

Meeting Agenda

Joint MTC Planning Committee with the ABAG Administrative Committee

MTC Committee Members:

James P. Spring, Chair Eddie Ahn, Vice Chair

*David Canepa, Damon Connolly, Carol Dutra-Vernaci,
Victoria Fleming, Sam Liccardo, and Libby Schaaf*

Non-Voting Members: Dorene M. Giacomini and Vacant

Friday, May 14, 2021

9:40 AM

Board Room - 1st Floor (REMOTE)

In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for Committee members who will participate in the meeting from individual remote locations.

A Zoom panelist link for meeting participants will be sent separately to Committee members.

The meeting webcast will be available at <http://mtc.ca.gov/whats-happening/meetings>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Committee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/88564610439>

iPhone One-Tap: US: +16699006833,,88564610439# or +14086380968,,88564610439#

Join by Telephone (for higher quality, dial a number based on your current location) US:
+1 669 900 6833 or +1 408 638 0968 or +1 346 248 7799 or +1 253 215 8782 or +1 646 876 9923
or +1 301 715 8592 or +1 312 626 6799 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 885 6461 0439

International numbers available: <https://bayareametro.zoom.us/j/kcjsWOiQjH>

Detailed instructions on participating via Zoom are available at:
<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

1. Roll Call / Confirm Quorum

Quorum: A quorum of the ABAG Administrative Committee shall be a majority of its regular voting members (6).

Quorum: A quorum of the MTC Planning Committee shall be a majority of its regular voting members (5).

2. ABAG Compensation Announcement – Clerk of the Board

3. ABAG Administrative Committee Consent Calendar

- 3a. [21-0609](#) Approval of ABAG Administrative Committee Summary Minutes of the April 9, 2021 Meeting

Action: ABAG Administrative Committee Approval

Attachments: [3a ABAG AC Minutes 20210409 MTC Planning Draft.pdf](#)

- 3b. [21-0610](#) Plan Bay Area 2050: Draft Plan Release Announcement

Action: Information

Presenter: Dave Vautin

Attachments: [3b PBA50 UpcomingDraftPlanRelease.pdf](#)

4. MTC Planning Committee Consent Calendar

- 4a. [21-0612](#) Approval of MTC Planning Committee Minutes of the April 9, 2021 Meeting

Action: MTC Planning Committee Approval

Attachments: [4a MTC PLNG Minutes Apr 9 2021.pdf](#)

- 4b. [21-0611](#) Plan Bay Area 2050: Draft Plan Release Announcement

Action: Information

Presenter: Dave Vautin

Attachments: [4b PBA50 UpcomingDraftPlanRelease.pdf](#)

- 4c. [21-0630](#) Public Participation Plan Update

Action: Information

Presenter: Ky-Nam Miller

Attachments: [4c PPP Update.pdf](#)

5. Approval

- 5a. [21-0613](#) Regional Housing Needs Allocation (RHNA): Appeals Framework
- Proposed framework for the RHNA appeals phase, with the ABAG Administrative Committee playing a lead role in hearing appeals.
- Action:** ABAG Executive Board Approval
- Presenter:** Gillian Adams
- Attachments:** [5a_RHNA_Appeals.pdf](#)
- 5b. [21-0614](#) Communities of Concern: Reconsidering Our Language
- Proposal to rename “Communities of Concern” as “Equity Priority Communities” for use across MTC and ABAG work products and projects.
- Action:** ABAG Administrative Committee Approval
MTC Planning Committee Approval
- Presenter:** Anup Tapase
- Attachments:** [5b_RethinkingCommunitiesofConcern_May2021.pdf](#)
[5b_Corr Rec_1_Policy Advisory Council_Recommendation to Planning_May_2021.pdf](#)
- 5c. [21-0650](#) MTC Resolution No. 4202, Revised: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy - Priority Development Areas (PDA) Planning Grants & Technical Assistance
- Approval of approximately \$7.86 million in PDA Planning and Technical Assistance Grants and supportive studies.
- Action:** MTC Commission Approval
- Presenter:** Mark Shorett
- Attachments:** [5c_PDAs_Grant Awards_Summary Sheet-Attach A and B.pdf](#)
[5c_PDAs_Grant Awards_Summary-MTC Res. No. 4202-Rev.pdf](#)

6. Public Comment / Other Business

*Committee Members and members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6.*

7. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be Friday, June 11, 2021 at 9:40 a.m. remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.

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.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章：MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Título VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 21-0609 **Version:** 1 **Name:**

Type: Minutes **Status:** Informational

File created: 4/6/2021 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 5/14/2021 **Final action:**

Title: Approval of ABAG Administrative Committee Summary Minutes of the April 9, 2021 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [3a ABAG AC Minutes 20210409 MTC Planning Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Approval of ABAG Administrative Committee Summary Minutes of the April 9, 2021 Meeting

Recommended Action:

ABAG Administrative Committee Approval

Attachments:



Meeting Minutes - Draft

ABAG Administrative Committee

Chair, Jesse Arreguin, Mayor, City of Berkeley
Vice Chair, Belia Ramos, Supervisor, County of Napa

Friday, April 9, 2021

9:40 AM

Board Room - 1st Floor (REMOTE)

Association of Bay Area Governments Administrative Committee

The ABAG Administrative Committee may act on any item on the agenda.
The ABAG Administrative Committee will meet jointly with the MTC Planning Committee.

The meeting is scheduled to begin at 9:40 a.m.
or immediately following the preceding MTC committee meeting.
Agenda, roster, and webcast available at <https://abag.ca.gov>
For information, contact Clerk of the Board at (415) 820-7913.

Roster

Jesse Arreguin, Cindy Chavez, Pat Eklund, Neysa Fligor, Dave Hudson, Karen Mitchoff, Raul
Perez, David Rabbitt, Belia Ramos, Carlos Romero, Lori Wilson

1. Call to Order / Roll Call / Confirm Quorum

Chair Arreguin called the meeting to order at about 11:14 a.m. Quorum
was present.

Present: 8 - Arreguin, Eklund, Hudson, Mitchoff, Perez, Rabbitt, Ramos, and Romero

Absent: 2 - Fligor, and Wilson L

2. ABAG Compensation Announcement – Clerk of the Board

The Clerk of the Board gave the compensation announcement.

3. ABAG Administrative Committee Consent Calendar

Upon the motion by Eklund and second by Ramos, the ABAG Administrative
Committee approved the Consent Calendar. The motion passed unanimously by
the following vote:

Aye: 8 - Arreguin, Eklund, Hudson, Mitchoff, Perez, Rabbitt, Ramos, and Romero

Absent: 2 - Fligor, and Wilson L

- 3.a.** [21-0525](#) Approval of ABAG Administrative Committee Summary Minutes of the
March 12, 2021 Meeting

4. MTC Planning Committee Consent Calendar

The MTC Planning Committee took action on this item.

- 4.a. [21-0439](#) Approval of MTC Planning Committee Minutes of the March 12, 2021 Meeting
- 4.b. [21-0464](#) Federal Performance Target-Setting Update 2021 State of Good Repair for Transit Assets Targets

5. Public Comment / Other Business

6. Adjournment / Next Meeting

Chair Arreguin adjourned the meeting at about 11:20 a.m. The next regular meeting of the ABAG Administrative Committee is on May 14, 2021.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 21-0610 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 4/6/2021 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 5/14/2021 **Final action:**

Title: Plan Bay Area 2050: Draft Plan Release Announcement

Sponsors:

Indexes:

Code sections:

Attachments: [3b_PBA50_UpcomingDraftPlanRelease.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Plan Bay Area 2050: Draft Plan Release Announcement

Presenter:

Dave Vautin

Recommended Action:

Information

Attachments:


**Metropolitan Transportation Commission and the Association of Bay Area Governments
Joint MTC Planning Committee with the ABAG Administrative Committee**

May 14, 2021

Agenda Item 3b

Plan Bay Area 2050: Draft Plan Release Announcement

- Subject:** Update on the envisioned release window for Draft Plan Bay Area 2050, which will kick off the final round of public engagement, with a deeper-dive briefing for committees and boards slated for next month.
- Background:** In January 2021, MTC and ABAG approved the Plan Bay Area 2050 Final Blueprint as the Preferred Environmental Impact Report (EIR) Alternative. Since then, MTC/ABAG staff have been developing the Draft Plan Document, the Draft Implementation Plan, and corresponding supplemental reports. Furthermore, environmental analysis has been ongoing from fall 2020 through spring 2021, with scoping comments used to inform the Draft EIR and to craft a “reasonable range” of alternatives.
- Draft Plan Release:** Staff envisions releasing the Draft Plan Document, Draft Implementation Plan, Draft EIR, and supplemental reports in the coming weeks, with briefings provided to all relevant MTC/ABAG committees, the Commission, and the ABAG Executive Board in June. Currently, the Draft Plan Document, Draft Implementation Plan, and supplemental reports are slated for release on or around **the week of May 24th**. The Draft EIR will be released soon thereafter, on or around **the week of May 31st**.
- Next Steps:** MTC/ABAG staff will kick off the final phase of Plan Bay Area 2050 public engagement in mid-June with public workshops and public hearings, which will continue to occur virtually given the evolving public health situation. Staff will also present the Draft Plan Document, including the Bay Area’s sustainable communities strategy, to elected officials at County Transportation Agency board meetings in May and June, fulfilling an SB 375 engagement requirement. The public comment period, as established by state law and MTC’s Public Participation Plan, will stretch through mid-July. After the conclusion of the public comment period, staff will report back to the Joint MTC Planning/ABAG Administrative Committee in August and make revisions as appropriate based on feedback received. Plan Bay Area 2050 remains on track for the Commission and ABAG Executive Board to jointly consider for adoption this fall.
- Recommendation:** Information
- Attachments:** None


Therese W. McMillan

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 21-0612 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 4/6/2021 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 5/14/2021 **Final action:**

Title: Approval of MTC Planning Committee Minutes of the April 9, 2021 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [4a MTC PLNG Minutes Apr 9 2021.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Approval of MTC Planning Committee Minutes of the April 9, 2021 Meeting

Recommended Action:

MTC Planning Committee Approval

Attachments:

Meeting Minutes - Draft

Joint MTC Planning Committee with the ABAG Administrative Committee

MTC Committee Members:

James P. Spering, Chair Eddie Ahn, Vice Chair

*David Canepa, Damon Connolly, Carol Dutra-Vernaci,
Sam Liccardo, and Libby Schaaf*

Non-Voting Members: Dorene M. Giacomini and Vacant

Friday, April 9, 2021

9:40 AM

Board Room - 1st Floor (REMOTE)

1. Roll Call / Confirm Quorum

Present: 5 - Commissioner Connolly, Commissioner Liccardo, Chair Spering, Vice Chair Ahn
and Commissioner Canepa

Absent: 2 - Commissioner Dutra-Vernaci and Commissioner Schaaf

Non-Voting Members Present: Commissioner Giacomini

Ex Officio Voting Members Present: Commission Vice Chair Josefowitz

Ad Hoc Non-Voting Members Present: Commissioner Worth

ABAG Administrative Committee Members Present: Arreguin, Eklund, Hudson, Mitchoff, Perez, Rabbitt, Ramos, and Romero.

2. ABAG Compensation Announcement – Clerk of the Board

3. ABAG Administrative Committee Consent Calendar

- 3a. [21-0438](#) Approval of ABAG Administrative Committee Summary Minutes of the
March 12, 2021 Meeting

Action: ABAG Administrative Committee Approval

Attachments: [3a AC Minutes 20210312 MTC Planning Draft.pdf](#)

4. MTC Planning Committee Consent Calendar

Upon the motion by Commissioner Connolly and second by Commissioner Canepa, the MTC Planning Committee Consent Calendar was unanimously approved. The motion carried by the following vote:

Aye: 5 - Commissioner Connolly, Commissioner Liccardo, Chair Spering, Vice Chair Ahn and Commissioner Canepa

Absent: 2 - Commissioner Dutra-Vernaci and Commissioner Schaaf

- 4a. [21-0439](#) Approval of MTC Planning Committee Minutes of the March 12, 2021 Meeting

Action: MTC Planning Committee Approval

Attachments: [4a MTC PLNG Minutes Mar 12 2021.pdf](#)

- 4b. [21-0464](#) Federal Performance Target-Setting Update 2021 State of Good Repair for Transit Assets Targets

Action: Information

Presenter: Raleigh McCoy

Attachments: [4b Federal Performance Target-Setting Update Transit Asset 2021.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be Friday, May 14, 2021 at 9:40 a.m. remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 21-0611 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 4/6/2021 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 5/14/2021 **Final action:**

Title: Plan Bay Area 2050: Draft Plan Release Announcement

Sponsors:

Indexes:

Code sections:

Attachments: [4b_PBA50_UpcomingDraftPlanRelease.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Plan Bay Area 2050: Draft Plan Release Announcement

Presenter:

Dave Vautin

Recommended Action:

Information

Attachments:

**Metropolitan Transportation Commission and the Association of Bay Area Governments
Joint MTC Planning Committee with the ABAG Administrative Committee**

May 14, 2021

Agenda Item 4b

Plan Bay Area 2050: Draft Plan Release Announcement

- Subject:** Update on the envisioned release window for Draft Plan Bay Area 2050, which will kick off the final round of public engagement, with a deeper-dive briefing for committees and boards slated for next month.
- Background:** In January 2021, MTC and ABAG approved the Plan Bay Area 2050 Final Blueprint as the Preferred Environmental Impact Report (EIR) Alternative. Since then, MTC/ABAG staff have been developing the Draft Plan Document, the Draft Implementation Plan, and corresponding supplemental reports. Furthermore, environmental analysis has been ongoing from fall 2020 through spring 2021, with scoping comments used to inform the Draft EIR and to craft a “reasonable range” of alternatives.
- Draft Plan Release:** Staff envisions releasing the Draft Plan Document, Draft Implementation Plan, Draft EIR, and supplemental reports in the coming weeks, with briefings provided to all relevant MTC/ABAG committees, the Commission, and the ABAG Executive Board in June. Currently, the Draft Plan Document, Draft Implementation Plan, and supplemental reports are slated for release on or around **the week of May 24th**. The Draft EIR will be released soon thereafter, on or around **the week of May 31st**.
- Next Steps:** MTC/ABAG staff will kick off the final phase of Plan Bay Area 2050 public engagement in mid-June with public workshops and public hearings, which will continue to occur virtually given the evolving public health situation. Staff will also present the Draft Plan Document, including the Bay Area’s sustainable communities strategy, to elected officials at County Transportation Agency board meetings in May and June, fulfilling an SB 375 engagement requirement. The public comment period, as established by state law and MTC’s Public Participation Plan, will stretch through mid-July. After the conclusion of the public comment period, staff will report back to the Joint MTC Planning/ABAG Administrative Committee in August and make revisions as appropriate based on feedback received. Plan Bay Area 2050 remains on track for the Commission and ABAG Executive Board to jointly consider for adoption this fall.
- Recommendation:** Information
- Attachments:** None


Therese W. McMillan

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 21-0630 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 4/6/2021 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 5/14/2021 **Final action:**

Title: Public Participation Plan Update

Sponsors:

Indexes:

Code sections:

Attachments: [4c PPP Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Public Participation Plan Update

Presenter:
Kỳ-Nam Miller

Recommended Action:
Information

Attachments:

Metropolitan Transportation Commission
MTC Planning Committee

May 14, 2021

Agenda Item 4c

Public Participation Plan Update

Subject: Update on MTC's Public Participation Plan (PPP) during the shelter-in-place orders due to the COVID-19 pandemic.

Background: After over a year of shelter-in-place, this memo summarizes the adjustments staff have made to accommodate Governor Newsom's emergency orders (link following <https://www.gov.ca.gov/wp-content/uploads/2020/03/3.12.20-EO-N-25-20-COVID-19.pdf>) while maintaining the standards of MTC's PPP (link following https://mtc.ca.gov/sites/default/files/2018_PPP_Appendix_A_FINAL_June2018.pdf). While an update to the PPP may be necessary in the future, at this stage no changes are required.

Overview: This memo provides an update on how the remote environment has impacted MTC's efforts to meet its commitments under the PPP. The Federal Highway Administration (FHWA) has shared guidance (link following https://www.fhwa.dot.gov/coronavirus/process_mpo.cfm), allowing for PPP updates "to employ virtual public involvement techniques." Some of our new practices that have improved public participation include allowing the public to comment remotely for Commission and Committee meetings. We also have legislative approval to conduct remote Plan Bay Area 2050 public engagement due to the passage of SB 146, granting Brown Act exemptions and allowing for remote meetings until the end of 2022.

Review of Hard Copy Documents:

Physical access to review hard-copy documents, another requirement of the PPP, has been approached on a case-by-case basis to meet the accessibility needs of an individual. Alternate options include mailing an electronic copy via a thumb drive, mailing a hard copy document, or arranging physical access in a well-ventilated room. It is also worth noting that currently the fax lines in the building are not being monitored, so staff have eliminated faxing comments as this is not an option. This approach does not require a change to the PPP.

PPP Update Process:

MTC's PPP provides a process for a major update. While conducting the meetings online are reasonable and allowed under Governor Newsom's emergency order Brown Act provisions, it is likely that MTC meetings may continue post-pandemic to allow for remote participation from Commissioners, Policy Advisory Council Members, and members of the public. Anticipating such a shift, an update to MTC's PPP may be in order in the future.

Recommendation: This is an information item. At this point, no update to the PPP is recommended. The PPP is scheduled to be updated ahead of the start of the next Regional Transportation Plan/Sustainable Communities Strategy in early 2022, and any changes can be made at that time. Until then, MTC staff will continue to design public engagement activities that closely adhere to the agency's PPP policies within the constraints of the governor's emergency orders, while also monitoring developments at the state level to determine if any updates are necessary ahead of the next PPP update.

Attachments: None


Therese W. McMillan

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	21-0613	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	4/6/2021	In control:		Joint MTC Planning Committee with the ABAG Administrative Committee	
On agenda:	5/14/2021	Final action:			
Title:	Regional Housing Needs Allocation (RHNA): Appeals Framework				
	Proposed framework for the RHNA appeals phase, with the ABAG Administrative Committee playing a lead role in hearing appeals.				

Sponsors:**Indexes:****Code sections:****Attachments:** [5a_RHNA_Appeals.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Regional Housing Needs Allocation (RHNA): Appeals Framework

Proposed framework for the RHNA appeals phase, with the ABAG Administrative Committee playing a lead role in hearing appeals.

Presenter:

Gillian Adams

Recommended Action:

ABAG Executive Board Approval

Attachments:

Association of Bay Area Governments

Administrative Committee

May 14, 2021

Agenda Item 5a

Regional Housing Needs Allocation (RHNA): Appeals Framework

Subject: Proposed framework for the RHNA appeals phase, with the ABAG Administrative Committee playing a lead role in hearing appeals.

