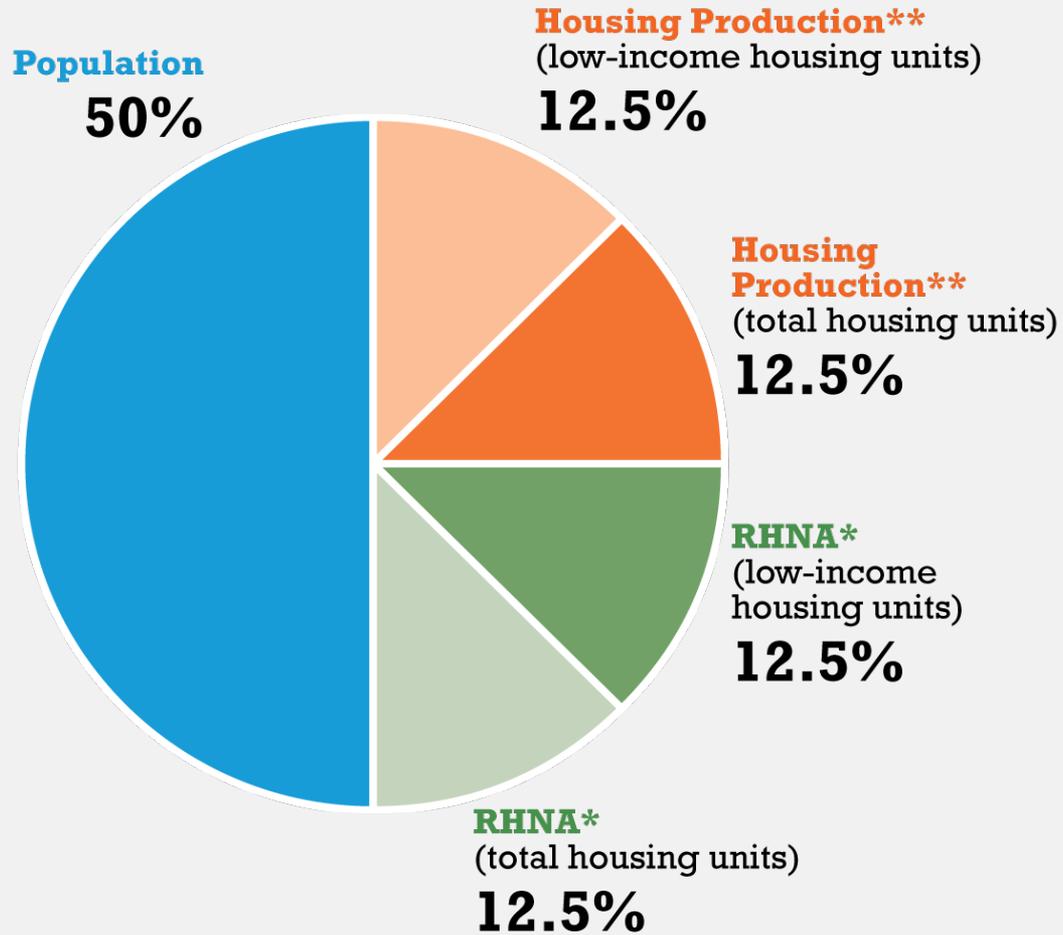
February 2014

OneBayArea Grant Objectives

- Reward jurisdictions that produce housing near transit and create healthy communities
- Target investments in PDAs to support the Sustainable Communities Strategy
- Provide more local funding overall and more flexibility on how money can be spent



\$320 Million OBAG County Grants: Generation Formula



* Draft RHNA 2014-2022

** Housing Production Report 1999-2006, ABAG 03.17.14: Page 52 of 96

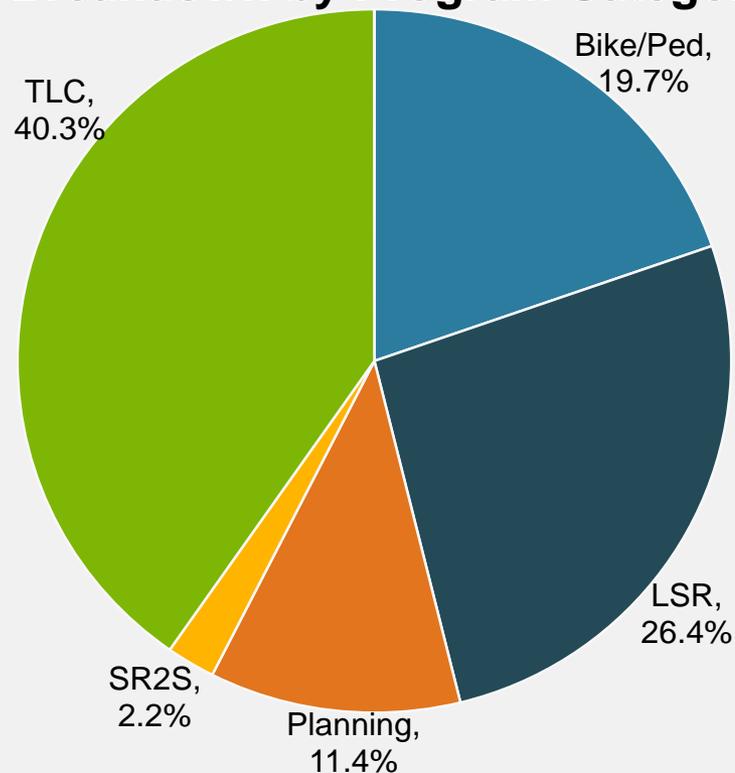
More Funding and Program Flexibility

County	Cycle 1 Revenues (In Million \$)	OBAG Revenues (In Million \$)	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%

