



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort
MetroCenter
Oakland, CA

Meeting Agenda

Metropolitan Transportation Commission

Dave Cortese, Chair Jake Mackenzie, Vice Chair

Wednesday, November 18, 2015

1:35 PM

Lawrence D. Dahms Auditorium

Note to the reader: Recommendations for items on this agenda may change due to actions taken by Committees after distribution of this packet. Any updated information will be provided at the Commission meeting.

This meeting is scheduled to be audiocast live on the Metropolitan Transportation Commission's Web site: www.mtc.ca.gov

Call Meeting to Order

1. Roll Call / Confirm Quorum
2. Chair's Report – Cortese
3. Policy Advisory Council Report – Randi Kinman
4. Executive Director's Report – Heminger
5. Commissioner Comments
6. Consent Calendar:

6a. [15-1024](#) Minutes - October 28, 2015.

Attachments: [6a October 28, 2015 Commission Meeting Minutes](#)

Programming and Allocations Committee

- 6b. [15-0980](#) MTC Resolution No. 4035, Revised. Revision to the first round of the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant program (OBAG 1) to add \$2.35 million to the Safe Routes to School (SRTS) Program.
- Action:** Commission Approval
- Attachments:** [6b Reso-4035 STP-CMAQ Revision to OBAG1](#)
- 6c. [15-0977](#) MTC Resolution No. 4175, Revised. 2015 Transportation Improvement Program (TIP) Amendment 2015-21.
- Action:** Commission Approval
- Attachments:** [6c Reso-4175 TIP Amend 2015-21](#)
- 6d. [15-0978](#) MTC Resolution No. 4187, Revised. Allocate \$1.2 million in FY 2015-16 Transportation Development Act (TDA) funds to Petaluma Transit in support of transit operations.
- Action:** Commission Approval
- Attachments:** [6d Reso-4187 Petaluma Transit Allocation](#)
- 6e. [15-0981](#) MTC Resolution No. 4205. Transportation Development Act (TDA) Triennial Audit report and approval of the 2015 Productivity Improvement Program (PIP).
- Action:** Commission Approval
- Attachments:** [6e Reso-4205 TDA Audit & PIP Approval](#)
- 6f. [15-0979](#) MTC Resolution No. 4206. Allocation of \$12 million in Regional Measure 2 (RM2) Capital funds to the Water Emergency Transportation Authority for the purchase of vessels for the Richmond ferry service.
- Action:** Commission Approval
- Attachments:** [6f Reso-4206 WETA Allocation](#)

Committee Reports

7. Administration Committee - Tissier

- 7a. [15-0973](#) MTC Resolution No. 4183, Revised. FY 2015-16 Overall Work Program (OWP) Amendment.

Approval of amendments to the FY 2015-16 OWP to include \$2.7 million in carry-over federal planning funds from FY 2014-15 and a reduction in Federal Highway Administration and Federal Transit Administration Planning funds of \$195,196.

Action: Commission Approval

Attachments: [7a_Reso-4183_FY16 OWP Amendment-corrected.pdf](#)

- 7b. [15-1025](#) MTC Resolution No. 4181, Revised. FY 2015-16 MTC Agency Budget Amendment.

Approval of the amended FY 2015-16 MTC Agency Budget to reflect the changes in Agenda Item 7a and the addition of an MTC/ABAG merger study.

Action: Commission Approval

Attachments: [7b_Reso-4181_MTC Budget Amendment-corrected.pdf](#)

Programming and Allocations Committee – Wiener

8. [15-1070](#) MTC Resolution No. 4202. Proposal for second round of the One Bay Area Grant Program.

Proposed Project Selection Criteria and Programming Policy for the second round of the One Bay Area Grant Program (OBAG 2) for the Surface Transportation Program / Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funds covering FY2017-18 through FY2021-22.

Action: Commission Approval

Attachments: [8_OBAG Memorandum to Commission_rev.pdf](#)

[8_Reso-4202_OBAG2 Grant Program_rev.pdf](#)

[8_Correspondence-Handouts.pdf](#)

Legislation Committee - Aguirre

9. [15-0925](#) AB x1-24 (Levine) Reconfiguration of MTC's Board

This bill would replace MTC's current 21-member board with a directly-elected board of an undetermined number of members and change MTC's name to the Bay Area Transportation Commission.