Background: RHNA is the state-mandated¹ process to identify the number of housing units (by affordability level) that each jurisdiction must accommodate in the Housing Element of its General Plan. The California Department of Housing and Community Development (HCD) determined Bay Area communities must plan for 441,176 new housing units from 2023 to 2031.

ABAG convened an ad hoc Housing Methodology Committee (HMC) (link following <https://abag.ca.gov/our-work/housing/rhna-regional-housing-needs-allocation/housing-methodology-committee>) from October 2019 to September 2020 to advise staff on the methodology for allocating a share of the region's total housing need to every local government in the Bay Area. The HMC included local elected officials and staff as well as regional stakeholders to facilitate sharing of diverse viewpoints across multiple sectors. The ABAG Executive Board approved the Proposed RHNA Methodology in October 2020 and held a public comment period from October 25 to November 27.

After considering comments received, the ABAG Executive Board approved the Draft RHNA Methodology in January 2021. As required by law, ABAG submitted the Draft RHNA Methodology to HCD for its review. On April 12, 2021, HCD sent ABAG a letter confirming the Draft RHNA Methodology furthers the RHNA objectives. At its meeting on May 20, 2021, the ABAG Executive Board will consider approval of the Final RHNA Methodology and Draft RHNA Allocations.

Issues: **Overview of Appeals Process**

Release of the Draft Allocations initiates the RHNA appeals phase. Housing Element Law allows a jurisdiction or HCD to appeal any Bay Area jurisdiction's Draft RHNA Allocation.² The list below highlights the key steps and anticipated schedule for the appeals process:

- **Late May:** Following action by ABAG Executive Board, ABAG notifies jurisdictions/HCD about adoption of Final RHNA Methodology and Draft Allocations.
- **Early July:** Deadline for jurisdictions/HCD to submit appeals to ABAG; ABAG notifies jurisdictions/HCD about appeals submitted.
- **End of August:** Deadline for jurisdictions/HCD to comment on appeals submitted; ABAG notifies jurisdictions/HCD about comments received.
- **September and/or October:** ABAG conducts public hearing to consider appeals and comments received; ABAG must notify jurisdictions at least 21 days prior to hearing.
- **October or November:** ABAG ratifies written final determination on each appeal and issues Final RHNA Allocations that adjust allocations as a result of appeals that are upheld.

¹ See California [Government Code §65584](#).

² See [Government Code Section 65584.05](#) for an overview of the appeals process.

- **November or December:** ABAG Executive Board conducts public hearing to adopt Final RHNA Plan.

Statutory Bases for an Appeal of a Jurisdiction's Draft RHNA Allocation

Housing Element Law prescribes a relatively limited and narrow set of circumstances where a jurisdiction can appeal an allocation:

1. ABAG failed to adequately consider information submitted as part of the local jurisdiction survey. ABAG conducted this survey in early 2020 and, as required by law, requested information related to the factors identified in Housing Element Law that must be considered in the RHNA methodology and information about affirmatively furthering fair housing.
2. ABAG did not determine the jurisdiction's allocation in accordance with its adopted methodology and in a manner that furthers, and does not undermine, the RHNA objectives.
3. A significant and unforeseen change in circumstances has occurred in the local jurisdiction or jurisdictions that merits revision of information submitted as part of the local jurisdiction survey. *Appeals on this basis shall only be made by the jurisdiction or jurisdictions where the change in circumstances has occurred.*


ABAG Appeals Hearing Procedures

ABAG/MTC staff is recommending that the ABAG Executive Board delegate authority to the Administrative Committee to conduct the public hearing for considering appeals and to make the final determinations on the appeals. Using the Administrative Committee leverages one of ABAG's central committees with broad authority and avoids the need to identify a brand-new slate of ABAG Board members to hear appeals. Granting authority to the Administrative Committee for final decisions would avoid potential legal issues related to due process if the Executive Board had the final authority and decided to change an Administrative Committee recommendation.

Attachment A, the *Draft ABAG 2023-2031 RHNA Appeals Procedures*, includes additional staff recommendations for conducting the appeals process, including proposals for the appeals hearing structure and procedures and the methodology for redistributing units from appeals that are upheld.

Recommendation: The ABAG Administrative Committee is requested to recommend that the ABAG Executive Board delegate authority to the Administrative Committee to conduct the public hearing and make final determinations on RHNA appeals and that the Executive Board approve the *Draft ABAG 2023-2031 RHNA Appeals Procedures*.

Attachments: Attachment A: Draft ABAG 2023-2031 RHNA Appeals Procedures
Attachment B: Presentation


Therese W. McMillan

REGIONAL HOUSING NEEDS ALLOCATION



Association of Bay Area Governments

2023-2031 RHNA Cycle Appeals Procedures

Pursuant to [Government Code Section 65584.05](#), any local jurisdiction within the ABAG region may file an appeal to modify its Draft Regional Housing Needs Allocation (RHNA) Allocation or another jurisdiction's Draft RHNA Allocation included as part of ABAG's Draft RHNA Plan. The California Department of Housing and Community Development (HCD) may also file an appeal to the Draft RHNA Allocation for one or more jurisdictions. No appeal shall be allowed relating to post-appeal reallocation adjustments made by ABAG, as further described in Section I.I, below. For the purposes of these procedures, the entity filing an appeal is referred to as an "applicant."

Note: This document contains a description of the appeals procedures, which are designed to comply with applicable provisions of the Government Code. Applicants are encouraged to review the full content of relevant code sections. In any apparent conflict between these procedures and the Code, the Code provisions will prevail.

I. APPEALS PROCESS

A. DEADLINE TO FILE

The period to file appeals shall commence on May 25, 2021, which shall be deemed as the date of receipt by jurisdictions and HCD of the Draft RHNA Plan. To comply with Government Code Section 65584.05(b), a jurisdiction or HCD seeking to appeal a Draft RHNA Allocation must submit an appeal by 5:00 p.m. PST on July 9, 2021. ABAG will not accept late appeals.

B. FORM OF APPEAL

The local jurisdiction or HCD shall state the basis and specific reasons for its appeal on the RHNA Appeal Request Form prepared by ABAG (see Attachment A for an example of the information to be included in the form). Additional documents may be submitted by the local jurisdiction as attachments, and all such attachments should be properly labeled and numbered.

C. BASES FOR APPEAL

Per Government Code Section 65584.05, a local jurisdiction or HCD shall only be entitled to file an appeal based upon the three criteria listed below. Appeals based on "change of circumstance" can only be filed by the jurisdiction or jurisdictions where the change in circumstance occurred.

Pursuant to Government Code Section 65584.05, appeals shall be based upon comparable data available for all affected jurisdictions and accepted planning methodology, and supported by adequate documentation, and shall include a statement as to why the revision is necessary to further the intent of the objectives listed in Government Code Section 65584(d). An appeal shall be consistent with, and not to the detriment of, [the development](#)

[pattern in the sustainable communities strategy \(Plan Bay Area 2050 Final Blueprint\).](#)

Applicants should ensure that their appeal satisfies the criteria in the applicable Government Code section.

Appeals may be brought on one of the following three grounds:

1. Information about Local Planning Factors and Affirmatively Furthering Fair Housing from the Local Jurisdiction Survey – That ABAG failed to consider information submitted relating to certain local factors outlined in [Government Code Section 65584.04\(e\)](#) and affirmatively furthering fair housing pursuant to Government Code Section 65584.04(b)(2) and [65584\(d\)\(5\)](#) including the following:
 - a. Each jurisdiction’s existing and projected jobs and housing relationship.
 - b. The opportunities and constraints to development of additional housing in each jurisdiction, including the following:
 - i. Lack of capacity for sewer or water service due to federal or state laws, regulations or regulatory actions, or supply and distribution decisions made by a sewer or water service provider other than the local jurisdiction that preclude the jurisdiction from providing necessary infrastructure for additional development during the planning period.
 - ii. The availability of land suitable for urban development or for conversion to residential use, the availability of underutilized land, and opportunities for infill development and increased residential densities. ABAG may not limit its consideration of suitable housing sites or land suitable for urban development to existing zoning ordinances and land use restrictions of a locality, but shall consider the potential for increased residential development under alternative zoning ordinances and land use restrictions. The determination of available land suitable for urban development may exclude lands where the Federal Emergency Management Agency (FEMA) or the Department of Water Resources has determined that the flood management infrastructure designed to protect that land is not adequate to avoid the risk of flooding.
 - iii. Lands preserved or protected from urban development under existing federal or state programs, or both, designed to protect open space, farmland, environmental habitats, and natural resources on a long-term basis, including land zoned or designated for agricultural protection or preservation that is subject to a local ballot measure that was approved by the voters of that jurisdiction that prohibits or restricts conversion to non-agricultural uses.

- iv. County policies to preserve prime agricultural land, as defined pursuant to Government Code Section 56064, within an unincorporated area and land within an unincorporated area zoned or designated for agricultural protection or preservation that is subject to a local ballot measure that was approved by the voters of that jurisdiction that prohibits or restricts its conversion to non-agricultural uses.
- c. The distribution of household growth assumed for purposes of a comparable period of regional transportation plans and opportunities to maximize the use of public transportation and existing transportation infrastructure.
- d. Agreements between a county and cities in a county to direct growth toward incorporated areas of the county and land within an unincorporated area zoned or designated for agricultural protection or preservation that is subject to a local ballot measure that was approved by the voters of the jurisdiction that prohibits or restricts conversion to nonagricultural uses.
- e. The loss of units contained in assisted housing developments, as defined in Government Code Section 65583(a)(9), that changed to non-low-income use through mortgage prepayment, subsidy contract expirations, or termination of use restrictions.
- f. The percentage of existing households at each of the income levels listed in Government Code Section 65584(e) that are paying more than 30 percent and more than 50 percent of their income in rent.
- g. The rate of overcrowding.
- h. The housing needs of farmworkers.
- i. The housing needs generated by the presence of a private university or a campus of the California State University or the University of California within any member jurisdiction.
- j. The housing needs of individuals and families experiencing homelessness.
- k. The loss of units during a state of emergency that was declared by the Governor pursuant to the California Emergency Services Act (Chapter 7 (commencing with Section 8550) of Division 1 of Title 2), during the planning period immediately preceding the relevant revision pursuant to Section 65588 that have yet to be rebuilt or replaced at the time of the analysis. For purposes of these guidelines, this applies to loss of units during a state of emergency occurring since January

31, 2015 and have not yet been rebuilt or replaced by February 5, 2020 (the deadline for jurisdictions to submit surveys to ABAG).

- I. The region's greenhouse gas emissions targets provided by the State Air Resources Board pursuant to Section 65080, to be met by Plan Bay Area 2050.
 - m. Information based upon the issues, strategies, and actions that are included, as available in an Analysis of Impediments to Fair Housing Choice or an Assessment of Fair Housing completed by any city or county or the California Department of Housing and Community Development, and in housing elements.
2. Methodology – That ABAG failed to determine the jurisdiction's share of the regional housing needs in accordance with the information described in the Final RHNA Methodology approved by ABAG on May 20, 2021, and in a manner that furthers, and does not undermine the five objectives listed in Government Code Section 65584(d).
3. Changed Circumstances – That a significant and unforeseen change in circumstance has occurred in the jurisdiction after February 5, 2020 (the deadline for jurisdictions to submit surveys to ABAG) and merits a revision of the information previously submitted by the local jurisdiction. Appeals on this basis shall only be made by the jurisdiction or jurisdictions where the change in circumstances has occurred.

D. LIMITS ON SCOPE OF APPEAL

Existing law explicitly limits ABAG's scope of review of appeals. Specifically, ABAG shall not grant any appeal based upon the following:

1. Any other criteria other than the criteria in Section I.C above.
2. A local jurisdiction's existing zoning ordinances and land use restrictions, including but not limited to, the contents of the local jurisdiction's current general plan. Pursuant to Government Code Section 65584.04(e)(2)(B), ABAG may not limit its consideration of suitable housing sites or land suitable for urban development to existing zoning ordinances and land use restrictions of a locality, but shall consider the potential for increased residential development under alternative zoning ordinances and land use restrictions.
3. Any local ordinance, policy, voter-approved measure or standard limiting residential development. Pursuant to Government Code Section 65584.04(g)(1), any ordinance, policy, voter-approved measure, or standard of a city or county that directly or indirectly limits the number of residential building permits shall not be a justification for a determination or a reduction in a city's or county's share of regional housing need.
4. Prior underproduction of housing in a jurisdiction from the previous regional housing need allocation. Pursuant to Government Code Section 65584.04(g)(2), prior

underproduction of housing in a jurisdiction from the previous housing need allocation, as determined by each jurisdiction's annual production report submitted pursuant to Government Code Section 65400(a)(2)(H) cannot be used as a justification for a determination or reduction in a jurisdiction's share of the regional housing need.

5. Stable population numbers in a jurisdiction. Pursuant to Government Code Section 65584.04(g)(3), stable population growth from the previous regional housing needs cycle cannot be used as a justification for a determination or reduction in a jurisdiction's share of the regional housing need.

E. COMMENTS ON APPEALS

At the close of the appeals period as set forth in I.A., ABAG shall notify all jurisdictions within the region and HCD of all appeals and shall make all materials submitted in support of each appeal available on its website after the close of the appeals filing period. Local jurisdictions and HCD may comment on one or more appeals within the 45 days following the end of the appeals filing period. All comments must be filed by 5:00 p.m. PST on August 30, 2021. ABAG will not accept late comments.

F. HEARING BODY

The ABAG Executive Board has delegated the responsibility of considering appeals regarding Draft RHNA Allocations to the ABAG Administrative Committee. All decisions on RHNA appeals made by the Administrative Committee are considered final and will not be reviewed by the ABAG Executive Board.

G. APPEAL HEARING

ABAG shall conduct one public hearing to consider all appeals filed and comments received on the appeals no later than September 26, 2021. This public hearing may be continued (over several days if necessary) until all appeals are heard. Notice shall be provided to the appealing jurisdictions, commenting jurisdictions, and HCD at least 21 days in advance of the hearing. Per Government Code Section 65584.05(i), ABAG may extend the deadline to conduct the appeals hearing by up to thirty (30) days.

Each appeal shall be heard individually before the Administrative Committee and a preliminary decision on the appeal may be reached by the Committee. At the conclusion of all the individual appeals, the Administrative Committee will take a final vote determining the outcome for each appeal application. In the event an individual appeal involves a Committee member's or alternate's respective jurisdiction, the member or alternate may not participate in the discussion of or vote on that individual item by the Administrative Committee. If the Committee decides to take one final vote ratifying prior preliminary decisions, a Committee member may participate in that vote and note for the record their abstention from the portion of the decision relating to their jurisdiction.

Due to the ongoing COVID-19 pandemic, RHNA appeals hearings may be conducted via teleconference per the Governor's executive orders or any amendments to the Brown Act.

ABAG-MTC staff will apprise the public of any updates to meeting procedures and will include information relevant to public participation in the public noticing of the appeal hearings.

Appeal Hearing Procedures

The hearing shall be conducted to provide applicants and jurisdictions that did not file appeals but are the subject of an appeal with the opportunity to make their case regarding a change in their Draft RHNA Allocation or another jurisdiction's Draft RHNA Allocation. The burden is on the applicants to prove that adjustment of the Allocation is appropriate under the statutory standards set forth in the Government Code. The appeals hearing will be organized by the specific jurisdiction subject to an appeal or appeals and will adhere to the following procedures:

1. Initial Arguments

Applicants who have filed an appeal for a particular jurisdiction will have an opportunity to present their request and reasons to grant the appeal. The information and arguments presented by the applicant shall be limited to what was presented in the written appeal filed by the applicant. In the event of multiple appeals filed for a single jurisdiction, the subject jurisdiction will present their argument first if it has filed an appeal on its own Draft RHNA Allocation. Applicants may present their cases either on their own, or in coordination with other applicants, but each applicant shall be allotted five (5) minutes each. If the subject jurisdiction did not file an appeal on its own Draft RHNA Allocation, it will be given an opportunity to present after all applicants have provided initial arguments on their filed appeals. Any presentation from the jurisdiction who did not appeal but is the subject of the appeal is limited to five (5) minutes unless it is responding to more than one appeal, in which case the jurisdiction is limited to eight (8) minutes.

An appealing jurisdiction may choose to have technical staff present its case at the hearing. At a minimum, technical staff should be available at the hearing to answer any questions from the Administrative Committee.

2. Staff Response

After initial arguments are presented, ABAG-MTC staff will present their recommendation to approve or deny the appeal(s) filed for the subject jurisdiction. The staff response is limited to five (5) minutes.

3. Rebuttal

Applicants and the jurisdiction who did not file an appeal but is the subject of the appeal may elect to provide a rebuttal but are limited to the arguments and evidence presented in the staff response. Each applicant and the subject jurisdiction that did not file an appeal on its own Draft RHNA Allocation will be allotted three (3) minutes each for a rebuttal.

4. **Extension of Time Allotment**

The Chair of the Administrative Committee may elect to grant additional time for any presentation, staff response, or rebuttal in the interest of due process and equity.

5. **Public Comment**

Members of the public will have an opportunity to comment on the arguments presented related to the appeal(s) for the subject jurisdiction under consideration. Each speaker will be allotted two (2) minutes to speak, or as adjusted at the discretion of the Chair.

6. **Administrative Committee Discussion and Determination**

After arguments and rebuttals are presented, the Administrative Committee may ask questions of applicants, the subject jurisdiction (if present), and ABAG-MTC staff. The Chair of the Administrative Committee may request that questions from the Administrative Committee be asked prior to a discussion among Administrative Committee members. Any voting Committee member may make a motion regarding the appeal(s) for the subject jurisdiction. The Committee will take a preliminary vote on the appeal(s) for a subject jurisdiction. The Administrative Committee is encouraged to make a single determination on the subject jurisdiction after hearing all arguments and presentations on each subject jurisdiction.

The Administrative Committee shall generally administer appeal hearings according to these procedures. However, the Chair of the Committee has the discretion to adjust the procedures as deemed necessary and formal rules of evidence and procedure do not apply. Further, any alleged failure to adhere to these procedures shall not be grounds for overturning a decision.

H. DATA REQUIREMENTS

Pursuant to Government Code Section 65584.05, appeals shall be based upon comparable data available for all affected jurisdictions and accepted planning methodology and supported by adequate documentation. To the extent a local jurisdiction submits evidentiary documentation to ABAG in support of its appeal, such data shall meet the following requirements:

1. The data shall be readily available for ABAG's review and verification. Data should not be constrained for use by proprietary conditions or other conditions rendering them difficult to obtain or process.
2. The data shall be accurate, current, and reasonably free from defect.
3. The data shall be relevant and germane to the local jurisdiction's basis of appeal.
4. The data shall be used to support a logical analysis relating to the local jurisdiction's request for a change to its or another jurisdiction's Draft RHNA Allocation.