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

OBAG Project Selection Outcomes

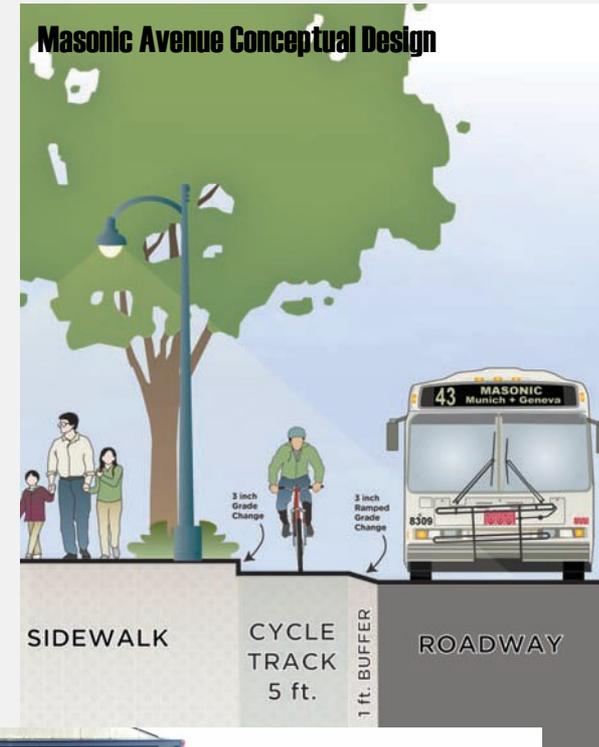
Breakdown by Program Category



- Overall funding increased from previous cycle - \$126.8 M to \$320 M
- More projects received grants (from 133 to 195)
- Average grant size increased from \$1.0 M to \$1.6 M and Project size increased from \$2.1 M to \$3.3 M

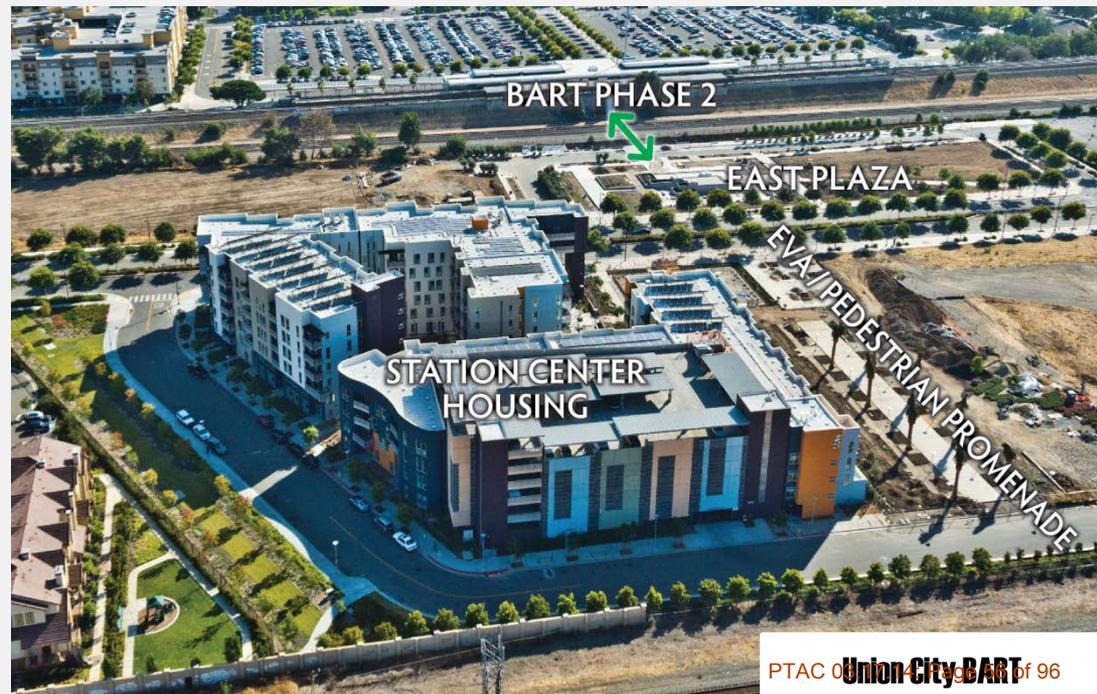
Multimodal Project Focus

- San Francisco's Masonic Avenue Complete Streets (\$10.2 million)
- San Rafael Transit Center Pedestrian Access Improvements (\$1.9 million)
- Oakland's Lakeside Complete Streets and Road Diet (\$7.0 million)
- Fremont City Center Multi-Modal Improvements (\$5.6 million)



Multimodal Project Focus (cont.)

- Downtown Berkeley BART Station and Complete Streets (\$6.8 million)
- San Pablo Avenue Bicycle and Pedestrian Improvements in San Pablo and Richmond (\$6.0 million)
- Santa Clara County Capitol Expressway Traffic and ITS Project (\$8.3 million)
- Union City BART TLC Phase 2 (\$8.7 million)



PDA Investment Targets Exceeded

OBAG Investments in PDAs

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%	75%
Solano	50%	65%
Sonoma	50%	92%
Region Total	N/A	82%

Initial Outcomes: Project Mix

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, in order to compare with OBAG.

**Only includes OBAG funds used to augment the SRTS program.

Complete Streets Project Focus

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

Link Between Funding and Housing

OBAG Formula Compared to Grant Distribution for 16 Jurisdictions with Highest Housing Unit Growth 2010-2040

Housing Unit Growth (Plan Bay Area)	OBAG Formula Generations (% of Total)	OBAG Grant Distribution (% of Total)	Cycle 1 Grant Distribution (% of Total)
442,060	56%	50%	47%

- Cities include: San Jose, San Francisco, Oakland, Sunnyvale, Concord, Fremont, Santa Rosa, Santa Clara, Milpitas, Hayward, Fairfield, San Mateo, Livermore, Richmond, Mountain View, and Berkeley

Link Between Funding and Housing

Comparison for Top 3 Cities

City	Housing Unit Growth	OBAG Formula Generations	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%

Performance: Local Policy Requirements

- All jurisdictions met the **Complete Streets** requirements
- 1/3 met through General Plans

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%

Performance: Local Policy Requirements

HCD Certification

- 28 jurisdictions out of compliance when OBAG adopted
- 27 met requirement by January 31, 2014
- City of Albany certification still pending

Performance: CMA Requirements

- PDA Investment and Growth Strategies
- Public Outreach

Climate Initiatives Update



Partnership Technical Advisory Committee

March 17, 2014

Climate Initiatives Program

Policy Initiative	2035 Cost in YOE millions	Per Capita CO2 Emissions Reductions in 2035
Car Sharing	\$13	-2.6%
Smart Driving Strategy	\$160	-1.5%
Clean Vehicles Feebate Program	\$25	-0.7%
Vehicle Buy-Back & Plug-in or Electric Vehicle Purchase Incentive	\$120	-0.5%
Vanpool Incentives	\$6	-0.4%
Regional Electric Vehicle Charger Network	\$80	-0.3%
Commuter Benefits Ordinance	\$0	-0.3%
Climate Initiatives Innovative Grants	\$226	TBD
Total	\$630	-6.3%