Action: Commission Approval

Attachments: [9 AB x1-24 \(Levine\)](#)

Planning Committee - Spering

10. [15-1015](#) MTC Resolution No. 4204, Revised. Remaining Performance Targets.

Recommendation for performance targets not already adopted (adequate housing, displacement risk, jobs / wages, and goods movement).

Action: Commission Approval

Attachments: [10 Resolution No. 4204, Revised](#)
[Res-4204 Revised After Committee - Handout 11.18.15](#)
[10 Res.4204,Revised-Amended Handout](#)

11. Public Comment / Other Business

12. Adjournment / Next Meeting

The Commission adjourned its meeting in memory of Mary King, former MTC Commissioner who passed away Sunday, November 15, 2015.

The next meeting of the Commission will be December 16, 2015, 1:35 p.m. in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, CA

Public Comment: The public is encouraged to comment on agenda items at Commission meetings by completing a request-to-speak card (available from staff) and passing it to the Commission 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 Commission 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: Commission 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 510.817.5757 or 510.810.5769 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 510.817.5757 或 510.817.5769 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 Titulo 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 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Commission 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 Commission. Actions recommended by staff are subject to change by the Commission.



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-1024 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 10/23/2015 **In control:** Metropolitan Transportation Commission

On agenda: 11/18/2015 **Final action:** 11/18/2015

Title: Minutes - October 28, 2015.

Sponsors:

Indexes:

Code sections:

Attachments: [6a_October 28, 2015Commission Meeting Minutes](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------



Metropolitan Transportation Commission Meeting Minutes

101 Eighth Street,
Joseph P. Bort
MetroCenter
Oakland, CA

Metropolitan Transportation Commission

Dave Cortese, Chair Jake Mackenzie, Vice Chair

Wednesday, October 28, 2015

9:45 AM

Lawrence D. Dahms Auditorium

1. Roll Call / Confirm Quorum

- Present:** 16 - Chairperson Cortese, Vice Chair Mackenzie, Commissioner Aguirre, Commissioner Baker, Commissioner Bates, Commissioner Campos, Commissioner Glover, Commissioner Haggerty, Commissioner Halsted, Commissioner Liccardo, Commissioner Luce, Commissioner Pierce, Commissioner Rein Worth, Commissioner Spering, Commissioner Tissier, and Commissioner Wiener
- Absent:** 2 - Commissioner Kinsey, and Commissioner Schaaf

Non Voting Members Present: Commissioner Azumbrado, Commissioner Giacomini, and Commissioner Sartipi

2. Chair's Report – Cortese

- 2a. [15-0935](#) Authorize the Executive Director to take steps to implement a Functionally Consolidated Planning Department.

Action: Commission Approval

The following individuals spoke on this item:
Pilar Lorenzana-Campo, NonProfit Housing
Bernie Chaden, San Francisco Tomorrow
Jim Davis, City of Sunnyvale
Egon Terplan, SPUR
John Rahaim, San Francisco Planning
Kearey Smith, MTC Committee for Staff Representation
Al Savay, City of San Carlos
Casey McCann, City of Brentwood
Bob Feinbaum, BATWG
Michele Rodriguez, City of San Pablo
Mike Moore, Retired Planner
Sonia Trowse, SF Bay Area Renters Federation
Brent Cooper, City of American Canyon
Kyle Huey, SF Bay Area Renters Federation
Collette Meunier
Lee Huo, ABAG
Christy LeFall, ABAG
Mark Shorrett, ABAG
Jerry Lahr, ABAG