I. DETERMINATION OF APPEAL AND POST-APPEAL REALLOCATION OF REGIONAL HOUSING NEEDS

The Administrative Committee shall issue a written final determination on all filed appeals after the conclusion of the public hearing. The written final determination shall consider arguments and comments presented on revising the Draft RHNA Allocation of the subject jurisdiction and make a determination that either accepts, rejects, or modifies the appeal for each subject jurisdiction. Per Government Code Section 65584.05(e)(1), the Administrative Committee has the discretion in its final determination on an appeal to require the adjustment of the allocation of a local jurisdiction that is not the subject of an appeal, if the adjustment(s) are supported by evidence and the Administrative Committee makes specific findings in its determination on the appeal.

The final determinations shall be based upon the information and methodology set forth in Government Code Section 65584.04 and whether the revision is necessary to further the objectives listed in Government Code Section 65584(d). The final determination shall include written findings as to how the determination is consistent with Government Code Section 65584.05. The final determinations for all appeals will be ratified by the Administrative Committee following release of the written final determinations on all filed appeals. The decision of the Administrative Committee shall be final, and local jurisdictions shall have no further right to appeal.

In accordance with Government Code Section 65584.05(g), after the conclusion of the appeals process, ABAG shall distribute the adjustments proportionally to all Bay Area jurisdictions, including those jurisdictions whose Draft RHNA Allocation was successfully appealed. For purposes of these procedures, proportional distribution shall be based on the share of regional housing needs after the appeals are determined and prior to the required redistribution. The redistribution of units successfully appealed could result in increases to the Draft RHNA Allocations for all jurisdictions.

If, consistent with Government Code Section 65584.05(e)(1), the Administrative Committee's final determination included adjustments to the allocations of a jurisdiction or jurisdictions that were not the subject of an appeal, these adjustments may be excluded from the cumulative total adjustments to be reallocated proportionally to all jurisdictions in the region.

J. FINAL RHNA PLAN

After ABAG reallocates units to all local jurisdictions resulting from successful appeals, the ABAG Executive Board shall review and consider adoption of the Final RHNA Plan for ABAG's 2023-2031 RHNA. This is scheduled to occur in either November or December 2021.

List of Attachments

- Attachment A: RHNA Appeal Request Form



2023-2031 Regional Housing Needs Assessment (RHNA) Appeal Request

Submit appeal requests and supporting documentation to rhna@bayareametro.gov
by 5:00 pm PST on July 9, 2021. **Late submissions will not be accepted.**

Jurisdiction Whose Allocation is Being Appealed: _____

Date: _____

Filing Party: _____
(Jurisdiction or HCD)

APPEAL AUTHORIZED BY:

Name: _____

Contact Name: _____

PLEASE SELECT BELOW:

Title: _____

- ☐ Mayor
- ☐ Chair, County Board of Supervisors

Phone: _____

- ☐ City Manager
- ☐ Chief Administrative Officer

Email: _____

☐ Other: _____

IDENTIFY ONE OR MORE BASES FOR APPEAL [Government Code Section 65584.5(b)]

- ☐ ABAG failed to adequately consider information submitted in the Local Jurisdiction Survey regarding RHNA Factors (Government Code Section 65584.04(e)) and Affirmatively Furthering Fair Housing (See Government Code Section 65584.04(b)(2) and 65584(d)(5)):
 - ☐ Existing and projected jobs and housing relationship.
 - ☐ Sewer or water infrastructure constraints for additional development due to laws, regulatory actions, or decisions made by a provider other than the local jurisdiction.
 - ☐ Availability of land suitable for urban development or for conversion to residential use.
 - ☐ Lands protected from urban development under existing federal or state programs.
 - ☐ County policies to preserve prime agricultural land.
 - ☐ Distribution of household growth assumed for Plan Bay Area 2050.
 - ☐ County-city agreements to direct growth toward incorporated areas of county.
 - ☐ Loss of units contained in assisted housing developments.
 - ☐ Households paying more than 30% or 50% of their income in rent.
 - ☐ The rate of overcrowding.
 - ☐ Housing needs of farmworkers.
 - ☐ Housing needs generated by the presence of a university campus within a jurisdiction.
 - ☐ Housing needs of individuals and families experiencing homelessness.
 - ☐ Loss of units during a declared state of emergency from January 31, 2015 to February 5, 2020.
 - ☐ The region's greenhouse gas emissions targets to be met by Plan Bay Area 2050.
 - ☐ Affirmatively furthering fair housing.
- ☐ ABAG failed to determine the jurisdiction's Draft RHNA Allocation in accordance with the Final RHNA Methodology and in a manner that furthers, and does not undermine the RHNA Objectives (see Government Code Section 65584(d) for the RHNA Objectives).
- ☐ A significant and unforeseen change in circumstances has occurred in the local jurisdiction or jurisdictions that merits a revision of the information submitted in the Local Jurisdiction Survey (*appeals based on change of circumstance can only be made by the jurisdiction or jurisdictions where the change occurred*).

Pursuant to Government Code Section 65584.05, appeals shall be based upon comparable data available for all affected jurisdictions and accepted planning methodology, and supported by adequate documentation, and shall include a statement as to why the revision is necessary to further the intent of the objectives listed in Government Code Section 65584(d). An appeal shall be consistent with, and not to the detriment of, [the development pattern in the sustainable communities strategy \(Plan Bay Area 2050 Final Blueprint\)](#).

Number of units requested to be reduced or added to jurisdiction's Draft RHNA Allocation:

Number of Units Reduced _____ Number of Units Added _____

Brief description of appeal request and statement on why this revision is necessary to further the intent of the objectives listed in Government Code Section 65584(d) and how the revision is consistent with, and not to the detriment, of the development pattern in Plan Bay Area 2050. Please include supporting documentation for evidence as needed, and attach additional pages if you need more room.

SAMPLE

List of supporting documentation, by title and number of pages

(Numbers may be continued to accommodate additional supporting documentation):

1. _____
2. _____
3. _____



RHNA Appeals Process Overview

Joint MTC Planning
Committee with the ABAG
Administrative Committee

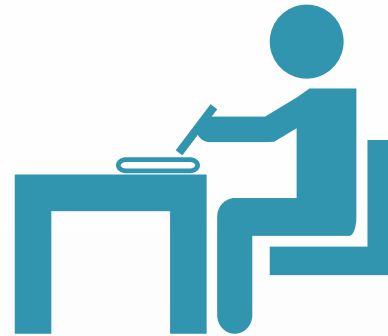
May 14, 2021

Today's Presentation



Key Milestones and
Timing for RHNA
Appeals Process

1



Requirements for
Filing an Appeal

2



Procedures for
Considering
Appeals

3

Key Milestones & Timeline:

Where Are We in the RHNA Process?

January 2021	ABAG Executive Board approved Draft RHNA Methodology.
April 2021	HCD's review of Draft Methodology finds it furthers RHNA objectives.
 May 2021	RPC and Executive Board consider approval of Final RHNA Methodology and release of Draft Allocations.
May to July 2021	Period for jurisdictions/HCD to file appeals of Draft Allocations.
July to October 2021	ABAG considers appeals (includes public hearing).
November or December 2021	Executive Board conducts public hearing to adopt Final RHNA Plan.

Key Milestones & Timeline:

RHNA Appeals Process Overview

- **Who can file an appeal?** A jurisdiction or HCD can appeal a jurisdiction's Draft RHNA Allocation.
 - A jurisdiction can appeal its own allocation and/or another jurisdiction's allocation.
 - A jurisdiction that is the subject of an appeal filed by another jurisdiction/HCD will have the opportunity to challenge the appeal at the appeal public hearing.
- **What are the major steps in the appeals process?**



Key Milestones & Timeline:

What is the Anticipated Appeals Schedule?

Late May	Following action by ABAG Executive Board, ABAG notifies jurisdictions/HCD about adoption of Final RHNA Methodology and Draft Allocations.
Early July	Deadline for jurisdictions/HCD to submit appeals to ABAG; ABAG notifies jurisdictions/HCD about appeals submitted.
End of August	Deadline for jurisdictions/HCD to comment on appeals submitted; ABAG notifies jurisdictions/HCD about comments received.
September and/or October	ABAG conducts public hearing to consider appeals and comments received; ABAG must notify jurisdictions at least 21 days prior to hearing.
October or November	ABAG ratifies written final determination on each appeal and issues Final RHNA Allocations that include adjustments resulting from successful appeals.
November or December	ABAG Executive Board conducts public hearing to adopt Final RHNA Plan.

Filing an Appeal:

What are the Allowable Reasons for an Appeal?

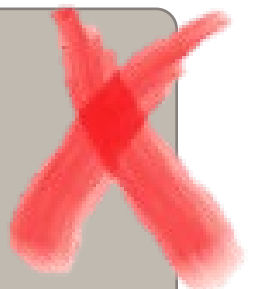


An appeal can be filed only if:

1. ABAG failed to adequately consider information submitted in the local jurisdiction survey.
2. ABAG did not determine the jurisdiction's allocation in accordance with its adopted methodology and in a manner that furthers, and does not undermine, the RHNA objectives.
3. A significant and unforeseen change in circumstances has occurred in the local jurisdiction or jurisdictions that merits revision of information submitted as part of the local jurisdiction survey.
Appeals on this basis shall only be made by the jurisdiction or jurisdictions where the change in circumstances has occurred.

By law, appeals cannot be based on:

- Any local ordinance, policy, voter-approved measure or standard limiting residential development.
- Underproduction of housing from the last RHNA cycle.
- Stable population numbers in a jurisdiction.



Filing an Appeal:

What are the Requirements for an Appeal?

By statute, appeals shall:

Be based on comparable data available for all affected jurisdictions and accepted planning methodology.



Be supported by adequate documentation.



Include a statement as to why the revision is necessary to further the RHNA objectives.



Be consistent with, and not to the detriment of, the development pattern in Plan Bay Area.



- ABAG-MTC staff have developed a form for jurisdictions to use to submit an appeal (see Attachment A of the *Draft ABAG 2023-2031 RHNA Appeals Procedures*)

Considering Appeals: What Have Other COGs Experienced?

SACOG — 2020

- Zero appeals

SANDAG — 2020

- 4 appeals
- 1 partially upheld (affecting 135 units)
- Public hearing conducted in one day

SCAG — 2021

- 48 appeals
- 2 partially upheld (affecting 3,132 units)
- 46 hours of hearings held on 8 days, plus final meeting for ratifying decisions

ABAG — 2013 (*prior cycle*)

- 8 appeals
- 3 upheld (affecting 674 units)
- Public hearing conducted in one day

Considering Appeals: Staff Recommendation for the Hearing Body

- Hearing Body: ABAG Executive Board delegates authority to Administrative Committee to conduct public hearing and decide RHNA appeals.
 - Leverages one of ABAG's central committees with broad authority, while avoiding need for ABAG President to identify a brand-new slate of ABAG Board members to hear appeals via ad-hoc committee.
 - Delegating authority for final determinations on appeals avoids potential legal issues related to due process if an Administrative Committee was empowered only to issue recommendations that could be changed by Executive Board.

Considering Appeals: Staff Recommendations for Hearing Procedures

- Appeals Hearing Procedures:
 - Consider the appeal(s) for each jurisdiction sequentially and issue a preliminary determination. The committee would hold a final meeting after the close of the public hearing to review its decisions and ensure the committee used a uniform approach to decision-making before ratifying final determinations.
 - A committee member must recuse him/herself on an appeal affecting his/her jurisdiction.
 - Consistent with Housing Element Law, the Committee can make a determination on an appeal that adjusts the allocation for a jurisdiction that is not the subject of the appeal.

Considering Appeals:

Staff Recommendation for Hearing Structure

1. Applicant presentation. If multiple appeals for a jurisdiction, subject jurisdiction goes first if it filed an appeal. Can present jointly; 5 min per applicant.
2. Response by subject jurisdiction if it did not file appeal on its own behalf, (5 min if one appeal, 8 min if multiple).
3. Staff response (5 min).
4. Rebuttal by applicants and subject (if it did not file appeal). Limited to arguments/evidence presented by staff, (3 min for each applicant and subject).
5. Public comment (2 min per speaker, or as adjusted by the Chair).
6. Committee questions/discussion.
7. Committee motion for a final determination on appeal.
8. Committee vote.

Considering Appeals: Staff Recommendations for Redistributing Units from Successful Appeals

- Redistributing Units from Successful Appeals:
 - Statute requires units to be distributed proportionally to all local governments if the total is less than 7% of the Regional Housing Needs Determination (RHND) – 30,882 units – and allows ABAG to develop a methodology for redistributing units greater than 7% of RHND.
 - Staff recommends **using the same approach regardless of the total number of units, and units would be distributed in proportion to a jurisdiction's share of the RHND** after appeals are determined and prior to the required distribution.
 - **Appellants whose appeals are upheld are not excluded from redistribution.**
 - If the final determination included adjustments to allocations of jurisdiction(s) that were not the subject of the appeal, **these adjustments may be excluded from the cumulative total to be reallocated proportionally to all jurisdictions in the region.**

Thank You

For more information contact

Gillian Adams, RHNA Manager, Regional Planning
gadams@bayareametro.gov

abag.ca.gov/our-work/rhna-regional-housing-needs-allocation

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 21-0614 **Version:** 1 **Name:**

Type: Report **Status:** Committee Approval

File created: 4/6/2021 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 5/14/2021 **Final action:**

Title: Communities of Concern: Reconsidering Our Language

Proposal to rename "Communities of Concern" as "Equity Priority Communities" for use across MTC and ABAG work products and projects.

Sponsors:**Indexes:****Code sections:**

Attachments: [5b_RethinkingCommunitiesofConcern_May2021.pdf](#)
[5b_Corr Rec_1_Policy Advisory Council_Recommendation to Planning_May_2021 CoC.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Communities of Concern: Reconsidering Our Language

Proposal to rename "Communities of Concern" as "Equity Priority Communities" for use across MTC and ABAG work products and projects.

Presenter:

Anup Tapase

Recommended Action:

ABAG Administrative Committee Approval
MTC Planning Committee Approval

Attachments:

Metropolitan Transportation Commission and the Association of Bay Area Governments
Joint MTC Planning Committee with the ABAG Administrative Committee

May 14, 2021

Agenda Item 5b

Communities of Concern: Reconsidering Our Language

Subject: Proposal to rename “Communities of Concern” as “Equity Priority Communities” for use across MTC and ABAG work products and projects.

Background: The “Communities of Concern” framework has been in use by MTC and ABAG since 2001 to identify communities with significant concentrations of historically underserved populations, primarily people of color and people with low incomes. Staff has made continual updates to the definition, the demographic factors considered and the methodology over the last two decades. For Plan Bay Area 2050, staff employed the same framework adopted by MTC and ABAG during Plan Bay Area 2040, with updates to the underlying demographic data using best available information from the U.S. Census Bureau. This adopted framework is shown in **Table 1**.

Table 1. Communities of Concern Framework for Plan Bay Area 2050

<i>Demographic Factor</i>	<i>% Regional Population</i>	<i>Concentration Threshold</i>
1. People of Color	60%	70%
2. Low Income (<200% Federal Poverty Level)	21%	28%
3. Limited English Proficiency	8%	12%
4. Zero-Vehicle Household	9%	15%
5. Seniors 75 Years and Over	6%	8%
6. People with Disability	10%	12%
7. Single-Parent Family	13%	18%
8. Severely Rent-Burdened Household	10%	14%
<i>Definition</i> – census tracts that have a concentration of BOTH people of color AND low-income households, OR that have a concentration of 4 or more factors, above the listed thresholds		

The Communities of Concern designations are used widely at MTC and ABAG, as well as by county and city agencies within the Bay Area. They are used in planning efforts and equity analyses, prioritization criteria in programming of funds (e.g. Community-Based Transportation Plan Planning Grants, Active Transportation Program), and alignment of resources for public engagement.

Nomenclature Update:

The year 2020 was an opportunity for reckoning in our region and beyond. Acknowledging the power of language and that words can shape people, actions and culture, staff began reconsidering the nomenclature “Communities of Concern” in mid-2020. Staff embarked on an inclusive process to identify new nomenclature by engaging with underserved communities, the Policy Advisory Council’s Equity & Access Subcommittee and the Regional Equity Working Group.

Despite this being an abstract topic to discuss, the small group discussions with underserved communities were rich and offered diverse feedback. The discussions began with an open-ended question: “what does the term *Communities of Concern* mean to you?” Staff then provided more context on the definition and use of these designation by MTC/ABAG and our partners, and highlighted why these designations are important given historical context. Staff then sought opinions on the overall framework itself and the nomenclature by providing a variety of new options, including:

- Equity Priority Communities, Equity Focus Communities, Equity Priority Neighborhoods, and Equity Action Areas
- Underserved Communities, Equity Prioritized Investment Communities, Opportunity Zones, and Historically Marginalized Communities
- Economically Distressed Areas, Disadvantaged Communities and Environmental Justice Communities

Staff will share synthesized feedback and a recommendation for new terminology, included in **Attachment A**. In summary, reactions to the existing terminology were almost unanimously adverse. To many, the term “Communities of Concern” is problematic, triggering, demeaning, negative, vague and passive. Recurring feedback themes for a new term were that the term needs to be positive, empowering and uplifting, be forward-looking and action-oriented, communicate “priority” and intentionality and be short and easily understood. Based on the feedback received, staff is recommending the term “**Equity Priority Communities**” to describe these places going forward.

This small but meaningful change can communicate to the region at large that MTC and ABAG intend to prioritize these historically underserved and under-represented communities to advance toward equitable outcomes. Staff acknowledges that there is much work to be done beyond simply changing the nomenclature in the years ahead, and that there must be concerted ongoing effort toward truly achieving the equitable outcomes.

Next Steps:

Staff envisions updating the Community of Concern nomenclature with the new term “Equity Priority Communities” across work products, including the upcoming Plan Bay Area 2050. Furthermore, if approved, staff will share this update with other agencies across the region that frequently use this framework. Beyond the nomenclature, defining and measuring equity-focused populations is a continuous ongoing effort as part of the MTC-ABAG Equity Platform. While a broad reexamination of the existing framework was not possible during the Plan Bay Area 2050 timeline due to resource constraints, staff is looking to refresh the framework and methodology, starting next year in advance of the next long-range planning cycle.

Recommendation:

Staff recommends the MTC Planning Committee and ABAG Administrative Committee approve the renaming of “Communities of Concern” as “Equity Priority Communities” for use across all MTC and ABAG work products and projects.