Climate Initiatives Program Cycle 1 (\$80 million)

- Climate Grants – \$29 million for 17 grants
 - 4 Clean Vehicles
 - 5 Transportation Demand Management (TDM)
 - 4 Miscellaneous
 - 4 Creative Grants focused on youth
- Public Outreach and Education Program – \$10 million
- Safe Routes to School (SR2S) Program – \$15 million
 - \$20 million CMAQ Cycle 2 for SR2S already programmed
- Program Evaluation – \$4 million
- Other – \$18 million (SFGo, Eastern Solano CMAQ)

Clean Vehicles Grants



Project	Amount
EV Taxis (SF)	\$1.0 million*
EV Fleets (Bay Area)	\$2.8 million
City Carshare EV (SF)	\$1.7 million
Tribal Evs (Sonoma)	\$.4 million
TOTAL	\$5.9 million

Status of pilots:

- All projects delayed due to Buy America requirements.
- Projects all currently underway.

Miscellaneous Grants



Project	Amount
Bay Area Bike Share (SC, SF, SM)	\$7.1 million*
Port of Oakland's Shore Power	\$3.0 million
Bicycle Detection (San Jose)	\$1.5 million
Cold-in-Place Recycling (Napa, Sonoma)	\$2.0 million
TOTAL \$13.6 million	



Status of Pilots:

- Cold in Place Recycling and Shore Power pilot are complete.
- Bicycle Detection has yet to launch due to staff turnover.
- Bike share expansion under discussion.

Transportation Demand Management Grants



Project	Amount
WeGo Rideshare (Contra Costa, Marin, Sonoma)	\$2.4 million*
Connect Redwood City!	\$1.5 million
Go Berkeley	\$2.0 million
TDM program (SF)	\$ 0.8 million
AVL Pilot (Santa Rosa)	\$ 0.6 million
TOTAL	\$7.3 million

Status of pilots:

- All but SF TDM are currently underway.
- Projects have early successes in reducing single occupancy vehicle trips.

Creative Grants

Project	Amount
Bike Mobile (Alameda)	\$0.5 million
Green Ways to School (Marin)	\$0.4 million
Green Star Schools/ ECO2School (Regional/Sonoma)	\$0.9 million
GIS-based school route maps (Solano)	\$0.2 million
TOTAL	\$2 million



Status of Pilots:

- Green Star curriculum database in beta testing.
- Remaining pilots are operational.
- Bike Mobile has shown early success; MTC currently funding another region-wide Bike Mobile as part of Spare the Air Youth program.

Status of Other Climate Initiatives Projects

- **Climate Grants**
 - Evaluation due fall 2014
- **Smart Driving**
 - 2 pilots currently underway
 - First pilot's results due within next few months
- **Electric Vehicle Promotion**
 - Ride and drives to launch late spring 2014
- **Spare the Air Youth**
 - Currently testing seven pilots through June 2015

Cycle 2 Program: FY15 to FY17

\$22.3 Million

- \$16.3m for Climate Programs in CMAQ Cycle 2, includes \$2.3 balance carryover from Cycle 1
- \$6m TFCA funds to be approved by Bay Area Air Quality Management District
- Draft staff recommendation:
 - Bay Area Bike Share: \$8.3 million
 - Electric Vehicle Charging Infrastructure: \$6 million
 - Car share expansion: \$2 million
 - Transportation Demand Management projects: \$6 million
 - Projects focused on integration of parking pricing, car sharing, vanpools/shuttles and targeted ridesharing.

Bay Area Bike Share Cycle 2 Program



- Current pilot program expires in August
- Lessons learned
 - Advance planning important
 - Dedicated local jurisdiction staff critical
 - Benefits to having a regional system but flexibility is key
- Sustainable business model needed for the long term
 - Public funds for infrastructure and initial operating costs
 - User fees cover increasing amount of operating costs
 - Local jurisdictions must be able to sustain system with local funds, sponsorship, etc.

Bay Area Bike Share Draft Recommendations



- **Phase 2:**
 - Suitability analysis completed, and Oakland/Berkeley area next to expand
 - Evaluate office park, campuses and transit station opportunities
 - Operations for Phase 1 cities included
- **Considerations for Contract Management**
 - Staff developing parameters on business model and sponsorship
 - Determine capacity to grow the system with public and private sector funds
 - Determine readiness for new jurisdictions
 - Consider long-term program management option

Other Efforts in Cycle 2

- **Electric Vehicle Expansion**

- BAAQMD will lead program focused on increasing EV charging infrastructure and vehicles throughout the region
- Program specifics TBD

- **Car Share Expansion**

- Increase car sharing close to transit, business parks and suburban locations
- Implement emerging technical applications of car share
- Increase EVs in car sharing fleets

- **Transportation Demand Management projects**

- Continuation of successful grants
- Integration of parking pricing, car sharing, vanpools/shuttles and targeted ridesharing.

Next Steps

- Discuss program recommendations with key stakeholder groups:

Upcoming Meetings	Date
MTC Policy Advisory Council	March 12 th
Partnership TAC	March 17 th
Active Transportation Working Group	March 20 th
Programming & Allocations Committee	April 9 th



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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Memorandum

TO: Partnership Technical Advisory Committee

DATE: 03/17/2014

FR: Kenneth Kao

RE: Proposed Regional Competitive Active Transportation Program (ATP) Guidelines

This memo outlines proposed revision to the ATP Guidelines for the regional competitive process.

Background

In September 2013, the Governor signed into law legislation creating the Active Transportation Program (ATP). ATP includes a share of funds for large Metropolitan Planning Organizations (MPOs) such as MTC. The California Transportation Commission (CTC) has developed guidelines for the Statewide Competitive ATP, and MPOs have the option of developing separate guidelines for the Regional Competitive ATP.

