

OneBayArea Grant

OBAG 2 Proposal

Bay Area Partnership Board

October 9, 2015

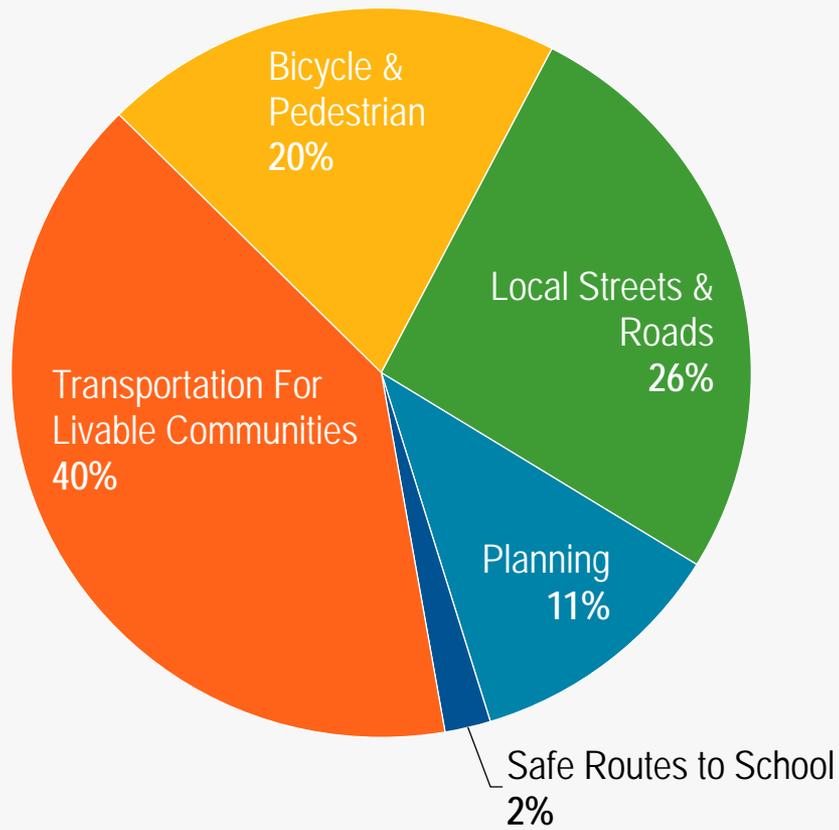


OneBayArea Grant: A Comprehensive Funding Approach

- Reward jurisdictions that accept and produce housing near transit
- Target OBAG investments in Priority Development Areas (PDAs) to support the Sustainable Communities Strategy
- Provide local funding and more flexibility on how money can be spent
- Distribute funding through a model that considers housing commitments and production
- Support open space preservation in Priority Conservation Areas (PCAs)
- Complete Street policies to better incorporate active transportation elements and transit

OBAG 1 County Program: Project Selection Outcome Summary

Program Categories



- Overall funding increased from previous cycle (\$126.8M to \$320M)
- More projects received grants (133 to 195)
- Average grant size increased (\$1.0M to \$1.6M)
- Average project size increased (\$2.1M to \$3.3M)
- Greater project complexity / multi-modalities and active transportation elements
- 60% of local projects contained complete streets elements

Source: OBAG Report Card, February 7, 2014

OBAG 2: Funding Assumptions

- OBAG 1 revenues were below expectations
- 2% annual escalation for future federal revenues, consistent with recent introduction of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act
- STP/CMAQ funds only, no STIP or TE
- Five-year program from federal FY 2017-18 through FY 2021-22 to maintain program size
- \$790M available for OBAG 2
- No new programs
- Balance needs of existing programs