Attachments:

Attachment A: Presentation


Therese W. McMillan

“Communities of Concern” *Reconsidering Our Language*

Anup Tapase

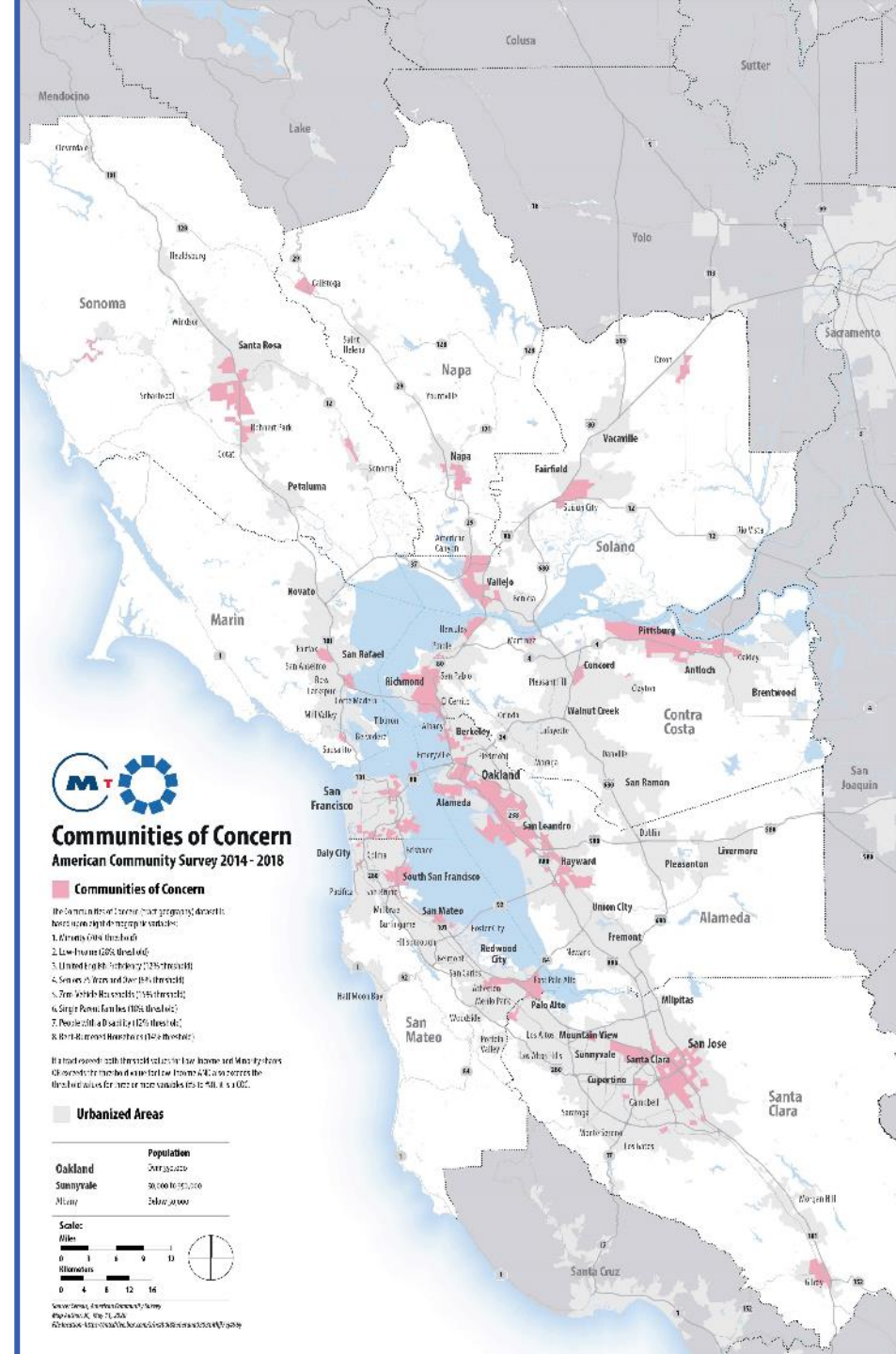
MTC/ABAG Regional Planning Program

May 2021

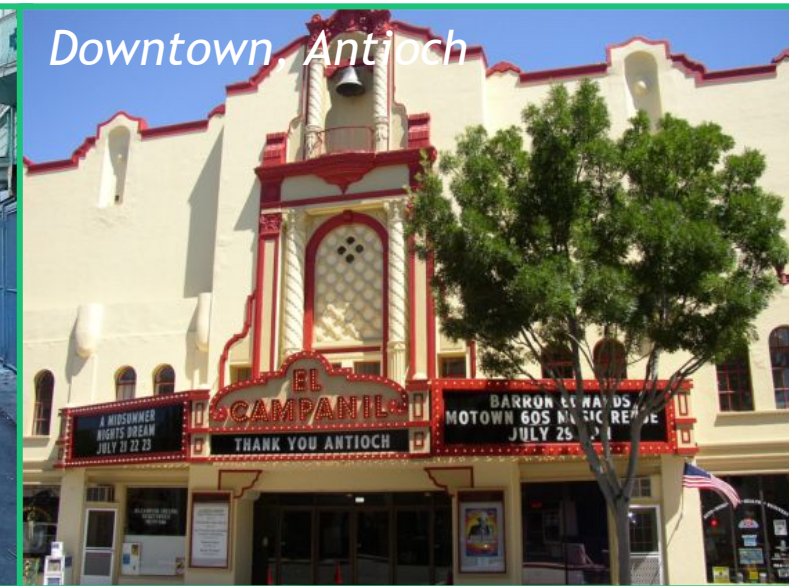
MTC/ABAG has used the “Communities of Concern” framework since 2001.

Communities of Concern are designated geographies (census tracts) that have high concentrations of underserved populations. Designations are based on calculated thresholds for 8 demographic factors, including **race** and **income**.

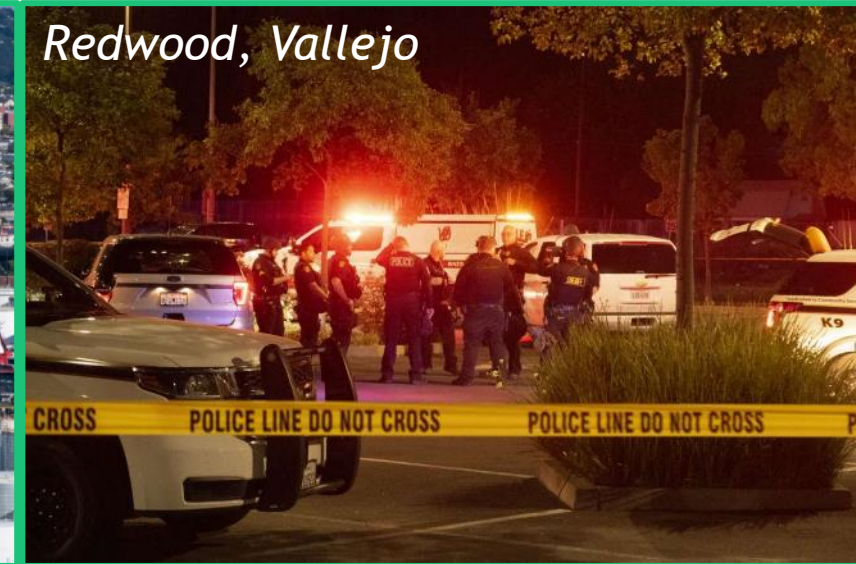
Communities of Concern are updated every plan cycle with most recent census demographic data, in this case in 2020.



These communities are diverse and vibrant...



...but also grapple with various issues.



How does MTC/ABAG use this framework?

- **Planning** (e.g. Plan Bay Area, TIP, various equity analyses)
- **Programming** (e.g. Active Transportation Program, OBAG Grants, Community-Based Transportation Plan Planning Grants, Lifeline Transportation Program)
- **Engagement**
- **Used beyond MTC/ABAG** (by county/city agencies)

Within Plan Bay Area 2050...

Plan Strategies

- Support Community-Led Transportation Enhancements in Communities of Concern
- Provide Targeted Mortgage, Rental and Small Business Assistance to Communities of Concern
- Invest in High-Speed Internet in Underserved Low-Income Communities
- *Prioritization of other strategies within Communities of Concern* (complete streets, incubator programs, parks, clean vehicle initiatives, building retrofits subsidies, etc.)

Engagement

- 70% of pop-up workshops in Communities of Concern
- Outreach through community-based organizations serving Communities of Concern

Performance and Equity Analysis

- Outcomes and disparities measured for Communities of Concern relative to the region and High-Resource Areas

What's in a name?

- The year 2020 was an opportunity for reckoning in our region and beyond.
- In mid-2020, staff began reconsidering the nomenclature “Communities of Concern”.
- Staff consulted with
 - Policy Advisory Council
 - Regional Equity Working Group
 - Under-represented communities, through seven small group discussions facilitated by Community-Based Organizations

How did residents respond to “Communities of Concern” nomenclature?

Across the board, there is a resounding desire to use a different name.

Problematic	<ul style="list-style-type: none">• “Sounds like problem with the communities”• “Sounds like a dog whistle”• “Triggers fear”
Demeaning	<ul style="list-style-type: none">• “Makes it sound like the communities’ fault”• “May bring stigma”
Negative	<ul style="list-style-type: none">• “Concern is a negative word”• “Sounds like communities we should be concerned about in a defensive way”
Vague/ Passive	<ul style="list-style-type: none">• “Detached from communities”• “Does not address struggles”• ““Concern” feels passive - for people from these communities, the community is always a concern /a priority; but from an agency perspective, there are problems to be addressed”

Recurring Feedback Themes for New Name

- Term needs to be “empowering”, “forward-looking” “positive”
- Communicate “priority” and “action”
- “We already know these communities are marginalized - the term should show what we are going to do about it”
- “Communities are continuously changing, so term should not feel stagnant”
- Term should “not be too long”, but should be “clear and understood across audiences”

What nomenclature do other regions use?

Environmental Justice
Areas; Communities
of Concern
(SCAG)

Environmental Justice
Communities
(SACOG)

Areas of
Concentrated Poverty
(Met Council,
Twin Cities metro)

Historically
Marginalized
Communities;
Equity Focus Areas
(Oregon Metro)

Transportation Equity
Zones
(Boston Region MPO)

Equity Emphasis Areas
(MWCOC, Washington
DC metro)

Staff acknowledges the power of language and recommends changing the nomenclature.

from Communities of Concern...

...to Equity Priority Communities

Prioritized Requirements for Nomenclature

- ✓ Positive, empowering, uplifting
- ✓ Forward-looking, action-oriented
- ✓ Communicate “priority” and intentionality
- ✓ Short and easily understood

Some of the Other Names Considered:

Equity Focus Communities; Equity Priority Neighborhoods; Equity Action Areas;

Underserved Communities; Equity Prioritized Investment Communities; Historically Marginalized Communities;

Disadvantaged Communities; Environmental Justice Communities

Beyond the nomenclature, defining and measuring is a continuous ongoing effort.

MTC-ABAG Equity Platform



Define and Measure



Listen and Learn



Focus and Deliver



Train and Grow

Near Term
within
Plan Bay Area 2050

Revise Nomenclature

Augment Methodology:

- Measure disparities for populations AND geographies
- Measure disparities with High-Resource Areas.

Long Term
Part of Equity Platform in
2022+

Re-examine Framework

- Revise overall framework to be more issue specific; e.g. transit deficient, rent burdened, displacement pressure, food deserts, etc.
- Address known gaps in methodology; e.g. definition of low-income, lowered concentrations due to displaced populations, etc.
- Recognize place-based framework is only one dimension

Today: Seeking Approval to Adopt New Name

Staff is seeking approval to rename **Communities of Concern** as ***Equity Priority Communities*** for use across MTC and ABAG work products and projects.





PLAN BAY AREA 2050

Thank you.

Contact Info:

Anup Tapase, atapase@bayareametro.gov
Associate Planner, Regional Planning Program



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 5b

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Joint MTC Planning Committee with the
ABAG Administrative Committee

DATE: May 12, 2021

FR: MTC Policy Advisory Council

W.I. 1114

RE: Communities of Concern: Reconsidering Our Language

At its May 12, 2021 meeting, the Policy Advisory Council heard the item Communities of Concern: Reconsidering Our Language, a proposal to rename “Communities of Concern” as “Equity Priority Communities” for use across MTC and ABAG work products and projects.

The item had been discussed extensively by members of the Policy Advisory Council Equity & Access Subcommittee over the course of three meetings. Acknowledging that the proposal does not resolve the equity issues faced, members of the Subcommittee stressed the importance of nomenclature and formally recommended the adoption of the name “Equity Priority Communities” at its May 3, 2021 meeting.

After the staff presentation and discussion, the Policy Advisory Council voted unanimously to support the proposal to rename “Communities of Concern” as “Equity Priority Communities” for use across MTC and ABAG work products and projects.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 21-0650 **Version:** 1 **Name:**

Type: Report **Status:** Commission Approval

File created: 4/12/2021 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 5/14/2021 **Final action:**

Title: MTC Resolution No. 4202, Revised: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy - Priority Development Areas (PDA) Planning Grants & Technical Assistance

Approval of approximately \$7.86 million in PDA Planning and Technical Assistance Grants and supportive studies.

Sponsors:**Indexes:****Code sections:**

Attachments: [5c PDAs Grant Awards Summary Sheet-Attach A and B.pdf](#)
[5c PDAs Grant Awards Summary-MTC Res. No. 4202-Rev.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4202, Revised: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy - Priority Development Areas (PDA) Planning Grants & Technical Assistance

Approval of approximately \$7.86 million in PDA Planning and Technical Assistance Grants and supportive studies.

Presenter:

Mark Shorett

Recommended Action:

MTC Commission Approval

Attachments:

**Metropolitan Transportation Commission and the Association of Bay Area Governments
Joint MTC Planning Committee with the ABAG Administrative Committee**

May 14, 2020

Agenda Item 5c

**MTC Resolution No. 4202, Revised: One Bay Area Grant Program Second Round (OBAG 2) Project
Selection Criteria and Programming Policy - Priority Development Areas (PDA)
Planning Grants & Technical Assistance**

Subject: Approval of approximately \$7.86 million in PDA Planning and Technical Assistance Grants and supportive studies.

Background: In November 2020, staff presented a proposed approach to a Call for Letters of Interest from local jurisdictions for PDA Planning and Technical Assistance grants, to be released together with a Call for Letters of Interest for Regional Early Action Planning (REAP) grants. Since its inception, the PDA Program has funded more than 60 plans for cities throughout the Bay Area and enabled nearly 50 technical assistance projects to facilitate implementation of adopted PDA plans. The program is one of the primary tools for linking regional and local planning and for integrating land use and transportation planning.

Call for Letters of Interest Process

In late December 2020, staff released a joint Call for Letters of Interest for PDA Planning and Technical Assistance Grants and REAP grants. The deadline to submit applications closed on February 12, 2021. Following broad outreach that included multiple notifications to all planning directors, city managers and, where applicable, housing directors, four webinars, presentations to staff in all nine Bay Area counties, and numerous one-on-one virtual meetings, local jurisdictions submitted requests for \$30 million in PDA planning grants and technical assistance—nearly four times the approximately \$7.86 million in available funding.

Proposals were evaluated by MTC/ABAG staff using objective criteria that included: location within a Community of Concern; implementation of Plan Bay Area 2050, particularly transportation and housing strategies; support for housing production at all income levels; and protection of existing PDA residents at risk of displacement. For planning grants, additional preference was given to proposed plans for PDAs established prior to 2019 without adopted plans; unplanned PDAs established in 2019; and updates to outdated plans. For Technical Assistance grants, preference was given to proposals that demonstrated innovation and regional replicability, increased pedestrian and bicyclist safety, and updated transportation impact review standards to assess Vehicle Miles Travelled (VMT) rather than Level of Service (LOS), as required by Senate Bill 743.

PDA Planning and Technical Assistance Grant Recommendations

Staff recommends awarding funding to the plans and technical assistance projects identified in Attachment B, which includes:

- Comprehensive plans, such as specific plans, for 12 unplanned PDAs established before 2019 collectively anticipated to add capacity for 75,000 new homes at all income levels in a diverse set of transit-rich places ranging from Communities of Concern to High Resource Areas. This recommendation results in funding all eligible requests for planning grants for unplanned pre-2019 PDAs, with total amounts adjusted to establish parity between similar proposals.

- Specific Plans for three new PDAs (established in 2019) that will pursue local implementation of key Plan Bay Area 2050 strategies— *Transform Aging Malls and Office Parks into Neighborhoods*, *Allow a Greater Mix of Housing Densities and Types in Growth Geographies*, and *Build a Complete Streets Network*—in locations within walking distance of major transit investments included in the Plan’s *Next Generation Transit Network*.
- Technical Assistance to pilot policies that advance complex Plan Bay Area 2050 strategies such as *Advance Regional Vision Zero Policy*, *Expand Commute Trip Reduction Programs at Major Employers*, and *Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services*.
- A new regional VMT Technical Assistance program to deliver the resources necessary for every Bay Area jurisdiction to adopt a VMT policy, beginning with working groups comprised of North Bay jurisdictions and CTAs, as well as applicants for VMT-related Technical Assistance. Building on staff’s experience implementing SB743 and a successful, recently completed, multi-jurisdiction PDA TA grant, this approach will achieve significant cost savings and deliver a much-needed resource to the 70% of Bay Area cities that have yet to adopt a VMT policy a year after the state deadline. The working groups will also be an opportunity to deliver resources that will help to address inconsistencies between the state’s direction to focus on reducing greenhouse gas emissions/VMT and Level of Service (LOS) monitoring conducted through county Congestion Management Programs. A second phase that expands working groups region-wide to ensure VMT policies are adopted in advance of Housing Elements will be funded through REAP.

To complement this set of projects, staff recommends programming the remaining \$87,000 in OBAG2 PDA Planning and Regional Studies funding to support studies evaluating shared challenges and opportunities related to key Plan Bay Area 2050 strategies.

Overall, the set of awards outlined in Attachment B would support communities throughout the Bay Area. When viewed together with the REAP program, a grant award is recommended to at least one jurisdiction in every Bay Area county. However, due to the limited available funding and the high quality of submissions, many locally and regionally significant proposals cannot be funded. To amplify the program’s impact, MTC/ABAG will engage local jurisdictions to evaluate potential shared solutions that leverage the PDA and REAP programs to address challenges identified in multiple unfunded requests, such as sea level rise, public engagement, and housing feasibility.

Next Steps:

Staff will work with awardees to establish scopes of work and funding agreements. Awardees of Technical Assistance grants will select consultants from firms on a new Regional Planning Consultant Bench that will serve the PDA and REAP programs. Awardees of Planning grants may select consultant firms from the bench, or could pursue their own procurements. Staff is requesting authorization for the Regional Planning Consultant Bench this month from the Commission and the ABAG Executive Board.