Proposed Regional Competitive ATP Guidelines

MTC recommends four main changes from the Statewide Competitive ATP Guidelines:

1. Add additional evaluation criteria for previously adopted regional priorities, such as bike share expansion, Bay Trail and Regional Bike Network build-out, gap closures in the Regional Bike Network, and multi-jurisdictional projects such as the Ohlone Greenway and Napa Vine Trail.
2. Use MTC's Communities of Concern definition to meet the 25% requirement for projects benefiting "Disadvantaged Communities," rather than other measures prescribed by CTC (such as Cal-Enviro-Screen and percent of subsidized school lunches).
3. Waive local match for construction if pre-construction phases are funded entirely with non-federal and non-ATP funds. Other match and minimum project size requirements remain the same as the Statewide Competitive ATP.
4. Contingency Backup List. MTC will also adopt a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 1 Regional Competitive ATP. This will ensure that the Regional Competitive ATP will fully use all ATP funds, and that no ATP funds are lost to the region.

In addition to the above changes, all projects in the Regional Competitive ATP will be subject to regional policies, including Resolution 3606 deadlines, and must submit a resolution of local support.

Other Information

Funding Amount:

The funding amounts for the Statewide and Regional Competitive ATP are below.

<u>Program</u>	<u>Programming Agency</u>	<u>Amount Available this Cycle</u>
Statewide Competitive	CTC, Caltrans	\$180 million
Regional Competitive	MTC	\$ 30 million

Regional Schedule:

The current estimated schedule for the Regional Competitive ATP is below.

<u>Date</u>	<u>Action</u>
April 9/23	PAC and MTC Commission consideration of Regional ATP Guidelines
May 21	CTC consideration of MTC's Regional ATP Guidelines
May 22	MTC releases Regional ATP Call for Projects
July 24	Regional ATP applications due to MTC
September 10/24	PAC and MTC Commission adoption of Regional ATP
December 10	Latest date for CTC approval of MTC's Regional ATP

Application and Evaluation:

MTC Planning staff will prepare a supplemental application for projects competing for the Regional Competitive ATP that will address the above changes. The base application will remain the statewide application to avoid duplication. The Active Transportation Working Group will form an evaluation committee to score and rank the submitted applications.

Programming in the TIP:

Due to the development of the 2015 Transportation Improvement Program (TIP), the TIP will be locked down until about December. The first amendment to the 2015 TIP is expected to be approved in by FHWA/FTA in January 2015; therefore, ATP projects with federal funds will not receive obligation and the authorization to proceed until early 2015.

Delivery:

The first cycle of ATP represents 3 years of funding to be delivered during a two-year period. Therefore, the target is for two-thirds or \$20 million to be delivered (obligated) by March 31, 2015, and the remaining \$10 million to be delivered (obligated) by January 31, 2016.

ATP Contacts:

For additional information, please go to the State ATP website (<http://www.catc.ca.gov/programs/ATP.htm>), or contact the staff below.

<u>Responsibility</u>	<u>Contact</u>	<u>Section</u>
Guidelines and programming	Kenneth Kao, 510-817-5768	Programming
Application, evaluation, and scoring	Sean Co, 510-817-5748	Planning

Date: April 23, 2014
W.I.: 1515
Referred by: PAC

Attachment A
Resolution No. 4132
Page 1 of 12

**MTC
Cycle 1 Regional Competitive
Active Transportation Program
(ATP)**

**Guidelines, Policies, Procedures, and
Project Selection Criteria**

April 23, 2014

**MTC Resolution No. 4132
Attachment A**

**Metropolitan Transportation Commission
Programming and Allocations Section
<http://www.mtc.ca.gov/funding/>**

Date: April 23, 2014
W.I: 1515
Referred by: PAC

Attachment A
Resolution No. 4132
Page 2 of 12

**Cycle 1 Regional Competitive Active Transportation Program (ATP)
Guidelines, Policies, Procedures and Project Selection Criteria
Table of Contents**

Background..... 3

Development Principles..... 3

CTC Guidelines..... 4

 ATP Development Schedule..... 4

 ATP Regional Shares..... 4

 Public Involvement Process..... 4

 ATP Projects in the Transportation Improvement Program (TIP) 4

Deviations from Statewide Policies 4

 1. Application Process and Additional Regional Screening/Evaluation Criteria..... 5

 2. Definition of Disadvantaged Communities..... 5

 3. Match Requirement 6

 4. Contingency Project List 6

Application Process..... 6

 Project Application..... 6

 Additional Project Screening Criteria, Including Readiness 7

 Additional Project Evaluation Criterion..... 7

Additional Regional Policies 7

 Title VI Compliance 7

 MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy..... 8

 MTC Resolution No. 3765 Compliance – Complete Streets Checklist 8

Appendix A-1: ATP Development Schedule..... 9

Appendix A-2: MTC ATP Regional Shares..... 10

Appendix A-3: Regional Competitive ATP Project Application..... 11

 Part 1: Regional Competitive ATP Supplemental Project Application.....12

Cycle 1 Regional Competitive Active Transportation Program (ATP) Guidelines, Policies, Procedures and Project Selection Criteria

Background

In September 2013, the Governor signed Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 254, Statutes 2013) into law, creating the Active Transportation Program (ATP). The State envisions the ATP to consolidate a number of other funding sources intended to promote active transportation, such as the Bicycle Transportation Account and Transportation Alternatives Program, into one program.

State and federal law segregate ATP funds into three main components, with funding distributed as follows:

- 50% to the state for a statewide competitive program
- 10% to the small urban and rural area competitive program to be managed by the state
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (MPO) – hereinafter referred to as the “Regional Competitive Active Transportation Program”

The California Transportation Commission (CTC) developed guidelines for the ATP, approved on March 20, 2014. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for not only the statewide competitive program, but also for the small urban/rural and large MPO regional competitive programs. Large MPOs, such as MTC, have the option of developing their own policies, procedures, and project selection criteria that differ from those adopted by CTC, provided they are approved by CTC.

This document serves as MTC’s Regional ATP Guidelines that substantially follow those of the CTC, but include a number of differences based on the region’s existing policies and priorities. MTC adopted these Guidelines for the MTC Regional Competitive Active Transportation Program on April 23, 2014, for final consideration by the CTC in May 2014.

Development Principles

The following principles will frame the development of MTC’s Regional Competitive Active Transportation Program.

- MTC will work with CTC staff, Caltrans, CMAs, transit operators, and interested stakeholders to develop the Regional Competitive Active Transportation Program.
- Investments made in the ATP must carry out the objectives of the Regional Transportation Plan (RTP).
- MTC will meet or exceed the 25% programming goal to projects benefiting disadvantaged communities.
- MTC will continue to work with Caltrans, CMAs, transit operators, and project sponsors to seek efficiencies and streamlining for delivering projects in the federal-aid process.