* OBAG 2 Program Proposal

OBAG 2: Regional Program Recommendations

Millions \$, rounded

Program	OBAG 1	OBAG 2
Regional Planning Activities	\$8	\$10
Pavement Management Program	\$9	\$9
Priority Development Area (PDA) Planning and Implementation	\$20	\$20
Climate Initiatives Program	\$22	\$22
Priority Conservation Area (PCA)	\$10	\$16
Regional Operations Programs	\$184	\$170
Transit Priorities Program	\$201	\$189
Totals	\$454	\$436

OneBayArea Grant: Regional PDA Planning Program

Regional PDA Planning Program:
Implements *Plan Bay Area* by supporting neighborhood-level plans that link local aspirations and regional objectives

- Planning results to-date:
 - 51 projects
 - 60,000 + housing units
 - 103,000 + new jobs
 - 26 million sq. ft. commercial development



- Consider focusing on cities with highest risk of displacement

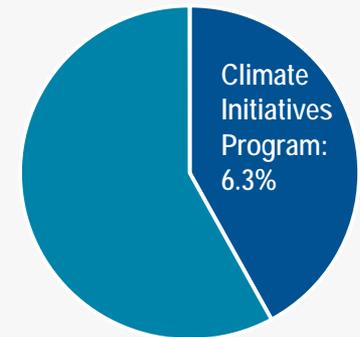


OneBayArea Grant: Climate Initiatives and PCA Programs

Climate Initiatives

- Identifies and implements strategies to reduce transportation-related GHG emissions mandated by SB 375
- Accounts for 6.3% of the 15% per capita Plan Bay Area GHG required emission reductions by the year 2035
- Future funding will continue to support successful efforts from pilots

Plan Bay Area
GHG Reduction Target
(15% per capita)



PCA Program

- Program increases with \$8M to the North Bay, \$8M to the Regional Program (other counties) – includes \$6.4 million in savings from OBAG 1 Bikeshare project

OBAG 2: Regional Operations & Transit Priorities

Regional Operations

- Supports 511, Columbus Day Initiative, Transportation Management Systems (TMS), Rideshare
- Focus on partnerships, key corridors
- “Challenge grant” concept to leverage funding

Transit Priorities

- Support key commitments
 - BART car replacement
 - Clipper next generation system
- Contribute to Transit Capital Priorities (TCP) and Transit Performance Initiative (TPI) programs



OBAG 2: Support the Plan Bay Area's Sustainable Communities Strategy

- PDA investment targets remain at 50% for the four North Bay counties and 70% for the other counties
- OBAG 2 based on housing over a longer time frame, considering housing production between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%)
- County Distribution Formula: 3 options for discussion

County Distribution Formula Options

Program	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1	50%	25%	25%	50%
OBAG 2 <i>Affordable Housing</i>	50%	30%	20%	60%
OBAG 2 <i>Affordable + Moderate</i>	50%	30%	20%	60%*
OBAG 2 <i>Housing Production</i>	50%	50%	0%	60%

OBAG 2: Continue Flexibility and Local Decision Making



Local Decision Making

Flexibility



Transparency

- Continue directing 45% of the OBAG pot to the County CMAAs for local priority setting
- “Silo-less” approach to sub-program categories continues
- Safe Routes to School Program consolidated into County OBAG program
- CMAAs continue to report on their outreach process in a more structured format including coordination and Title VI

OBAG 2: Cultivate Linkages with Local Land Use Planning

- Local jurisdictions need to continue to align their general plans' housing and complete streets policies as part of OBAG 2 per SB 375 and other state laws
- For OBAG 2, jurisdictions need to either have updated their circulation elements after January 1, 2011 to meet the State's Complete Streets Act of 2008, or adopt a complete streets resolution per the MTC model used for OBAG 1



OBAG 2: Next Steps

May – October 2015	Outreach with partners and stakeholders
November 2015	PAC/Commission scheduled review and approval of OBAG 2 procedures and guidance
December 2015 – September 2016	CMA project solicitation and selection followed by MTC staff review of projects
December 2016	Commission approves county and regional OBAG 2 projects