Issues: None

Recommendation: Refer MTC Resolution No. 4202, Revised, to approve approximately \$7.86 million in Planning and Technical Assistance grants listed in Attachment B, to the Commission for approval

Attachments: Attachment A: Presentation
Attachment B: List of PDA Program Planning and Technical Assistance Grants
Attachment C: MTC Resolution No. 4202, Revised

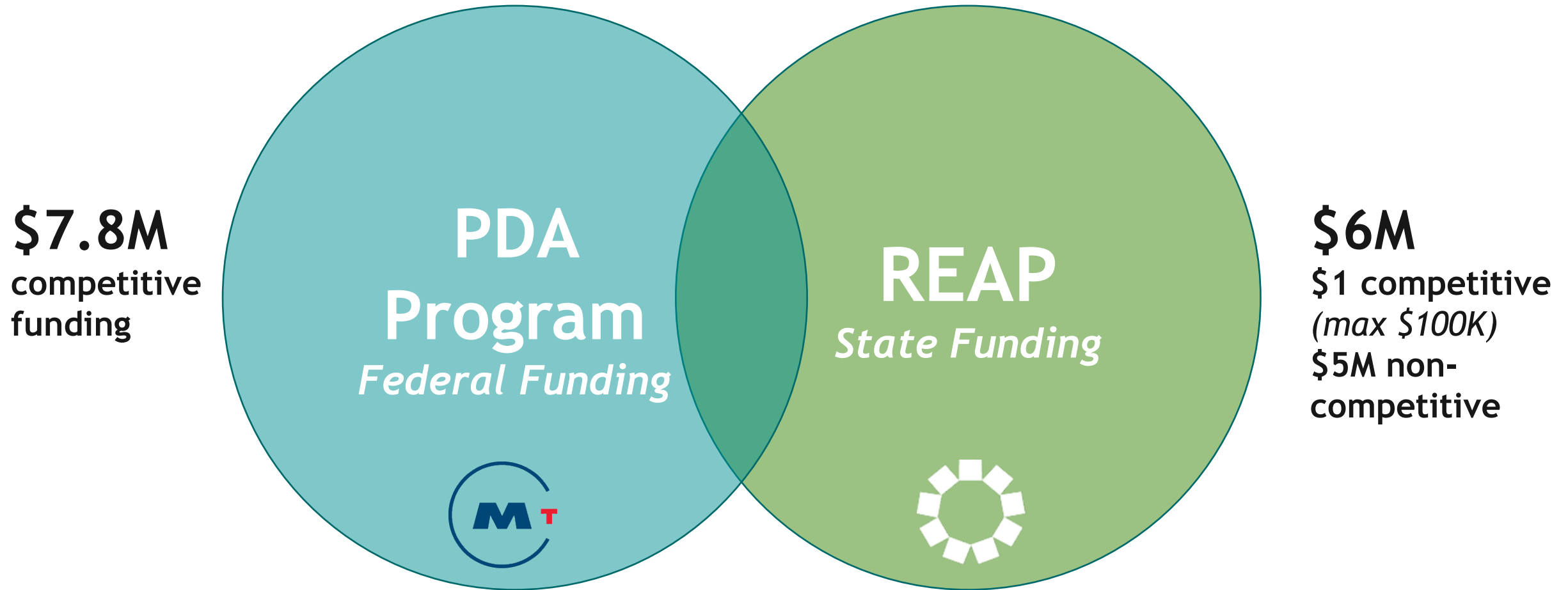

Therese W. McMillan

2021 PDA Planning & Technical Assistance Grants

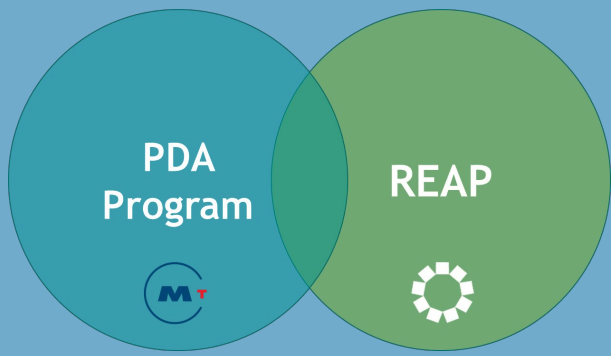
MTC Planning Committee
May 14, 2021



~\$14 million in Regional Funding for Planning



Two Programs, One Simple Application



Two Programs

One Outreach
Process

One Simple
Application

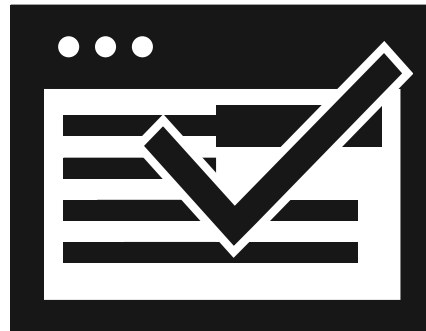
100%
Participation



Multiple notifications to City
Managers, Planning and
Housing Directors



4 Step-by-step webinars
County presentations
One-on-one staff meetings

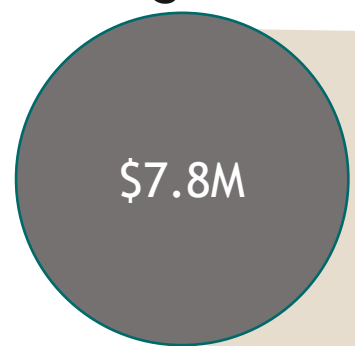


Simplified, web-based
application
Unprecedented response

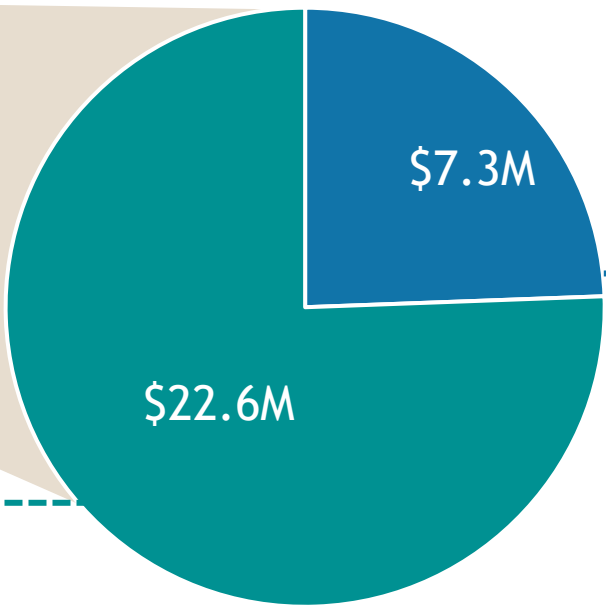
\$30M Requested for PDA Program



Funding Available



Funding Requested



- Technical Assistance
- Planning Grant

Planning Grants

PDA Status	#	\$
Must adopt plan by 2025	10	\$5.5M
Must initiate plan by 2025 (<i>new PDA</i>)	10	\$7.5M
Plan update or expansion	18	\$9.6M
Total	38	\$22.6

Technical Assistance

Primary TA Activity	#	\$
Outreach/Engagement	15	\$2.2M
Development		
Feasibility/Standards	11	\$1.5M
VMT Adoption	8	\$1.1M
Complete Streets/Active Transportation	7	\$1.0M
TDM & Parking	5	\$0.7M
Other	7	\$0.8M
Total	53	\$7.3M

PDA Program: 2021 Priorities



Planning Grants

Maximum grant: \$800K

PLAN PRE-2019 PDAs

For PDAs established before 2019 that are required to adopt plans by 2025

PLAN NEW PDAS

PDAs established in 2019 that must initiate plans by 2025

UPDATE OUTDATED PLANS

Early adopters with 10+ year old plans that need a refresh.

Technical Assistance

Maximum grant: \$150K

INNOVATE

Promising policies and practices with potential to be replicable and/or scalable

REDUCE VMT

Transportation policies & investments that expand options

OVERCOME BARRIERS

Assistance to address obstacles to implementing adopted plans

IMPLEMENT PLAN BAY AREA 2050

PDA Planning Grants Recommended Awards

Proposed approach funds:

ALL PROPOSALS FOR PRE-2019 PDAs

Outcome: Plan, EIR and Zoning adopted for 13 unplanned PDAs within walking distance of regional transit, adding capacity for 75,000+ homes at all income levels and reducing VMT

TOP PROPOSALS FOR NEW PDAs

Outcome: Capacity for 15,000+ homes at all income levels; Replicable approaches to implementing PBA 2050 housing, transportation, environment strategies in different contexts

Total proposed awards: \$6.65M



PDA Technical Assistance Recommended Awards

Proposed approach funds:

LOCAL PILOTS TO IMPLEMENT PBA 2050

Outcome: Innovative local policies adopted to spur mall and public land reuse, advance Strategy EN7; regional dissemination of lessons learned

REGIONWIDE VMT TA PROGRAM

Outcome: 100%+ of PDAs adopt VMT policies, 95%+ of jurisdictions comply with Senate Bill 743

Total proposed awards: \$1.21M*

**augmented by \$470K from REAP; includes supportive studies*



Integration with REAP

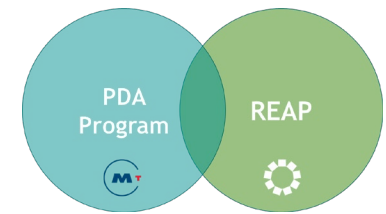
REAP complements PDA Program by:

- Providing formula-based funding to every jurisdiction
- Zeroing in on Housing Element completion and rezoning for competitive grants
- Building region's technical and funding capacity to solve housing crisis

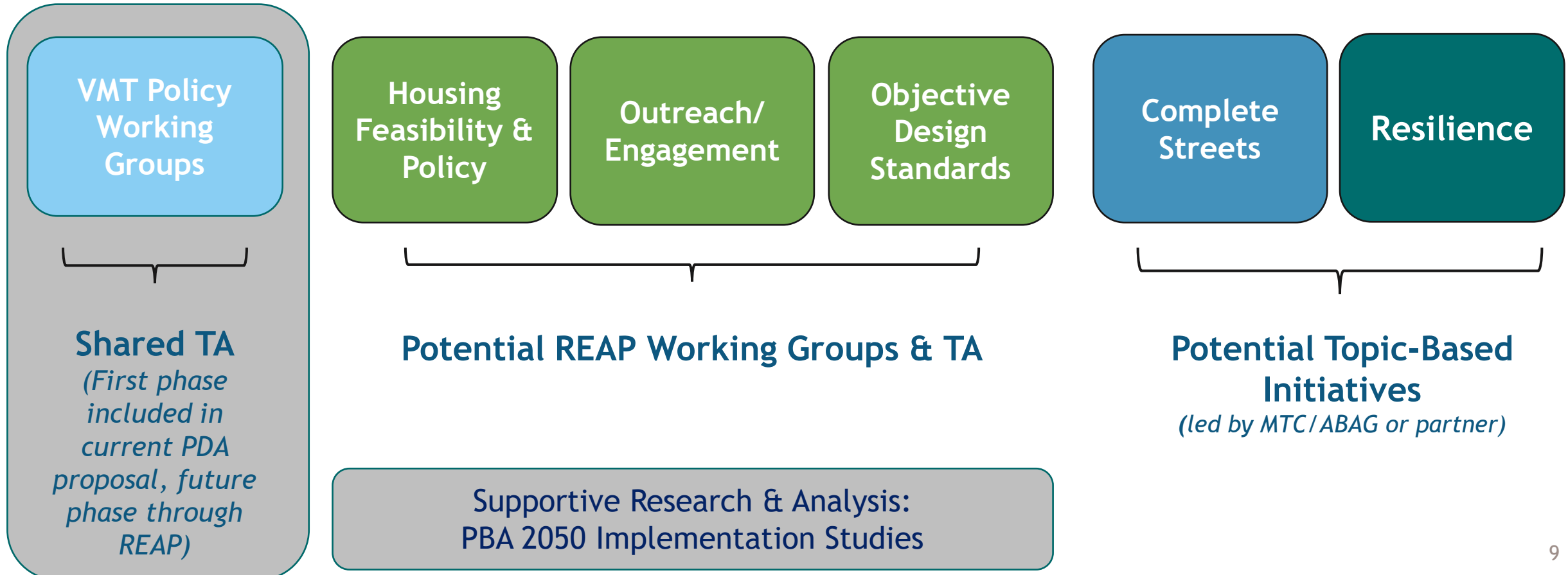
Action on REAP award recommendations is scheduled this month at the ABAG Housing Committee and ABAG Executive Board



Amplifying our Impact



To support high-quality unfunded requests, staff will collaborate with local jurisdictions to evaluate potential shared solutions



Requested Action

Refer Resolution No. 4202, Revised, to approve the \$7.86 million in Planning Grants, Technical Assistance, and supportive studies listed in Attachment B, to the Commission for approval

Contact Information

Mark Shorett

Principal Planner

Regional Planning Program

mshorett@bayareametro.gov

List of PDA Program Planning and Technical Assistance Grants

Table 1. Proposed Awards: PDA Planning Grants

County	Jurisdiction	PDA	Recommended Award
Alameda	Berkeley	San Pablo Avenue*	\$ 750,000****
Alameda	Oakland	<i>Multi-PDA</i> : MacArthur Transit Village PDA*; North Oakland/Golden Gate*	\$ 800,000
Alameda	Oakland	<i>Multi-PDA</i> : Eastmont Town Center/International Boulevard*; Fruitvale and Dimond Areas*; MacArthur Boulevard Corridor*; San Antonio*	\$ 800,000
Contra Costa	Richmond	Hilltop**	\$ 750,000****
Contra Costa	San Pablo	Rumrill Blvd*	\$ 250,000
Marin	Unincorporated Marin County	Urbanized Corridor/Marin City*	\$ 300,000***
San Mateo	Burlingame	Broadway Planning Area*	\$ 400,000****
San Mateo	South San Francisco	Downtown Station Area*	\$ 500,000****
Santa Clara	Cupertino	VTA Cores and Corridors*	\$ 400,000****
Santa Clara	Milpitas	Midtown**	\$ 500,000****
Santa Clara	Palo Alto	University Avenue/Downtown**	\$ 800,000
Santa Clara	Santa Clara	Downtown*	\$ 400,000

Notes

Total \$6,650,000

*Unplanned PDA established before 2019

**Unplanned PDA established in 2019

***Includes plan element submitted as TA.

****Award amount adjusted to create parity between plans that implement or augment recently adopted General Plans, address a sub-area of a PDA, or will leverage existing or future efforts to satisfy all PDA planning requirements.

Table 2. Proposed Awards: PDA Technical Assistance & Supportive Studies

County	Jurisdiction(s)	Project	Recommended Award
Napa & Solano	Napa & Solano Jurisdictions	Napa/Solano VMT Implementation Group	\$ 170,000*
Marin & Sonoma	Marin & Sonoma Jurisdictions	Marin/Sonoma VMT Implementation Group	\$ 170,000*
Multiple	<i>Applicants for VMT TA**</i>	Focused TA VMT Implementation Group	\$ 140,000
Santa Clara & San Mateo	San Mateo & Santa Clara Jurisdictions*	Santa Clara/San Mateo VMT Implementation Group	<i>\$170,000* (funded through REAP)</i>
Alameda	Alameda Jurisdictions	Alameda VMT Implementation Group	<i>\$150,000* (funded through REAP)</i>
Contra Costa	All Contra Costa	Contra Costa VMT Implementation Group	<i>\$150,000* (funded through REAP)</i>
Alameda	San Leandro	BayFair TOD Infrastructure Design/Finance	\$150,000
Sonoma	Santa Rosa & Sonoma County	Renewal Enterprise District (Infill affordable housing finance)	\$150,000
Alameda	Hayward	Micro mobility/safety Program	\$75,000
San Mateo	San Mateo	TDM Ordinance (EN7 implementation)	\$150,000
Santa Clara	San Jose	Urban Villages District Parking & Rezoning	\$120,000
All counties	All Jurisdictions	Supportive Regional Studies: Plan Bay Area 2050 PDA Implementation	\$87,000

Notes:

Total \$1,212,000

*Award size based upon share of a county's cities that have already adopted a VMT policy (i.e. less funding will be allocated to counties in which most cities have already adopted a policy, and a group is not proposed for San Francisco, which has already adopted a policy)

**Includes Benicia, Burlingame, Cupertino, Gilroy, Newark, Rohnert Park, San Pablo, San Leandro; excludes cities receiving VMT TA in previous round of PDA planning/ta grants

Table 3. Proposals not recommended for funding: PDA Planning Grants

County	Jurisdiction	PDA	Amount Requested
Alameda	Alameda County	Castro Valley BART	\$ 500,000
Alameda	Berkeley	North Berkeley BART PDA	\$ 800,000
Contra Costa	Brentwood	Brentwood Transit Village, Brentwood Boulevard, Downtown Brentwood	\$ 480,000
Contra Costa	Concord	Downtown Concord	\$ 400,000
Contra Costa	San Pablo	San Pablo Avenue/23rd Street Corridors PDA	\$ 150,000
Contra Costa	Moraga	Moraga Center	\$ 300,000
Marin	San Rafael	North San Rafael/Northgate PDA	\$ 800,000
Marin	San Rafael	SE San Rafael/Canal	\$ 800,000
Marin	Unincorporated Marin County	California Park	\$ 150,000
San Francisco	San Francisco	Sunset Corridors/Forest Hill-West Portal/Balboa Park & Southwest Corridors/19th Avenue/Richmond Corridors	\$ 800,000
San Francisco	San Francisco	Fillmore/Western Addition PDA	\$ 800,000
San Mateo	Belmont	Belmont Village	\$ 260,000
San Mateo	Brisbane	San Francisco/San Mateo Bi-County PDA	\$ 800,000
San Mateo	Pacifica	Skyline Corridor	\$ 700,000
San Mateo	East Palo Alto	Ravenswood	\$ 800,000
Santa Clara	Gilroy	Downtown	\$ 700,000
Santa Clara	Morgan Hill	Downtown	\$ 650,000
Santa Clara	San Jose	Westgate/El Paseo Urban Village and Saratoga TOD Corridor	\$ 800,000
Santa Clara	San Jose	DeAnza Urban Village	\$ 650,000
Solano	Fairfield	Heart of Fairfield	\$ 500,000

County	Jurisdiction	PDA	Amount Requested
Solano	Vacaville	Allison Area	\$ 800,000
Sonoma	Cotati	Downtown	\$ 200,000
Sonoma	Petaluma	Downtown/Lakeville PDA	\$ 550,000
Sonoma	Petaluma	Corona	\$ 750,000
Sonoma	Rohnert Park	Central Rohnert Park	\$ 370,000
Sonoma	Santa Rosa	Mendocino Avenue Corridor	\$ 400,000

Total \$ 14,910,000

Table 4. Proposals not recommended for funding: PDA Technical Assistance*

County	Jurisdiction	Project	Amount Requested
Alameda	Albany	Equity assessment and policies, Property owner outreach framework	\$ 65,000
Alameda	Berkeley	Urban Design, Community Engagement	\$ 150,000
Alameda	Berkeley	Commercial development feasibility analysis	\$ 150,000
Alameda	Fremont	Feasibility analysis, Update to mixed use development standards	\$ 75,000
Alameda	Hayward	Local Road Safety Program/Micromobility Program	\$ 150,000
Alameda	Livermore	General Plan and Housing Element update work in PDA	\$ 150,000
Alameda	Oakland	Transportation Impact Review Guidelines update	\$ 150,000
Alameda	Oakland	Transportation Impact Fees update	\$ 150,000
Contra Costa	Concord	Community Engagement	\$ 150,000
Contra Costa	Concord	Update to adopted VMT policy	\$ 150,000
Contra Costa	El Cerrito	Infrastructure and public facilities analysis	\$ 150,000
Contra Costa	Moraga	Affordable housing financial feasibility toolkit, Design	\$ 150,000