- MTC will continue to advocate for improved ATP delivery strategies, including using either a lump sum allocation or delegated authority to Caltrans.
- MTC will continue to advocate that all projects savings and un-programmed balances remain within the ATP program rather than be redirected to the State Highway Account, and specifically that savings and balances in the 40% Large MPO programs remain within the regional programs, consistent with federal guidance on the Transportation Alternative Program (TAP).

CTC Guidelines

The California Transportation Commission (CTC) ATP Guidelines were adopted on March 20, 2014, and are available at: <http://www.catc.ca.gov/programs/ATP.htm>. The most current CTC Guidelines for the Active Transportation Program, as posted on the CTC website, is incorporated in MTC's Regional Competitive ATP Guidelines via this reference. All project sponsors are required to follow the MTC and CTC ATP Guidelines in the development and implementation of the ATP.

ATP Development Schedule

Development of the ATP under these procedures will be done in accordance with the schedule outlined in Appendix A-1 of this guidance.

ATP Regional Shares

Appendix A-2 of this guidance provides the MTC regional shares for this round of ATP funding (FY 2014-15), consistent with the ATP Fund Estimate approved by the CTC on December 11, 2013. Appendix A-2 also includes MTC's 25% programming goal to projects benefiting disadvantaged communities.

Public Involvement Process

In developing the ATP, MTC is committed to a broad, inclusive public involvement process consistent with MTC's Public Participation Plan, available at http://www.mtc.ca.gov/get_involved/participation_plan.htm.

ATP Projects in the Transportation Improvement Program (TIP)

In response to state and federal requirements, ATP funds must be programmed in the TIP prior to seeking a CTC allocation. In addition, it is required that a federal Request for Authorization (RFA) be submitted simultaneously with the ATP allocation request to Caltrans and CTC when the ATP project includes federal funds. In the ATP, all projects are subject to be a mix of federal and state funds, and therefore require a CTC allocation, and a federal authorization to proceed (if federal funds are on the project) prior to the expenditure of eligible costs or advertisement of contract award.

Deviations from Statewide Policies

Below are MTC-region specific policies as they apply to the Regional Competitive Active Transportation Program. These policies differ from CTC's Guidelines.

1. Application Process and Additional Regional Screening/Evaluation Criteria

MTC elects to hold a separate call for projects for the Regional Competitive Active Transportation Program, and has one additional evaluation criteria. The additional criteria will give points for projects that support previously-adopted regional priorities and projects that meet *Plan Bay Area's* objective to meet SB 375 commitments. MTC has also included various project screening criteria and additional language for consistency with regional policies and goals. Further information on these changes, as well as instructions on the application process are detailed later in this guidance.

Project Sponsors may apply for either the State ATP program or Regional Competitive Active Transportation Program, or both. Sponsors applying to both the state and regional programs should submit a copy of their state application to MTC, along with their regional application.

2. Definition of Disadvantaged Communities

The CTC Guidelines state that an MPO may define Disadvantaged Communities differently than the three criteria outlined in the statewide guidance. The MTC region has already adopted a measure to define Disadvantaged Communities known as "Communities of Concern". MTC recently updated the Communities of Concern definition in 2011 in advance of preparing the *Plan Bay Area* Equity Analysis Report.

MTC's Communities of Concern are defined as those census tracts having either 1) significant concentrations of both low-income and minority residents, or 2) significant concentrations of any four or more of the following eight disadvantage factors: minority persons; low-income persons below 200% of the federal poverty level (about \$44,000 per year for a family of four); persons with Limited English Proficiency; zero-vehicle households; seniors aged 75 and over; persons with a disability; single-parent families; and housing units occupied by renters paying more than 50% of household income on rent. The concentration thresholds for these factors are described below.

Disadvantage Factor	% of Regional Population	Concentration Threshold
1. Minority Population	54%	70%
2. Low Income (<200% of Poverty) Population	23%	30%
3. Limited English Proficiency Population	9%	20%
4. Zero-Vehicle Households	9%	10%
5. Seniors Aged 75 and Over	6%	10%
6. Population with a Disability	18%	25%
7. Single-Parent Families	14%	20%
8. Rent-Burdened Households	10%	15%

Based on this definition, roughly 20% of the region's population is located in Communities of Concern. MTC's Communities of Concern definition of Disadvantaged Communities meets the

State's legislative intent, and has already been in use in the MTC region for planning and programming purposes.

Additional discussion of the Communities of Concern definition and methodology are included in the *Plan Bay Area* Equity Analysis Report and associated Appendix, available online at: http://onebayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Equity_Analysis_Report.pdf and http://onebayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Equity_Analysis_Report-Appendices.pdf. Further, applicants can find an online map showing precise locations of Communities of Concern online at: <http://geocommons.com/maps/118675>.

3. Match Requirement

The CTC Guidelines prescribe a match requirement of 11.47%, which is waived for projects benefiting a Disadvantaged Community, stand-alone non-infrastructure projects, and safe routes to schools projects. The CTC Guidelines allow MPOs to define its own match requirements for the Regional Competitive Active Transportation Program.

Consistent with CTC guidance, the match requirement for the regional ATP is 11.47%, with the same match waivers for projects benefiting a Community of Concern, stand-alone non-infrastructure projects, and safe routes to schools projects. As an added provision, a project sponsor may request the local match requirement be waived for the construction phase of an infrastructure project if the pre-construction phases are entirely funded using non-federal and non-ATP funds. This provision minimizes the number of federalized phases requiring an E-76 through Caltrans Local assistance.

4. Contingency Project List

MTC will adopt a list of projects for programming the Regional Competitive ATP that is financially constrained against the amount of ATP funding available (as identified in the approved ATP Fund Estimate). In addition, MTC will adopt a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 1 Regional Competitive ATP. This will ensure that the Regional Competitive ATP will fully use all ATP funds, and that no ATP funds are lost to the region.

Application Process

Project Application

Upon CTC concurrence of MTC's Regional ATP Guidelines, MTC will issue a call for projects for the Regional Competitive Active Transportation Program. Project sponsors must complete an application for each new project proposed for funding in the ATP, consisting of the items included in Appendix A-3 of this guidance. In addition to MTC's Fund Management System (FMS) application, project sponsors must use the Project Programming Request (PPR) forms provided by Caltrans for all projects. The nomination sheet must be submitted electronically for upload into the regional and statewide databases. All application materials, in the form of 5 hard copies and 1 electronic copy (via CD/DVD, portable hard drive, or USB thumb drive) must be received by MTC no later than 4 PM on July 24, 2014 in order to be considered.

Additional Project Screening Criteria, Including Readiness

In addition to the CTC Guidelines, all projects included in the ATP must meet the following criteria.

- A. Prohibition of Multiple Phases in Same Year.** Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right of way or construction. Therefore, projects with right of way acquisition may not have more than one phase programmed per fiscal year.
- B. Deliverability.** Project sponsors must demonstrate they can meet the expedited delivery timeframe imposed on the program by the CTC. Projects that can be delivered (receive a CTC allocation and federal authorization to proceed for federal funds) earlier, shall receive priority for funding over other projects. For projects programmed in FY 2014-15, sponsors submit the CTC allocation and obligation paperwork to Caltrans/CTC by January 31, 2015, and receive the federal authorization to proceed (E-76 / federal obligation) by March 31, 2015. For projects programmed in FY 2015-16, sponsors submit the CTC allocation and obligation paperwork to Caltrans/CTC by November 1, 2015, and receive the federal authorization to proceed (E-76 / federal obligation) by January 31, 2016. There are no extensions to these deadlines.

Additional Project Evaluation Criterion

MTC will use the CTC project evaluation criteria as set forth in the CTC Guidelines, with one additional criterion for the Regional Competitive Active Transportation Program. The additional criterion is:

- **Consistency with Regional Priorities and Planning Efforts. (0 to 10 points)**
Applicants shall describe the project's consistency with previously-approved regional priorities, and how the project meets *Plan Bay Area's* objective to meet SB 375 commitments. Points will be awarded for the degree of the proposed project's consistency with regional priorities, such as:
 - Establishment and expansion of regional bike share
 - San Francisco Bay Trail build-out
 - Regional Bike Network build-out
 - Gap closures in the Regional Bike Network
 - Multi-jurisdictional projects

Additional Regional Policies

Title VI Compliance

Investments made in the ATP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, disability, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. MTC strives toward equitable solicitation and selection of project candidates in accordance with federal Title VI and Environmental Justice requirements.

MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

The CTC ATP Guidelines establish timely use of funds and project delivery requirements for ATP projects. Missing critical milestones could result in deletion of the project from the ATP, and a permanent loss of funds to the region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the ATP. While the CTC Guidelines provide some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606 details the Regional Project Delivery Policy for regional discretionary funding, which may be more restrictive than the State's delivery policy. All projects in the regional ATP are subject to the Regional Project Delivery Policy (MTC Resolution 3606). For additional information, refer to http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf

MTC Resolution No. 3765 Compliance – Complete Streets Checklist

MTC's Resolution No. 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. The Complete Streets Checklist (also known as "Routine Accommodations Checklist") is available through MTC's website online at http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm. Furthermore, it is encouraged that all bicycle projects programmed in the ATP support the Regional Bicycle Network. Guidance on considering bicycle transportation can be found in MTC's 2009 Regional Bicycle Plan (a component of Transportation 2035) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state and regional polices for accommodating bicycles and non-motorized travel, is available on MTC's Web site at: <http://www.mtc.ca.gov/planning/bicyclespedestrians/>.

METROPOLITAN TRANSPORTATION COMMISSION (MTC)
Regional Active Transportation Program (ATP)
Tentative Development Schedule (Subject to Change)
March 13, 2014

September 26, 2013	Governor signs bill creating Active Transportation Program (ATP)
November 27, 2013	CTC releases draft ATP Guidelines
March 2014	Draft Regional ATP Guidelines presented to Working Groups
March 20, 2014	CTC scheduled adoption of State ATP Guidelines CTC scheduled release of ATP Call for Projects for Statewide Competitive Program
April 9, 2014	MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of final proposed Regional ATP Guidelines
April 23, 2014	MTC Commission scheduled adoption of Regional ATP Guidelines MTC submits approved Regional ATP Guidelines to CTC for consideration
May 21, 2014	State ATP Applications Due to CTC (Statewide Program) CTC scheduled approval of MTC's Regional ATP Guidelines (CTC Meeting – San Diego) MTC releases ATP Call for Projects for Regional Competitive Program
July 24, 2014	Regional ATP Applications Due to MTC (Regional Competitive Program)
August 8, 2014	CTC releases staff recommendation for ATP Statewide Competitive Program
August 20, 2014	ATP Statewide Program Adoption: CTC scheduled to adopt statewide program and transmit unsuccessful projects to the Regions for consideration
August 2014	MTC releases staff recommendation for ATP Regional Competitive Program
September 2014	Working Group discussions of staff recommendations
September 10, 2014	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Competitive Program
September 24, 2014	ATP Regional Competitive Program Adoption: MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
December 10, 2014	CTC Approval of ATP Regional Competitive Program: CTC scheduled to approve Regional Program
December 17, 2014	MTC Commission scheduled to approve TIP Amendment to add ATP projects into federal TIP
January 31, 2015	TIP Approval: FHWA/FTA anticipated approval of ATP projects in federal TIP Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2014-15
March 31, 2015	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2014-15
November 1, 2015	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2015-16
January 31, 2016	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2015-16

Shaded Area – Actions by State, CTC or Caltrans

Appendix A-2MTC Res. No. 4132, Appendix A-2
Adopted: 04/23/14-C**Regional Active Transportation Program (ATP)****Cycle 1****Regional Share****FY 2013-14 through FY 2015-16****April 2014***ATP Regional Share*

All numbers in thousands

Fund Source	FY 2014-15 *	FY 2015-16	Total Regional ATP
Federal TAP	\$10,503	\$5,252	\$15,755
Federal Other	\$3,829	\$1,915	\$5,744
State	\$5,816	\$2,908	\$8,724
Total ATP Regional Share	\$20,148	\$10,075	\$30,223

Disadvantaged Communities Target

Classification	FY 2014-15 *	FY 2015-16	Total Regional ATP
25% - Benefiting Disadvantaged Communities	\$5,037	\$2,519	\$7,556
75% - Anywhere in the Region	\$15,111	\$7,556	\$22,667
Total ATP Regional Share	\$20,148	\$10,075	\$30,223