County	Jurisdiction	Project	Amount Requested
		standards, policies, and outreach strategies	
Contra Costa	Orinda	Site analysis capacity website	\$ 150,000
Contra Costa	Richmond	Density bonus ordinance update, ADU toolkit, Building permit impact fee calculator	\$ 150,000
Marin	San Rafael	Flooding and sea level rise assessment	\$ 150,000
San Francisco	San Francisco	COVID recovery strategies	\$ 150,000
San Francisco	San Francisco	Small business stabilization and anti-displacement strategies	\$ 150,000
San Mateo	Brisbane	Community engagement	\$ 150,000
San Mateo	East Palo Alto	Community Engagement; Survey/LIDAR analysis	\$ 150,000
San Mateo	Menlo Park	Housing Policy update to adopted plan	\$ 150,000
San Mateo	Pacifica	Technical and Legal analysis of planning strategies	\$ 150,000
San Mateo	San Bruno	Fiscal and real estate analysis	\$ 150,000
San Mateo	San Mateo	Historic Resources Inventory	\$ 125,000
Santa Clara	Milpitas	Great Mall Parkway Right of Way Design/Plan Line Study	\$ 150,000
Santa Clara	Milpitas	Main Street Right of Way Design/Plan Line Study	\$ 150,000
Santa Clara	Morgan Hill	Community Engagement and Legal Support for Specific Plan EIR	\$ 150,000
Santa Clara	Palo Alto	Vision Zero urban design guidelines	\$ 150,000
Santa Clara	Palo Alto	Affordable Housing feasibility analysis	\$ 150,000
Santa Clara	San Jose	Plan update including land use urban design, public space and circulation	\$ 150,000
Santa Clara	Santa Clara	Utilities and streetscape planning	\$ 150,000
Solano	Fairfield	Community engagement	\$ 100,000
Solano	Vacaville	Real estate analysis, Multifamily housing and mobility policies and programs	\$ 150,000

County	Jurisdiction	Project	Amount Requested
Sonoma	Petaluma	Vision and Development Plan: Lakeville/Downtown PDA	\$ 117,000
Sonoma	Petaluma	Vision and Development Plan: Corona PDA	\$ 117,000
Sonoma	Rohnert Park	Complete streets implementation	\$ 150,000
Sonoma	Santa Rosa	Permit tracking, reporting, and streamlining	\$ 150,000
Sonoma	Sonoma County	CEQA Analysis for partially completed plan (Airport PDA)	\$ 65,000
Sonoma	Sonoma County	CEQA Analysis for partially completed plan (Springs PDA)	\$ 100,000

Notes

Total* \$ 5,264,000

*Does not include proposals funded through shared VMT Policy Technical Assistance, or proposals integrated into PDA Planning grant awards

Table 5. All Previous & Recommended PDA and Station Area* Planning Grants
(Rows with grants currently recommended for approval shown in light blue)

County	Jurisdiction	PDA	Award
Alameda	Alameda	Alameda Point/Naval Air Station	\$ 471,000
Alameda	Alameda County	E. 14th/ Mission Blvd	\$ 400,000
Alameda	Berkeley	Adeline Corridor	\$ 750,000
Alameda	Berkeley	Downtown	\$ 300,000
Alameda	Berkeley	San Pablo Avenue*	\$ 750,000
Alameda	Dublin	W. Dublin BART	\$ 200,000
Alameda	Fremont	City Center	\$ 224,000
Alameda	Fremont	Warm Springs	\$ 576,000
Alameda	Newark	Dumbarton TOD	\$ 544,000

County	Jurisdiction	PDA	Award
Alameda	Oakland	Downtown/Jack London (Broadway-Valdez sub-area)	\$ 400,000
Alameda	Oakland	Downtown/Jack London Square	\$ 750,000
Alameda	Oakland	<i>Multi-PDA: Eastmont Town Center/International Boulevard*; Fruitvale and Dimond Areas*; MacArthur Boulevard Corridor*; San Antonio*</i>	\$ 800,000
Alameda	Oakland	<i>Multi-PDA: MacArthur Transit Village PDA*; North Oakland/Golden Gate*</i>	\$ 800,000
Alameda	Oakland	West Oakland	\$ 720,000
Alameda	Pleasanton	Hacienda	\$ 115,000
Alameda	San Leandro	Bay Fair BART	\$ 440,000
Alameda	San Leandro	Downtown TOD	\$ 525,000
Alameda	San Leandro	Downtown TOD (San Leandro Blvd)	\$ 175,000
Alameda	Union City	Intermodal Station	\$ 125,000
Alameda	Union City	Intermodal Station	\$ 800,000
Contra Costa	Antioch	Hillcrest eBART	\$ 120,000
Contra Costa	Concord	Community Reuse/ Los Medanos	\$ 240,000
Contra Costa	Concord	Community Reuse/ Los Medanos	\$ 750,000
Contra Costa	Concord	Downtown	\$ 480,000
Contra Costa	El Cerrito	San Pablo Ave Corridor	\$ 302,500
Contra Costa	El Cerrito	San Pablo Ave Corridor	\$ 350,000
Contra Costa	Lafayette	Downtown	\$ 150,000
Contra Costa	Moraga	Moraga Center	\$ 140,000

County	Jurisdiction	PDA	Award
Contra Costa	Pittsburg	Downtown	\$ 350,000
Contra Costa	Pittsburg	Railroad Ave.	\$ 500,000
Contra Costa	Richmond	Hilltop**	\$ 750,000
Contra Costa	Richmond	South Richmond	\$ 496,000
Contra Costa	San Pablo	Rumrill Blvd*	\$ 250,000
Contra Costa	Walnut Creek	Core Area	\$ 450,000
Marin	San Rafael	Downtown	\$ 388,000
Marin	San Rafael	Downtown (<i>plan update</i>)	\$ 500,000
Marin	Unincorporated Marin County	Urbanized Corridor/Marin City*	\$ 300,000
San Francisco	San Francisco	Bi-County PDA	\$ 200,000
San Francisco	San Francisco	Citywide	\$ 750,000
San Francisco	San Francisco	Downtown/Van Ness (Central Corridor)	\$ 600,000
San Francisco	San Francisco	Downtown/Van Ness (Market Street)	\$ 300,000
San Francisco	San Francisco	Eastern Neighborhoods/Mission Bay (Railyards sub-area)	\$ 700,000
San Francisco	San Francisco	Market/Octavia	\$ 160,000
San Francisco	San Francisco	Market/Octavia (<i>EIR update</i>)	\$ 500,000
San Francisco	San Francisco	Multiple	\$ 500,000
San Francisco	San Francisco	Treasure Island	\$ 500,000
San Mateo	Burlingame	Broadway Planning Area*	\$ 400,000
San Mateo	East Palo Alto	Ravenswood	\$ 360,000

County	Jurisdiction	PDA	Award
San Mateo	San Mateo	Grand Blvd Initiative/El Camino Real	\$ 400,000
San Mateo	San Mateo County	El Camino Real	\$ 446,000
San Mateo	South San Francisco	Downtown	\$ 600,000
San Mateo	South San Francisco	Downtown Station Area*	\$ 500,000
Santa Clara	Cupertino	VTa Cores and Corridors*	\$ 400,000
Santa Clara	Milpitas	Midtown**	\$ 500,000
Santa Clara	Mountain View	El Camino Real	\$ 400,000
Santa Clara	Palo Alto	University Avenue/Downtown**	\$ 800,000
Santa Clara	San Jose	Downtown Frame (Diridon Station sub-area)	\$ 750,000
Santa Clara	San Jose	Downtown Frame (Diridon Station sub-area) <i>(addition to adopted plan)</i>	\$ 800,000
Santa Clara	San Jose	Santana Row/Valley Fair and Vicinity	\$ 523,333
Santa Clara	San Jose	Stevens Creek	\$ 523,333
Santa Clara	San Jose	SW Expressway Urban Village Plan	\$ 523,333
Santa Clara	San Jose	Winchester Blvd TOD	\$ 523,333
Santa Clara	Santa Clara	Downtown	\$ 400,000
Santa Clara	Santa Clara	Downtown	\$ 600,000
Santa Clara	Santa Clara	El Camino Real Focus Area	\$ 750,000
Santa Clara	Sunnyvale	El Camino Real	\$ 587,500
Santa Clara	Sunnyvale	Lawrence Station	\$ 450,000
Solano	Fairfield	Fairfield-Vacaville Train Station	\$ 225,000

County	Jurisdiction	PDA	Award
Solano	Vacaville	Downtown	\$ 350,000
Sonoma	Cloverdale	Downtown/SMART Transit Area	\$ 140,000
Sonoma	Healdsburg	<i>N/A (grant provided prior to PDA program and no PDA established)</i>	\$ 160,000
Sonoma	Petaluma	Central, Turning Basin/ Lower Reach	\$ 240,000
Sonoma	Rohnert Park	Central Rohnert Park	\$ 448,000
Sonoma	Santa Rosa	Downtown Station Area	\$ 450,000
Sonoma	Santa Rosa	Downtown Station Area <i>(plan update)</i>	\$ 800,000
Sonoma	Santa Rosa	North Santa Rosa	\$ 400,000
Sonoma	Windsor	Station Area/ Downtown Specific Plan Area	\$ 300,000
Total			\$35,341,333

Notes:

*PDA Planning Grant Program was previously known as “Station Area Planning Program”

** PDA established in 2019; all other PDAs established prior to 2019

Table 6. All Previous & Recommended PDA Technical Assistance
(Rows with projects currently recommended for approval shown in light blue)

County	Jurisdiction(s)	Project	Award
Alameda	Alameda	Alameda PDA TDM Plan	\$ 150,000
Alameda	Alameda Jurisdictions	Alameda VMT Implementation Group	<i>\$150,000 (funded through REAP)</i>
Alameda	Berkeley	Downtown Berkeley Comprehensive Financing Plan (\$50,000)	\$ 50,000
Alameda	Emeryville	Mitigate Regulation-Induced Displacement and Streamlined Asset Management	\$ 180,000
Alameda	Emeryville	Developing the Highest and Best Use of the Public Curb	\$ 65,000
Alameda	Fremont	SB743 Implementation	\$ 150,000
Alameda	Hayward	SB743 Implementation	\$ 150,000
Alameda	Hayward	Micro mobility/safety Program	\$ 75,000
Alameda	Lafayette	Transportation Impact Review Streamlining	\$ 300,000
Alameda	Lafayette	Parking Management Strategy	\$ 200,000
Alameda	Lafayette	Parking Implementation Plan	\$ 100,000
Alameda	Oakland	Oakland Complete Streets, Design Guidance, Circulation Element Update	\$ 235,000
Alameda	Oakland	Innovative Construction Initiative (increasing transit-supportive housing)	\$ 200,000
Alameda	Oakland	ADU Initiative (increasing transit-supportive housing)	\$ 200,000
Alameda	Oakland	PDA Community Engagement Program	\$ 65,000
Alameda	Oakland	Temescal Parking Demand and Pricing Study	\$ 60,000
Alameda	Oakland	Equitable Development Strategies for West Oakland	\$ 60,000
Alameda	Oakland	Financial Feasibility Study of Development Contributions to Public Benefits	\$ 60,000
Alameda	Oakland	Oakland Residential Parking Survey - Telegraph Avenue	\$ 24,000

County	Jurisdiction(s)	Project	Award
Alameda	San Leandro	BayFair TOD Infrastructure Design/Finance	\$ 150,000
Alameda	San Leandro	Development of parking management strategies for Downtown San Leandro	\$ 30,000
Contra Costa	All Contra Costa	Contra Costa VMT Implementation Group	<i>\$150,000 (funded through REAP)</i>
Contra Costa	Concord	Galindo Street Corridor Plan	\$ 200,000
Contra Costa	Concord	VMT-based Transportation Impact Standards	\$ 150,000
Contra Costa	Concord	Concord Salvio Streetscape	\$ 50,000
Contra Costa	El Cerrito	Del Norte Transit-Oriented Development Strategy	\$ 60,000
Contra Costa	Lafayette	Updated Lafayette Parking Ordinance and strategies	\$ 150,000
Contra Costa	Martinez	Downtown Martinez Infrastructure Study	\$ 25,000
Contra Costa	Richmond	South Richmond Affordable Housing and Commercial Linkage	\$ 60,000
Marin	Marin County	Multi-family design guidelines development and outreach	\$ 55,000
Marin & Sonoma	Marin & Sonoma Jurisdictions	Marin/Sonoma VMT Implementation Group	\$ 170,000
Multiple	<i>Applicants for VMT TA**</i>	Focused TA VMT Implementation Group	\$ 140,000
Napa & Solano	Napa & Solano Jurisdictions	Napa/Solano VMT Implementation Group	\$ 170,000
San Francisco	San Francisco	PDA Density Bonus Program	\$ 65,000
San Francisco	San Francisco	Mission-San Jose PDA Housing Feasibility Analysis	\$ 65,000
San Mateo	Belmont	Belmont Transportation Demand Management Program	\$ 65,000
San Mateo	East Palo Alto	Specific Plan Nexus Study and Impact Fee for public improvements	\$ 60,000
San Mateo	SamTrans	Grand Boulevard Initiative Economic & Housing Opportunities Project-Phase 1 (\$50,000)	\$ 50,000
San Mateo	San Carlos	TOD Ordinance and Form Based Code	\$ 50,000

County	Jurisdiction(s)	Project	Award
San Mateo	San Francisco	South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	\$ 60,000
San Mateo	San Mateo	TDM Ordinance (EN7 implementation)	\$ 150,000
San Mateo	San Mateo	San Mateo Planning/Growth Forum Series	\$ 25,000
San Mateo	San Mateo County	— North Fair Oaks Community Plan Parking Study and Strategy	\$ 60,000
Santa Clara	Milpitas	Milpitas Transit Area Parking Analysis	\$ 60,000
Santa Clara	Morgan Hill	Morgan Hill Housing/Employment Market Demand/Circulation Analysis	\$ 60,000
Santa Clara	San Jose	PDA/Citywide Design Guidelines	\$ 200,000
Santa Clara	San Jose	Urban Villages District Parking & Rezoning	\$ 120,000
Santa Clara	San Jose	San Jose West San Carlos Master Streetscape Plan	\$ 60,000
Santa Clara	Sunnyvale	Sunnyvale Mathilda Ave Downtown Plan Line	\$ 60,000
Santa Clara	Sunnyvale	Sunnyvale El Camino Street Space Allocation Study	\$ 60,000
Santa Clara	Sunnyvale	Downtown Sunnyvale Block 15 Sale/Land Exchange	\$ 59,000
Santa Clara	VT A	Comprehensive Evaluation of Replacement Parking Requirements at Transit-Oriented Development Sites	\$ 55,000
Santa Clara & San Mateo	San Mateo & Santa Clara Jurisdictions*	Santa Clara/San Mateo VMT Implementation Group	\$170,000 (funded through REAP)
Solano	Suisun City	Development Feasibility Analysis	\$ 60,000
Sonoma	Cloverdale	Feasible Design of the Greenway Undercrossing/Caltrans Coordination (\$30,000)	\$ 30,000
Sonoma	Rohnert Park	Rohnert Park (Switched to OBAG 1 to utilize re-allocated funding)	\$ 65,000
Sonoma	Santa Rosa & Sonoma County	Renewal Enterprise District (Infill affordable housing finance)	\$ 150,000
Sonoma	Windsor	Parking Management and Pricing	\$ 120,000

Total \$ 5,543,000

Date: November 18, 2015
W.I.: 1512
Referred by: PAC
Revised: 07/27/16-C 10/26/16-C 12/21/16-C
03/22/17-C 04/26/17-C 05/24/17-C
06/28/17-C 07/26/17-C 09/27/17-C
10/25/17-C 11/15/17-C 12/20/17-C
01/24/18-C 02/28/18-C 03/28/18-C
04/25/18-C 05/23/18-C 06/27/18-C
07/25/18-C 09/26/18-C 11/28/18-C
12/19/18-C 01/23/19-C 02/27/19-C
03/27/19-C 06/26/19-C 07/24/19-C
09/25/19-C 10/23/19-C 11/20/19-C
02/26/20-C 05/27/20-C 07/22/20-C
09/23/20-C 11/20/20-C 01/27/21-C
02/24/21-C 04/28/21-C 05/26/21-C

ABSTRACT

Resolution No. 4202, Revised

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP) for the OBAG 2 funding period.

The resolution includes the following attachments:

- Attachment A – OBAG 2 Project Selection Criteria and Programming Policy
- Attachment B-1 – OBAG 2 Regional Program Project List
- Attachment B-2 – OBAG 2 County Program Project List

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including \$72 million in additional Fixing America's Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram \$2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

ABSTRACT

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On December 21, 2016, Attachments B-1 and B-2 were revised to redirect \$417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three subcomponents totaling \$10,000,000: \$720,000 for Rideshare Implementation, \$7,280,000 for the Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen to the Commuter Benefits program; direct \$1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and \$500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift \$40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and \$13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program \$5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

On March 22, 2017, Attachment B-1 was revised to program \$17,000,000 in un-programmed balances within the Regional Transit Priorities Program to MTC's Clipper Program, as part of the FY17 Transit Capital Priorities program.

On April 26, 2017, Attachment B-2 was revised to program \$1,655,000 to the Sonoma Safe Routes to School program; and redirect \$1,000 from Contra Costa Transportation Authority's Planning Activities Base to its discretionary balance and \$1,000 from San Francisco County Transportation Authority's Planning Activities Base to its discretionary balance to address an inconsistency between amounts programmed to planning activities in Appendix A-3 and reflect actual amounts obligated for planning.