J:\PROJECT\Funding\T4-MAP21\MAP21 - TAP and ATP\ATP\Draft Regional ATP Guidelines\[tmp-4132_01b_ATP_Fund_Estimate_Version 2.xlsx]Appendix A-2 04-23-2014

* Due to the late start with the program, FY 2013-14 funding is included in delivery target for FY 2014-15

Appendix A-3: Regional Competitive ATP Project Application

Project sponsors must submit a completed project application for each project proposed for funding in the Regional Competitive Active Transportation Program. The application consists of the following six parts and are available on the Internet (as applicable) at: <http://www.mtc.ca.gov/funding/>

1. Cover letter on Agency letterhead signed by the applicant's Chief Executive Officer or other officer authorized by the applicant's governing board
 - a. If the proposed project is implemented by an agency other than the project sponsor, documentation of the agreement between the two entities must be included
2. Project application forms
 - a. Statewide ATP Application Form, available at <http://www.catc.ca.gov/programs/ATP.htm>
 - b. Regional competitive ATP Supplemental Application Form, available at <http://www.mtc.ca.gov/funding/ATP/> and included as Part 1 of Appendix A-3, below
3. Project Programming Request (PPR) form
 - a. Available at: <http://www.dot.ca.gov/hq/transprog/ocip/pprs/PPR%20-%20New%20Projects%20-%207-8-13%20FY%2014-15%20thru%2018-19.xls>
4. Documentation of all other funds committed to the project
5. Resolution of Local Support
 - a. Available at: http://www.mtc.ca.gov/funding/STIP/Reso-LocalSupt-RegDiscretionary_Final.doc
6. Complete Streets Checklist
 - a. Available at: http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm

Appendix 3
Part 1: Regional Competitive ATP Supplemental Project Application

To be provided at a later date.

DRAFT
03-13-2014



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Partnership Technical Advisory Committee

DATE: March 17, 2014

FR: Adam Crenshaw

RE: 2013 TIP Update

TIP Revision 13-14 – Amendment (Proposed)

Amendment 13-14 revises 34 projects with a net increase in funding of approximately \$211 million. Among other changes, the revision:

- Amends a new grouped listing into the TIP – GL: Fiscal Year 2012 New Freedom Large Urbanized Area Program (VAR130005) totaling \$4 million;
- Amends 15 new exempt and one new non-exempt Surface Transportation Program (STP) funded projects into the TIP with \$8.8 million in STP funding;
- Amends one previously archived non-exempt, not regionally significant project back into the TIP;
- Splits the I-680 express lane conversion portion of the Regional Express Lane Network into the I-680 Express Lane: Alcosta to Livorna/Rudgear (CC-130043) TIP listing for additional clarity and updates the funding plan to reflect latest estimates; and
- Amends four new, exempt, locally funded projects into the TIP.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements. Caltrans approval is expected in mid-April, 2014 and final federal approval is expected in mid-May, 2014.

TIP Revisions 13-12 and 13-13 – Administrative Modifications (Pending)

Administrative modifications 13-12 and 13-13 are under development.

TIP Revision 13-11 – Amendment (Approved)

Amendment 13-11 revises 13 projects with a net increase in funding of approximately \$15 million. Among other changes, the revision:

- Updates the funding plan and back-up listing of the following four grouped listings to reflect the latest programming decisions.
 - GL: Federal Transit Administration (FTA) 5311 Program (REG110041) – to increase total cost by \$8 million;
 - GL: Safety Improvements – Highway Safety Improvement Program (VAR110007) – to increase total cost by \$13.4 million;
 - GL: Bridge Rehabilitation and Reconstruction – SHOPP Program (VAR110044) –to reduce cost by \$25.5 million as the funds are already reflected in the Doyle Drive project (SF-991030);
 - GL: Highway Bridge Program (VAR110045) – to increase total cost by \$30.2 million;
- Reduces the cost of the Yerba Buena Island (YBI) Ramp Improvements project by \$21.8 million to reflect the latest information from Caltrans;

- Amends a new grouped listing into the TIP – GL: Fiscal Year 2014 Recreational Trails Program (VAR130004) totaling \$7.2 million; and
- Amends three new exempt projects into the TIP with a net increase in High Priority Project funding of \$1.3 million, \$1.4 million in Congestion Management & Air Quality Improvement Program (CMAQ) funding and \$400,000 in Other Local funding.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements. MTC approval was received on January 22, 2014, Caltrans approval was received on February 12, 2014, and final federal approval was received on February 26, 2014.

TIP Revisions 13-10 – Administrative Modification (Pending)

Administrative Modification 13-10 is under development.

TIP Revision 13-09 – Administrative Modification (Approved)

Administrative Modification 13-09 revises 19 projects with a net increase in funding of \$2.2 million. Among other changes, the revision:

- Updates the funding plans and back-up listings of one grouped listings (REG110042 – Federal Transit Administration (FTA) Elderly and Persons with Disability Program) to reflect the latest programming decisions;
- Updates the funding plans of four Surface Transportation Program (STP) and Congestion Management and Air Quality Improvement Program (CMAQ) funded projects to reflect the latest programming decisions and project eligibilities;
- Updates the funding plans of two AC Transit projects to reflect changes in the Proposition 1B and AB-664 Bridge Toll programs;
- Updates the funding plans of two Caltrain projects to reflect changes in the Transit Capital Priorities program; and
- Updates the funding plan of the East Bay Regional Parks District’s Contra Costa Parks Bicycle and Pedestrian Trail Improvements project to carry forward High Priority Projects (HPP) program funds from prior years.

The administrative modification is financially constrained by year and MTC relies on the State’s programming capacity in the amount of \$204,200 in FTA 5309 carry-over funding, \$69,130 in FTA 5310 carry-over funding, \$115,910 in HPP funding, \$41,575 in NMTTP funding, and \$538,368 in Proposition 1B funding. MTC’s 2013 TIP, as revised with Revision No. 2013-09, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP. The revision was approved into the FSTIP by the deputy executive director on February 7, 2014.

TIP Revision 13-08 – Amendment (Approved)

Amendment 13-08 revises 17 projects with a net increase in funding of \$18 million. Among other changes, the revision:

- Amends four exempt and seven non-exempt, not regionally significant One Bay Area Grant (OBAG) funded projects into the TIP and updates the funding plan and scope of one additional OBAG funded project with a net increase in STP/CMAQ funding of \$11.5 million;
- Archives an earlier listing for the Vallejo Downtown Streetscapes project (SOL050048) as it has been completed; and
- Amends two new grouped listings into the TIP (VAR130002 – GL: JARC FY12 Small UA & Rural; and VAR130003 – GL: New Freedom FY12 Small UA & Rural) with a net increase in JARC funding of \$475,933 and in New Freedom funding of \$584,825.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements. Amendment 13-08 was approved by the Commission on November 20, 2013. Caltrans approval was received on November 26, 2013 and final federal approval was received on December 13, 2013.

TIP Revision 13-07 – Administrative Modification (Approved)

Administrative Modification 13-07 revises 27 projects with a net increase in funding of \$17 million. Among other changes this revision:

- Updates the funding plans of 20 Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects to reflect the latest programming decisions and project sponsors' abilities to deliver projects in fiscal year 2013-14, with a net increase in CMAQ funding of \$14 million and in STP funding of \$52,000;
- Updates the funding plan of MTC's Freeway Performance Initiative (FPI) project (REG090003) to change the fund source for \$15 million from local funding sources to the Proposition 1B - Trade Corridors Improvement Fund and to remove \$24 million in Regional Transportation Improvement Program (RTIP) funds in addition to the CMAQ programming change included above; and
- Updates the funding plans and back-up listings of two Caltrans managed grouped listings (VAR110004 – GL: Safety Improvements – State Highway Operations and Protection Program [SHOPP] Collision Reduction and VAR110005 – GL: Emergency Repair – SHOPP Emergency Response) to reflect the latest programming information from Caltrans, with a net increase in SHOPP funding of \$11.7 million.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$11.7 million in SHOPP funds, \$365,232 in Transportation Community System Preservation (TCSP) funds, and \$23 million in Proposition-1B funds. MTC's 2013 TIP, as revised with Revision No. 2013-07, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP. The revision was approved into the FSTIP by the deputy executive director on December 30, 2013.

The 2013 TIP revision schedule (Attachment A) has been posted at the following link: http://www.mtc.ca.gov/funding/tip/2013/2013_TIP_Revision_Schedule.pdf and project sponsors are requested to submit revision requests before 5:00 PM on the stated deadlines.

Information on TIP revisions is also available through the TIPINFO notification system (electronic mails). Anyone may sign up for this service by sending an email address and affiliation to: tipinfo@mtc.ca.gov.

FMS is available at the following link: <http://fms.mtc.ca.gov/fms/>. Projects in all the revisions can be viewed at: <http://www.mtc.ca.gov/funding/tip/revisions.htm>.

If you have any questions regarding any TIP project, please contact Adam Crenshaw at (510) 817-5794 or acrenshaw@mtc.ca.gov. The Fund Management System (FMS) system has also been updated to reflect the approvals received.

Attachments:

A - 2013 TIP Revision Schedule as of February 28, 2014

METROPOLITAN TRANSPORTATION COMMISSION TRANSPORTATION IMPROVEMENT PROGRAM (TIP) Tentative 2013 TIP REVISION SCHEDULE - Sorted by Revision Request Submission Deadline as of February 28, 2014							
REVISION TYPE	REVISION NUMBER	REVISION REQUEST SUBMISSION DEADLINE	MTC APPROVAL*	STATE APPROVAL*	FEDERAL APPROVAL*	APPROVAL STATUS	TIP REVISION FINAL APPROVAL DATE
2013 TIP Update	13-00	Thu, Feb 21, 2013	Thu, Jul 18, 2013	Fri, Jul 26, 2013	Mon, Aug 12, 2013	Approved	Mon, Aug 12, 2013
Admin. Modification	13-01	Thu, Aug 1, 2013	Thu, Aug 15, 2013	N/A	N/A	Approved	Thu, Aug 15, 2013
Amendment	13-04	Thu, Aug 1, 2013	Wed, Sep 25, 2013	Tue, Oct 1, 2013	Thu, Oct 24, 2013	Approved	Thu, Oct 24, 2013
Admin. Modification	13-02	Sun, Sep 1, 2013	Tue, Sep 24, 2013	N/A	N/A	Approved	Tue, Sep 24, 2013
Admin. Modification	13-03	Sun, Sep 1, 2013	Mon, Sep 30, 2013	N/A	N/A	Approved	Mon, Sep 30, 2013
Admin. Modification	13-05	Tue, Oct 1, 2013	Thu, Nov 7, 2013	N/A	N/A	Approved	Thu, Nov 7, 2013
Amendment	13-08	Tue, Oct 1, 2013	Wed, Nov 20, 2013	Tue, Nov 26, 2013	Fri, Dec 13, 2013	Approved	Fri, Dec 13, 2013
Admin. Modification	13-06	Fri, Oct 25, 2013	Thu, Nov 21, 2013	N/A	N/A	Approved	Thu, Nov 21, 2013
Admin. Modification	13-07	Fri, Nov 22, 2013	Mon, Dec 30, 2013	N/A	N/A	Approved	Mon, Dec 30, 2013
Amendment	13-11	Sun, Dec 1, 2013	Wed, Jan 22, 2014	Wed, Feb 12, 2014	Wed, Feb 26, 2014	Approved	Wed, Feb 26, 2014
Admin. Modification	13-09	Wed, Jan 1, 2014	Fri, Feb 7, 2014	N/A	N/A	Approved	Fri, Feb 7, 2014
Admin. Modification	13-10	Sat, Feb 1, 2014	Thu, Mar 13, 2014	N/A	N/A	Pending	TBD
Amendment	13-14	Sat, Feb 1, 2014	Wed, Mar 26, 2014	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin. Modification	13-12	Sat, Mar 1, 2014	Mon, Mar 31, 2014	N/A	N/A	Pending	TBD
Admin. Modification	13-13	Tue, Apr 1, 2014	Wed, Apr 30, 2014	N/A	N/A	Pending	TBD
Amendment	13-15	Tue, Apr 1, 2014	Wed, May 28, 2014	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
TBD - To Be Determined N/A - Not Applicable / Not Required The schedule is also available at the following link: http://www.mtc.ca.gov/funding/tip/2013/2013_TIP_Revision_Schedule.pdf Note: * MTC has delegated authority to approve TIP administrative modifications, and may approve administrative modifications on, prior to, or after the tentative date listed							