On May 24, 2017, Attachment B-1 was revised to redirect \$1,237,000 from 511 Next Gen to AOM Implementation within the Regional Active Operational Management program to reflect re-organization of staff between program elements; direct \$18,000,000 in Arterial/Transit Performance to the Program for Arterial System Synchronization (\$5,000,000) and the Next Gen Arterial Operations Program (\$13,000,000) within the Regional Active Operational Management program; direct \$19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation (\$2,910,000), Performance-Based Intelligent

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Transportation Systems Device Maintenance and Rehabilitation (\$5,940,000), Transportation Management Center Asset Upgrade and Replacement (\$4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures (\$4,000,000) and a Detection Technology Pilot (\$5,000,000) within the Regional Active Operational Management program; and remove \$290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

On June 28, 2017, Attachments B-1 and B-2 were revised to reprogram \$1,000,000 from the SMART Pathway – 2nd to Andersen to San Rafael's Grand Ave Bike/Pedestrian Improvements within the Regional Climate Initiatives program as part of a funding exchange within the City of San Rafael, conditioned on San Rafael committing \$1 million in non-federal funds to the construction of the pathway, and a resolution of local support for the use of federal funds on the Grand Ave project, and TAM approval of the redirection of local measure funds between the projects; split out \$8,729,000 from the 511 Next Gen program to 511 Implementation within the Regional Active Operational Management program; program \$1,250,000 to Golden Gate Bridge Highway and Transportation District for the Bettini Transit Center as part of the Marin County Program; and program \$2,617,000 within the San Mateo County Program to the San Mateo County Office of Education for the SRTS program, including \$223,000 in supplemental funds from San Mateo's discretionary balance.

On July 26, 2017, Attachment B-1 was revised to program \$12,000,000 to the US 101 Marin Sonoma Narrows project as part of a fund exchange agreement with Sonoma County Transportation Authority; \$11,000,000 in exchange funds are added to the program for tracking purposes, with the final \$1 million in exchange funds to be identified through a future Commission action.

On September 27, 2017, Attachment B-1 was revised to change the name of the Next Gen Arterial Operations Program (NGAOP) to Innovative Deployment for Enhanced Arterials (IDEA) to reflect program rebranding and additional focus on advanced technologies; program \$4,160,000 to Incident Management Implementation and \$8,840,000 to I-880 Integrated Corridor Mobility project within the Regional Active Operational Management program; split out the Connected Vehicles/Shared Mobility program into the Connected Vehicles/Automated Vehicles program for \$2,500,000 and the Shared Use Mobility program for \$2,500,000; and program \$16,000,000 for three corridors within the Freeway Performance Program, with \$8,000,000 for I-680, \$3,000,000 for I-880, and \$5,000,000 for SR-84.

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MTC Resolution No. 4202, Revised

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On October 25, 2017, Attachment B-1 was revised to program \$10,000,000 to the Bay Area Air Quality Management District for the Spare the Air program, in lieu of the Electric Vehicle Programs within the Regional Climate Initiatives Program, conditioned on the Air District contribution of an additional \$10 million to advance implementation of electric vehicles within the region.

On November 15, 2017, Attachment B-2 was revised to program \$200,000 in the Alameda County Program to the I-580 Corridor Study, to support a joint corridor study between Alameda County Transportation Commission (ACTC) and MTC; \$122,000 within the Napa County Program to Napa Valley Transportation Authority (NVRTA) for the Napa County Safe Routes to School (SRTS) Program; and \$300,000 within the Contra Costa County Program to San Ramon for the San Ramon Valley Street Smarts Program.

On December 20, 2017, Attachments A, Appendix A-3, B-1, and B-2 were revised to program \$334 million in the County Program to local and county projects recommended by the nine Congestion Management Agencies (CMAs); redirect \$10,248,000 from BART Car Replacement/Expansion to Clipper within the Regional Transit Priorities Program; revise the CMA Planning Activities funding amounts to reflect the supplementary funds requested by several CMAs through their County Programs; and clarify the program details for the Local Housing Production Incentive program (also known as the *80K by 2020 Challenge Grant*).

On January 24, 2018, Attachment B-1 was revised to redirect \$4,100,000 from Performance-Based ITS Device Maintenance and Rehabilitation to I-880 Communication Upgrade and Infrastructure Gap Closures, within the Transportation Management System program.

On February 28, 2018, Attachments B-1 and B-2 were revised to program \$13 million in Innovative Deployments to Enhance Arterials (IDEA) program grants within the Regional Active Operational Management Program; redirect \$822,000 within Contra Costa County's Safe Routes to School Program (SRTS) for future SRTS projects; program \$2,813,000 to San Francisco SRTS Non-Infrastructure Program within the San Francisco County Program; and clarify MTC exchange fund projects.

On March 28, 2018, Attachment B-1 was revised to distribute the \$1.5 million Community-Based Transportation Planning Program among the nine county Congestion Management Areas

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(CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of \$30,000 in MTC exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

On April 25, 2018, Attachment B-1 was revised to program \$8,200,000 in Priority Conservation Area (PCA) grants within the North Bay PCA Program; \$3,400,000 to Sonoma County Transportation Authority (SCTA) for the Marin Sonoma Narrows B2 Phase 2 project, as part of an exchange agreement in which an equal amount of SCTA's future Regional Transportation Improvement Program (RTIP) funds will be programmed at MTC's discretion; \$7,288,000 in PDA Planning and Implementation grants; and \$500,000 to MTC for PDA Implementation.

On May 23, 2018, Attachments B-1 and B-2 were revised to change the project sponsor from MTC to VTA for the IDEA Program project at the Veteran's Administration Palo Alto Medical Center; redirect funds within the Santa Clara County OBAG 2 County Program to reduce San Jose's West San Carlos Urban Village Streetscape Improvements by \$2,050,000, redirecting \$1,000,000 from the project to Santa Clara's Saratoga Creek Trail Phase 1 and \$1,050,000 to Saratoga's Prospect Rd Complete Streets project; and direct an additional \$25,000 in unprogrammed balances within Santa Clara County OBAG 2 County Program to Saratoga's Prospect Rd Complete Streets project.

On June 27, 2018, Attachments B-1 and B-2 were revised to program \$800,000 to MTC's Carsharing Implementation and \$325,000 to Targeted Transportation Alternatives within the Climate Initiatives Program; redirect from MTC's 511 NextGen program \$8,271,000 to 511 Implementation, \$2,000,000 to Contra Costa Transportation Authority's (CCTA's) I-80 Central Ave Interchange Improvements project, and \$380,000 to an unprogrammed balance within the Regional Active Operational Management program; clarify the scope of MTC's Freeway Performance Program I-880 to reflect the project limits of I-80 to I-280; and redirect \$1,394,000 from Vallejo's Local Streets Rehabilitation project to Fairfield's Heart of Fairfield project within the Solano County Program.

On July 25, 2018, Attachment B-1 was revised to program \$1,600,000 to Santa Clara Valley Transportation Authority (VTA) for the SR 85 Transit Guideway Study as part of a fund exchange agreement; remove Rohnert Park's \$65,000 Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant from the Regional PDA

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MTC Resolution No. 4202, Revised

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Planning Grant program as it will be funded through a prior cycle; reduce the funding for Windsor's PDA Planning and Implementation Staffing Assistance grant by \$85,000 as this project will receive an equivalent amount of funds through a prior cycle; a total of \$150,000 balance created by these two revisions was returned to the Regional PDA Planning Grant Program un-programmed balance.

On September 12, 2018, Attachments B-1 and B-2 were revised to program \$3,000,000 within the Freeway Performance Program to the US 101 corridor in San Mateo and Santa Clara counties; direct an additional \$6,000,000 within the Freeway Performance Program to the I-680 corridor within Contra Costa County, \$4,000,000 of which is part of an exchange agreement with Contra Costa Transportation Authority (CCTA); redirect \$15,000 within the Innovative Deployment for Enhanced Arterials (IDEA) program from IDEA Technical Assistance to VTA's IDEA grant at the Veterans Affairs Palo Alto Medical Center; redirect \$48,000 from MTC's Clipper to the BART Car Replacement/Expansion project within the Transit Priorities program to reflect program amounts previously adopted through the Transit Capital Priorities (TCP) program; revise the amount programmed to VTA's SR 85 Transit Guideway Study within Regional Strategic Initiatives to \$1,200,000 to reflect amount previously approved; redirect \$1,214,000 from Berkeley's North Shattuck Avenue Rehabilitation project to its Southside Complete Streets and Transit Improvements project within the Alameda County Program; from Sunnyvale's East Sunnyvale Area Sense of Place Improvements, redirect \$1,000,000 to Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements and \$1,140,000 to the Safe Routes to School program balance within the Santa Clara County Program; and program \$4,500,000 available from a previous funding cycle to the following projects within Regional Strategic Initiatives: \$617,000 to Novato's Pavement Rehabilitation (for Downtown Novato SMART Station) as part of a local funding exchange, \$1,120,000 to the Transportation Authority of Marin (TAM) for the Old Redwood Highway Multi-Use Pathway project, \$763,000 for San Rafael's Grand Ave Bridge project, and \$2,000,000 to TAM for the US 101 Marin Sonoma Narrows project.

On November 28, 2018, Attachment B-1 was revised to make adjustments related to the MTC/SCVTA Funding Exchange Agreement MTC Resolution No. 4356 and to the MTC/CCTA Funding Exchange Agreement MTC Resolution No. 4357, and to program \$4,000,000 in MTC exchange funds in accordance with MTC Resolution 3989, to the following projects: \$619,000 to CCTA for Innovative Deployment for Enhanced Arterials; \$621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; \$500,000 to the city of Richmond for the

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Richmond-San Rafael Bridge Bikeway Access; \$1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and \$1,100,000 to MTC for Napa Valley Transportation Demand.

On December 19, 2018, Attachments B-1 and B-2 were revised to redirect \$5,200,000 from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the I-880 ICM Northern Segment project within the Regional Active Operational Management Program; clarify the Diridon Integrated Station Area Concept Plan project within the Regional Priority Development Planning and Implementation Program to reference Santa Clara Valley Transportation Authority (VTA) as a project partner; within the Santa Clara County Program, redirect \$794,000 in unprogrammed balances to Sunnyvale's East Sunnyvale Sense of Place Improvements, clarify the remaining unprogrammed balance is discretionary, and clarify the division of funding for Santa Clara's Saratoga Creek Trail Phase 1 project between the county's Safe Routes to School program and its discretionary program.

On January 23, 2019, Attachment B-2 was revised to redirect \$15,980,000 within the San Francisco County Program from the Better Market Street project to the Central Subway project.

On February 27, 2019, Attachment B-1 was revised to change the fund source of \$3,779,849 programmed to the Golden Gate Bridge Suicide Deterrent in Surface Transportation Block Grant Program (STP) funds to federal Highway Infrastructure Program (STP Bump) funds provided in the Consolidated Appropriations Act, 2018. Of the \$3,779,849 freed up by this swap, \$1,000,000 is returned to the region's STP/CMAQ balance to help address the CMAQ shortfall as a result of the region becoming attainment for carbon monoxide (CO) and therefore receiving less CMAQ funds which are distributed based on air quality status. The remaining \$2,779,849 is held for future Commission action.

On March 27, 2019, Attachment A, Appendix A-8, Appendix A-10, and Attachment B-1 were revised to clarify provisions pertaining to the interim status report requirements for Priority Development Area (PDA) Investment & Growth Strategies; change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the MTC Exchange funding from \$619,000 to \$589,000; and redirect the \$30,000 in MTC Exchange funds to a new MTC-led Concord IDEA project.

On June 26, 2019, Attachment B-2 was revised to program \$822,000 in unprogrammed Safe Routes to School Program (SRTS) balances within the Contra Costa County Program to six

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existing projects; and to redirect \$251,000 within the San Mateo County Program from Atherton's Middlefield Road Class II Bike Lanes to its James Avenue Rehabilitation.

On July 24, 2019, Attachment A was revised to delegate authority to the Executive Director or designee to sign Letters of Understanding for the exchange of STP/CMAQ funds with other regions, within certain conditions and limitations, and to delegate to a Committee of the Commission the authority to approve exchanges beyond these conditions and limitations.

On September 25, 2019, Attachments B-1 and B-2 were revised to clarify that the \$300,000 programmed to Alameda County Transportation Commission (ACTC) within the Community Based Transportation Plan (CBTP) Updates program will be directed to its Congestion Management Agency (CMA) Planning program as part of an internal fund exchange within ACTC; redirect \$9.6 million from 511 Implementation to 511 Next Gen within the Bay Area 511 Traveler Information Program; within the Freeway Performance Program redirect \$625,000 in from MTC's SR 84 (US 101 to I-880) to the environmental phase of MTC's I-580 WB HOV Lane Extension project and change the project sponsor of the I-80/Central Ave. Interchange Improvements project from the Contra Costa Transportation Authority (CCTA) to City of Richmond; within the Innovative Deployment to Enhance Arterials (IDEA) program, clarify that LAVTA is a partner agency for the Dublin Category 2 IDEA project; within the Transportation Management Systems (TMS) program, change the name of the overall program to Connected Bay Area, redirect \$2 million from the Detection Technology Pilot project and \$1.8 million from the Performance-Based ITS Device Maintenance and Rehabilitation project to provide an additional \$3.8 million to the I-880 Communications Upgrade and Infrastructure Gap Closures project; within the Incident Management program, redirect \$1 million from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the Northern Segment; within the San Francisco County program, redirect \$3,366,000 from John Yehall Chin Elementary Safe Routes to School (SRTS) Improvement; and within the Santa Clara County program, redirect \$1 million from Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements project to Cupertino's McClellan Rd Separated Bike Lane project, and program \$1,346,000 in unprogrammed discretionary balances to Campbell's Harriet Ave Sidewalk project and Los Gatos Shannon Rd Complete Streets project.

On October 23, 2019, Attachment B-1 was revised to redirect \$3 million from MTC's Detection Technology Pilot project to establish the InterConnect Bay Area grant program within the Connected Bay Area program; direct \$5 million (\$4 million Solano County and \$1 million other

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North Bay counties) within the Housing Incentive Pool program to establish the Sub-HIP program, with specific projects to be recommended through future programming actions; and program \$1 million to BART for AB2923 Implementation from unprogrammed balances within the PDA Planning & Implementation program.

On November 20, 2019, Attachments B-1 and B-2 were revised to program \$6,023,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to 13 projects within the Priority Conservation Area (PCA) Grants program; and within the Contra Costa County program, redirect \$1,025,000 from Brentwood's Various Streets and Roads Preservation project to Pittsburg's Pavement Improvements project, redirect \$618,000 from San Pablo's Market Street Pavement Rehabilitation project to Giant Road Pavement Rehabilitation project; and revise the name of Walnut Creek's Ygnacio Valley Road Rehabilitation project to reflect the latest proposed scope of work.

On February 26, 2020, Attachments A, B-1, and B-2 were revised to program \$1 million to MTC for SR 37 corridor planning in Marin, Napa, Solano, and Sonoma Counties and \$3 million to MTC for I-80 corridor planning from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge (SFOBB) Toll Plaza within the Freeway Performance Program; revise the name of the Concord Willow Pass Road Rehabilitation and Safe Routes to School project within the Contra Costa County Program to reflect the project's current scope; and clarify language within the OBAG 2 Project Selection Criteria and Programming Policy to reflect the Commission adoption of Housing Incentive Pool (HIP) program guidelines, MTC Resolution No. 4348.

On May 27, 2020, Attachment B-1 was revised to clarify the scope of MTC's Freeway Performance Program planning-only project on I-80 extends from Carquinez Bridge in Contra Costa to Fremont Street in San Francisco; change the sponsor for three projects within the Regional Priority Conservation Area (PCA) Grant program; and to redirect \$104,000 in the North Bay Priority PCA Grant program from Novato's Carmel Open Space Acquisition project to Novato's Hill Area National Recreation Area, as the former project has been cancelled.

On July 22, 2020, Attachment B-1 was revised to program \$5 million to five projects in Solano, Marin, Napa, and Sonoma Counties within the Housing Incentive Pool Pilot Program (Sub-HIP) and program \$1 million to the Napa Valley Forward Traffic Calming and Multimodal Improvements project within the Freeway Performance Program (FPP); and incorporate \$7,681,887 in federal Highway Infrastructure Program apportionment provided through the

ABSTRACT

MTC Resolution No. 4202, Revised

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Department of Transportation Appropriations Act, 2020 to the Golden Gate Bridge Suicide Deterrent.

On September 23, 2020, Attachment B-2 was revised to redirect \$2,000,000 from Napa's Silverado Trail Five-way Intersection Improvement project to Napa Valley Transportation Authority's Vine Transit Bus Maintenance Facility within the Napa County Program, and \$1,394,000 from Fairfield's Heart of Fairfield Improvements to its Cadenasso Dr. repaving project within the Solano County Program.

On November 20, 2020, Attachment B-1 was revised to program \$1,000,000 to SFCTA for the environmental phase of the Yerba Buena Island/Treasure Island Multi-Use Pathway project within the Priority Conservation Area (PCA) Grants program, with payback from BATA at a future date; \$647,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to four projects within the Priority Conservation Area (PCA) Grants program; and to clarify the project sponsor of the Old Redwood Highway Multi-Use Pathway project as Larkspur, rather than the Transportation Authority of Marin (TAM).

On January 27, 2021, Attachments A and Attachment B-1 were revised, and Appendix A-11 was added, to incorporate additional funding into the OBAG 2 framework, including \$52.9 million in STP/CMAQ program balances made available through FY2018-FY2020 appropriations of Federal Highway Infrastructure Program (FHIP) funds, and a \$1.5 million balance redirected from the Cycle 1 STP/CMAQ Climate Initiatives program, as part of the Safe & Seamless Mobility Quick-Strike program.

On February 24, 2021, Attachment B-1 was revised to program a total of \$7.91 million in Federal Highway Infrastructure Program (FHIP) funds provided in the Consolidated Appropriations Act, 2021, and project savings from previous STP/CMAQ cycles to the Golden Gate Bridge Highway and Transportation District (GGBHTD) for shareable costs of an increase to the Golden Gate Bridge Suicide Deterrent System. Because the final FFY 2021 FHIP amount is not yet available at the time of the Commission meeting, the final split between the two fund sources will be adjusted by staff as a technical change, with the total amount not to exceed \$7.91 million.

On April 28, 2021, Attachment B-1 was revised to change the fund source of \$13,942,852 from Federal Highway Infrastructure Program (FHIP) funds to Surface Transportation Block Grant

ABSTRACT

MTC Resolution No. 4202, Revised

Page 11

(STP) funds for the Gate Bridge Highway and Transportation District (GGBHTD) for the Golden Gate Bridge Suicide Deterrent System project; program \$61,708,245 in STP/CMAQ funds, and \$13,942,852 in FHIP funds redirected from the GGB suicide deterrent system, to the Transportation Authority of Marin (TAM) for the US-101 Marin-Sonoma Narrows Segment B7 project as part of the SB1/RMS alternative funding plan; and program \$99,840,510 in STP/CMAQ funds to the Solano Transportation Authority (STA) for the Solano I-80 Express Lanes project as part of the SB1/RMS alternative funding plan. The programmed funding to TAM and STA serves as a loan to the project sponsors to permit the projects to move to construction while Regional Measure 3 funds are unavailable. The loaned funds shall be repaid to MTC as non-federal funds and will be subject to future OBAG programming.

On May 26, 2021, Attachment B-1 and Appendix A-11 were revised to program \$34,593,076 in Federal Highway Infrastructure Program funds made available through federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) to augment the Regional Safe and Seamless Mobility Quick-Strike program framework; and to program \$7,775,000 in Priority Development Area (PDA) Planning and Implementation grants and \$87,000 in Regional PDA Supportive Studies within the Regional PDA Planning and Implementation program.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; and the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, February 12, 2020, May 13, 2020, July 8, 2020, September 9 2020, November 4, 2020, January 13, 2021, February 10, 2021, April 14, 2021, and May 12, 2021; and the Planning Committee dated May 14, 2021.

Date: November 18, 2015
W.I.: 1512
Referred By: Programming & Allocations

RE: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for state and federal funding assigned to the RTPA/MPO of the San Francisco Bay Area for the programming of projects; and

WHEREAS, state and federal funds assigned for RTPA/MPO programming discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), county Transportation Authorities (TAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, will develop a program of projects to be funded with these funds for inclusion in the federal TIP, as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the “Project Selection Criteria and Programming Policy” for projects to be funded in the OBAG 2 Program as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the regional discretionary funding shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures and programming, consistent with the Regional Transportation Plan (RTP); and be it further

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

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including updates to fund sources and distributions to reflect final funding criteria and availability; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected, revised and included in the federal TIP; and be it further

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachments as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in Oakland,
California, on November 18, 2015

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
April 2021

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C 09/27/17-C 10/25/17-C
12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C
12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C 07/22/20-C
11/20/20-C 01/27/21-C
02/24/21-C 04/28/21-C 05/26/21-C

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

OBAG 2 Regional Programs Project List

Close Grouping Before Printing
Not for Commission Action

PROJECT CATEGORY AND TITLE	SPONSOR	STP	CMAQ	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$484,059,423	\$196,665,000	\$680,724,423	\$99,975,260
1. REGIONAL PLANNING ACTIVITIES		STP	CMAQ		
Regional Planning	MTC	\$9,555,000		\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES	TOTAL:	\$9,555,000		\$9,555,000	
2. PAVEMENT MANAGEMENT PROGRAM		STP	CMAQ		
Pavement Management Program	MTC	\$1,500,000		\$1,500,000	
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000		\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$250,000		\$250,000	
2. PAVEMENT MANAGEMENT PROGRAM	TOTAL:	\$9,250,000		\$9,250,000	
3. PDA PLANNING & IMPLEMENTATION		STP	CMAQ		
PDA Planning and Implementation					
PDA Implementation	MTC	\$2,000,000		\$2,000,000	
PDA Supportive Studies	MTC	\$587,000		\$587,000	
PDA Planning					
<u>Berkeley: San Pablo Avenue PDA Plan</u>	<u>MTC</u>	<u>\$750,000</u>		<u>\$750,000</u>	
<u>Oakland: MacArthur Transit Village PDA; North Oakland/Golden Gate PDA Plan</u>	<u>MTC</u>	<u>\$800,000</u>		<u>\$800,000</u>	
<u>Oakland: Eastmont Town Center/International Blvd; Fruitvale and Dimond; MacArthur Blvd Corridor; San A</u>	<u>MTC</u>	<u>\$800,000</u>		<u>\$800,000</u>	
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	MTC	\$800,000		\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	MTC	\$308,000		\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	MTC	\$140,000		\$140,000	
<u>Richmond: Hilltop PDA Plan</u>	<u>MTC</u>	<u>\$750,000</u>		<u>\$750,000</u>	
<u>San Pablo: Rumrill Blvd PDA Plan</u>	<u>MTC</u>	<u>\$250,000</u>		<u>\$250,000</u>	
<u>Marin County: Urbanized Corridor/Marin City PDA Plan</u>	<u>MTC</u>	<u>\$300,000</u>		<u>\$300,000</u>	
San Rafael: Downtown Precise Plan	MTC	\$500,000		\$500,000	
San Francisco: HUB Area EIR	MTC	\$500,000		\$500,000	
San Francisco: Transit Corridors Study	MTC	\$500,000		\$500,000	
<u>Burlingame: Broadway Planning Area PDA Plan</u>	<u>MTC</u>	<u>\$400,000</u>		<u>\$400,000</u>	
<u>South San Francisco: Downtown Station Area PDA Plan</u>	<u>MTC</u>	<u>\$500,000</u>		<u>\$500,000</u>	
<u>Cupertino: VTA Cores and Corridors PDA Plan</u>	<u>MTC</u>	<u>\$400,000</u>		<u>\$400,000</u>	
<u>Milpitas: Midtown PDA Plan</u>	<u>MTC</u>	<u>\$500,000</u>		<u>\$500,000</u>	
<u>Palo Alto: University Ave/Downtown PDA Plan</u>	<u>MTC</u>	<u>\$800,000</u>		<u>\$800,000</u>	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	MTC	\$800,000		\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	MTC	\$500,000		\$500,000	
<u>Santa Clara: Downtown PDA Plan</u>	<u>MTC</u>	<u>\$400,000</u>		<u>\$400,000</u>	
Vacaville: Downtown Specific Plan	MTC	\$350,000		\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	MTC	\$800,000		\$800,000	
Staffing Assistance					
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Mngmt	MTC	\$180,000		\$180,000	
Fremont: SB743 Implementation	MTC	\$150,000		\$150,000	
Hayward: SB743 Implementation	MTC	\$150,000		\$150,000	
Oakland: ADU Initiative	MTC	\$200,000		\$200,000	
Oakland: Innovative Construction Initiative	MTC	\$200,000		\$200,000	
Concord: VMT-based Transportation Impact Standards	MTC	\$150,000		\$150,000	
Concord: Galindo Street Corridor Plan	MTC	\$200,000		\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	MTC	\$150,000		\$150,000	
San Jose: PDA/Citywide Design Guidelines	MTC	\$200,000		\$200,000	
Windsor: Parking Management and Pricing	MTC	\$35,000		\$35,000	
Technical Assistance					
<u>Marin/Sonoma VMT Implementation Group</u>	<u>MTC</u>	<u>\$170,000</u>		<u>\$170,000</u>	
<u>Napa/Solano VMT Implementation Group</u>	<u>MTC</u>	<u>\$170,000</u>		<u>\$170,000</u>	
<u>Various Jurisdictions: VMT Implementation Group</u>	<u>MTC</u>	<u>\$140,000</u>		<u>\$140,000</u>	
Emeryville: Developing the Highest and Best Use of the Public Curb	MTC	\$65,000		\$65,000	
<u>Hayward: Micro Mobility/Safety Program</u>	<u>MTC</u>	<u>\$75,000</u>		<u>\$75,000</u>	
Oakland: General Plan Framework - PDA Community Engagement Program	MTC	\$65,000		\$65,000	
<u>San Leandro: BayFair TOD Infrastructure Design/Finance</u>	<u>MTC</u>	<u>\$150,000</u>		<u>\$150,000</u>	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	MTC	\$65,000		\$65,000	
San Francisco: PDA Density Bonus Program	MTC	\$65,000		\$65,000	
Belmont: Transportation Demand Management Program	MTC	\$65,000		\$65,000	
<u>San Mateo: TDM Ordinance</u>	<u>MTC</u>	<u>\$150,000</u>		<u>\$150,000</u>	
<u>Santa Rosa/Sonoma County: Renewal Enterprise District</u>	<u>MTC</u>	<u>\$150,000</u>		<u>\$150,000</u>	
<u>San Jose: Urban Villages District Parking & Rezoning</u>	<u>MTC</u>	<u>\$120,000</u>		<u>\$120,000</u>	
BART AB2923 Implementation	BART	\$1,000,000		\$1,000,000	
<u>Unprogrammed balance</u>	<u>MTC</u>	<u>\$7,862,000</u>		<u>\$7,862,000</u>	
Community-Based Transportation Plan (CBTP) Updates	MTC				
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC	\$300,000		\$300,000	
CCTA: Community-Based Transportation Plans	MTC	\$215,000		\$215,000	
TAM: Community-Based Transportation Plans	MTC	\$75,000		\$75,000	
NVTA: Community-Based Transportation Plans	MTC	\$75,000		\$75,000	
SFCTA: Community-Based Transportation Plans	MTC	\$175,000		\$175,000	
C/CAG: Community-Based Transportation Plans	MTC	\$120,000		\$120,000	
VTA: Community-Based Transportation Plans	MTC	\$300,000		\$300,000	
STA: Community-Based Transportation Plans	MTC	\$95,000		\$95,000	
SCTA: Community-Based Transportation Plans	MTC	\$110,000		\$110,000	
CBTP Program Evaluation	MTC	\$35,000		\$35,000	
3. PDA PLANNING & IMPLEMENTATION	TOTAL:	\$20,000,000		\$20,000,000	
4. CLIMATE INITIATIVES		STP	CMAQ		
Climate Initiatives					
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD		\$10,875,000	\$10,875,000	
Carsharing Implementation	MTC		\$800,000	\$800,000	
Targeted Transportation Alternatives	MTC		\$325,000	\$325,000	
Spare the Air Youth Program - 2	MTC		\$1,417,000	\$1,417,000	
4. CLIMATE INITIATIVES	TOTAL:		\$23,417,000	\$23,417,000	

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
April 2021

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C 09/27/17-C 10/25/17-C
 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C
 12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C 07/22/20-C
 11/20/20-C 01/27/21-C
 02/24/21-C 04/28/21-C 05/26/21-C

OBAG 2 Regional Programs Project List		Close Grouping Before Printing Not for Commission Action			
PROJECT CATEGORY AND TITLE	SPONSOR	STP	CMAQ	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$484,059,423	\$196,665,000	\$680,724,423	\$99,975,260
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		STP	CMAQ		
Active Operational Management					
AOM Implementation	MTC	\$23,737,000		\$23,737,000	
Bay Area 511 Traveler Information					
511 Next Gen	MTC	\$26,148,000		\$26,148,000	
511 Implementation	MTC	\$7,450,000		\$7,450,000	
Rideshare					
Rideshare Implementation	MTC		\$720,000	\$720,000	
Carpool Program	MTC		\$7,280,000	\$7,280,000	
Vanpool Program	MTC		\$2,000,000	\$2,000,000	
Commuter Benefits Implementation	MTC		\$674,000	\$674,000	
Commuter Benefits Program	MTC		\$1,111,000	\$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	MTC/NVTA				\$1,100,000
Bay Bridge Forward					
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	AC Transit		\$1,200,000	\$1,200,000	
Pilot Transbay Express Bus Routes	AC Transit		\$800,000	\$800,000	
Eastbay Commuter Parking	MTC	\$2,500,000		\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat		\$2,000,000	\$2,000,000	
Dumbarton Forward					
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	\$4,375,000		\$4,375,000	
Richmond-San Rafael Bridge Forward					
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond				\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC				\$1,160,000
Freeway Performance Program					
Freeway Performance Program	MTC		\$14,240,000	\$14,240,000	
FPP: I-880 (I-80 to I-280)	MTC	\$3,000,000		\$3,000,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only	MTC	\$625,000		\$625,000	
FPP: I-80 (Carquinez Bridge to Fremont St., SF) PL only	MTC	\$3,000,000		\$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	MTC	\$10,000,000		\$10,000,000	
FPP: I-80 Central Ave Interchange Improvements	Richmond	\$2,000,000		\$2,000,000	
FPP: SR 37 (US 101 to I-80) PL only	MTC	\$1,000,000		\$1,000,000	
FPP: Napa Valley Forward Traffic Calming & Multimodal Imps.	MTC		\$1,000,000	\$1,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	MTC	\$3,000,000		\$3,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	SCTA	\$1,000,000		\$1,000,000	
Program for Arterial System Synchronization (PASS)	MTC		\$5,000,000	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)					
IDEA Technical Assistance	MTC	\$1,532,000		\$1,532,000	
IDEA Category 1					
AC Transit: Dumbarton Express Route (SR84)	MTC	\$2,300,000		\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	MTC	\$276,000		\$276,000	
Hayward: Various Locations	MTC	\$302,000		\$302,000	
Oakland: Bancroft Ave	MTC	\$310,000		\$310,000	
Pleasanton: Various Locations	MTC	\$290,000		\$290,000	
Union City: Union City Blvd & Decoto Rd	MTC	\$710,000		\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	MTC	\$563,000		\$563,000	
San Rafael: Downtown San Rafael	MTC	\$830,000		\$830,000	
South San Francisco: Various Locations	MTC	\$532,000		\$532,000	
San Jose: Citywide	MTC	\$1,400,000		\$1,400,000	
IDEA Category 2					
LAVTA/Dublin: Citywide	MTC	\$385,000		\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	MTC	\$785,000		\$785,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC				\$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC				\$30,000
Walnut Creek: Various locations (Fund Exchange)	MTC				\$621,000
Los Gatos: Los Gatos Blvd	MTC	\$700,000		\$700,000	
VTA: Veterans Admin. Palo Alto Medical Center	VTA	\$845,000		\$845,000	
Connected Vehicles/Automated Vehicles (CV/AV)	MTC	\$2,500,000		\$2,500,000	
Shared Use Mobility	MTC	\$2,500,000		\$2,500,000	
Connected Bay Area					
TMS Implementation	MTC	\$2,910,000		\$2,910,000	
TMC Asset Upgrade and Replacement	MTC	\$1,150,000		\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	MTC	\$11,940,000		\$11,940,000	
InterConnect Bay Area Program	MTC	\$3,000,000		\$3,000,000	
Incident Management					
Incident Management Implementation	MTC	\$4,160,000		\$4,160,000	
I-880 ICM Northern	MTC		\$6,200,000	\$6,200,000	
I-880 ICM Central	MTC		\$2,640,000	\$2,640,000	
Unprogrammed Balance	TBD	\$380,000		\$380,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT	TOTAL:	\$128,135,000	\$44,865,000	\$173,000,000	\$4,000,000
6. TRANSIT PRIORITIES		STP	CMAQ		
BART Car Replacement/Expansion	BART		\$99,800,000	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$9,760,668		\$9,760,668	\$30,239,332
Clipper	MTC	\$34,200,000		\$34,200,000	
Unprogrammed Balance		\$15,283,000		\$15,283,000	
6. TRANSIT PRIORITIES	TOTAL:	\$59,243,668	\$99,800,000	\$159,043,668	\$30,239,332
7. PRIORITY CONSERVATION AREA (PCA)		STP	CMAQ		
Regional Peninsula, Southern and Eastern Counties PCA Grant Program					
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	MTC/GreenInfo Network				\$30,000
PCA Grant Implementation	MTC/Coastal Conservancy				\$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County				\$321,000
Albany: Albany Hill Access Improvements	Albany				\$251,000

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
April 2021

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C 09/27/17-C 10/25/17-C
 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C
 12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C 07/22/20-C
 11/20/20-C 01/27/21-C
 02/24/21-C 04/28/21-C 05/26/21-C

Close Grouping Before Printing Not for Commission Action					
PROJECT CATEGORY AND TITLE	SPONSOR	STP	CMAQ	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$484,059,423	\$196,665,000	\$680,724,423	\$99,975,260
Livermore: Arroyo Road Trail	Livermore				\$400,000
WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	WOEIP/Urban Biofilter				\$300,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	EBRPD				\$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	John Muir Land Trust				\$950,000
SFCTA: Yerba Buena Island Multi-Use Pathway (PE/ENV)	SFCTA	\$1,000,000		\$1,000,000	
San Francisco: McLaren Park and Neighborhood Connections Plan	SF Recreation and Parks				\$194,000
San Francisco/Coastal Conservancy: Twin Peaks Trail Improvement	SF Rec and Park/Conservancy				\$74,000
GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	National Parks Service				\$200,000
SMCHD: Pillar Point Public Access Improvements	San Mateo Co. Harbor District				\$298,000
Menlo Park: Bedwell Bayfront Park Entrance Improvements	Menlo Park				\$520,000
San Mateo Co.: Colma Creek Adaptation Study (Colma Creek Connector)	San Mateo Co.				\$110,000
San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	San Mateo Co.				\$137,900
South San Francisco: Sign Hill Conservation and Trail Master Plan	South San Francisco				\$135,100
Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient Imps.	Point Blue Conservation Science				\$379,000
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Point Blue Conservation Science				\$400,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara Valley Open Space Auth.				\$1,000,000
North Bay PCA Grant Program					
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Par	Marin County	\$312,000		\$312,000	
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehab	Marin County	\$869,000		\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps.)	Novato	\$104,000		\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)	Novato	\$265,000		\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	NPS	\$500,000		\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	NVTA	\$711,000		\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	\$650,000		\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa County	\$689,000		\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County	\$2,050,000		\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County	\$1,280,000		\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County	\$770,000		\$770,000	
7. PRIORITY CONSERVATION AREA (PCA)	TOTAL:	\$9,200,000		\$9,200,000	\$7,200,000
8. BAY AREA HOUSING INITIATIVES		STP	CMAQ		
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	MTC				\$10,000,000
Housing Incentive Pool	TBD		\$25,000,000	\$25,000,000	
Sub-HIP Pilot Program					
Fairfield: Pavement Preservation/Rehabilitation (for One Lake Apts. Linear Park Trail)	Fairfield	\$2,100,000		\$2,100,000	
Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable Housing)	Vacaville	\$1,900,000		\$1,900,000	
Marin County: Marin City Pedestrian Crossing Imps.	Marin County		\$300,000	\$300,000	
NVTA: Imola Park and Ride	NVTA	\$300,000		\$300,000	
Santa Rosa: Downtown Multi-modal and Fiber Improvements	Santa Rosa		\$400,000	\$400,000	
8. BAY AREA HOUSING INITIATIVES	TOTAL:	\$4,300,000	\$25,700,000	\$30,000,000	\$10,000,000
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE		STP	CMAQ		
TBD	TBD	\$52,900,000		\$52,900,000	\$34,593,076
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE	TOTAL:	\$52,900,000		\$52,900,000	\$34,593,076
10. REGIONAL STRATEGIC INVESTMENTS (RSI)		STP	CMAQ		
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	\$4,000,000		\$4,000,000	
GGB Suicide Deterrent System	GGBHTD	\$7,910,000		\$7,910,000	
Pavement Rehab (for Downtown Novato SMART Station)	Novato	\$617,000		\$617,000	
Old Redwood Highway Multi-Use Pathway	Larkspur		\$1,120,000	\$1,120,000	
Grand Ave Bridge	San Rafael		\$763,000	\$763,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael		\$1,000,000	\$1,000,000	
US 101 Marin-Sonoma Narrows	TAM	\$2,000,000		\$2,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	\$15,400,000		\$15,400,000	
US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)	TAM	\$61,708,245		\$61,708,245	\$13,942,852
I-80 Express Lanes in Solano County (Loan for RM3)	STA	\$99,840,510		\$99,840,510	
10. REGIONAL STRATEGIC INVESTMENTS (RSI)	TOTAL:	\$191,475,755	\$2,883,000	\$194,358,755	\$13,942,852
OBAG 2 REGIONAL PROGRAMS	TOTAL:	\$484,059,423	\$196,665,000	\$680,724,423	\$99,975,260

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