Jeremy Madsen, Greenbelt Alliance
Lynette Gibson McElhaney, City of Oakland
Stuart Cohen, TRANSFORM
Leah Zippert, ABAG
Joe Chan, ABAG Retiree
Debbi Egter Van Wissekerke, ABAG Retiree
Kathleen Cha, ABAG Retiree
James Hill, ABAG
Josie Camacho, Alameda Labor Council
Gerald Cauthen, Bay Area Transportation Working Group
Garry Lion, Vice Mayor City of Mill Valley
Ezra Rapport, ABAG
Pat Ecklund, City of Novato
Gabriel Haaland, SEIU Local 1021
Ray Withy, Councilmember City of Sausalito
Rebecca Kaplan, Vice Mayor City of Oakland
Joyce Roy
David Schonbrunn, TRANSDEF
Steve Lowe, JLP/WOCA
Daryl Halls, Solano Transportation Authority
Leon Garcia, ABAG Executive Board
Miriam Chion, ABAG
Mark Green, Former MTC Commissioner
Ken Bukowski
Jane Kramer

- 2b. [15-0963](#) Approve Amendment #2 to the FY2014-15 MTC/ABAG Interagency Agreement, to extend through FY2015-16.

Action: Commission Approval.

Upon the motion by Chairperson Cortese and second by Commissioner Pierce, the Commission unanimously adopted Resolution No. 4210 as amended. The motion carried by the following vote:

Aye: 15 - Cortese, Mackenzie, Aguirre, Baker, Bates, Campos, Glover, Haggerty, Halsted, Luce, Pierce, Rein Worth, Spering, Tissier and Wiener

Absent: 3 - Kinsey, Liccardo and Schaaf

3. Policy Advisory Council Report – Randi Kinman

4. Executive Director's Report – Heminger

5. Commissioner Comments

6. Consent Calendar:

Upon the motion by Chairperson Spering and second by Commissioner Rein Worth, with the removal of item 6f to be voted independently, the Consent Calendar was unanimously approved by the following vote:

Aye: 15 - Cortese, Mackenzie, Aguirre, Baker, Bates, Campos, Glover, Haggerty, Halsted, Luce, Pierce, Rein Worth, Spering, Tissier and Wiener

Absent: 3 - Kinsey, Liccardo and Schaaf

6a. [15-0936](#) Minutes - September 23, 2015.

Action: Commission Approval

Administration Committee

6b. [15-0910](#) MTC Resolution No. 4203 - Small Business Enterprise (SBE) Construction Project Program.

Action: Commission Approval

Programming and Allocations Committee

6c. [15-0896](#) Revision to FY2015-16 Regional Measure 2 (RM2) Operating Program to add new projects. MTC Resolution 4185, Revised.

Action: Commission Approval

6d. [15-0897](#) Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant (OBAG) Program. MTC Resolution No. 4035, Revised.

Action: Commission Approval

6e. [15-0905](#) FY 2015-16 Fund Estimate Revision. MTC Resolution No. 4177, Revised.

Action: Commission Approval

6g. [15-0902](#) Revisions to the Transit Capital Priorities program for FY2014-15 and AB664 bridge toll program and allocations for FY2014-15. MTC Resolution Nos. 4162, Revised, 4163, Revised and 4165, Revised.

Action: Commission Approval

6h. [15-0904](#) Adoption of the 2015 Regional Active Transportation Program (ATP) Cycle 2 Program of Projects. MTC Resolution No. 4172, Revised.

Action: Commission Approval

Legislation Committee

6i. [15-0880](#) S. 1994 (Carper)

Tax Relief And #FixTheTrustFund For Infrastructure Certainty Act of 2015 (TRAFFIC)

Action: Support / Commission Approval

- 6f. [15-0899](#) Allocate \$45.1 million in FY2015-16 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to SamTrans and Union City in support of transit operations. MTC Resolution Nos. 4187, Revised and 4188, Revised.

Action: Commission Approval

Roland Lebrun was called to speak on agenda item 6f.

Upon the motion by Commissioner Spering and Second by Commissioner Tissier, the Commission unanimously approved Resolution Nos. 4187, Revised and 4188, Revised.

Committee Reports

7. Operations Committee - Haggerty

- 7a. [15-0771](#) Contract Approval: Amended and Restated Clipper® Memorandum of Understanding (MOU).

Amendment and restatement of the 2011 MOU between MTC and transit operators participating in the Clipper® program to clarify existing roles and responsibilities and define new roles and responsibilities for the ongoing operation and maintenance of Clipper®.

Action: Commission Approval

Upon the motion by Commissioner Haggerty and second by Commissioner Pierce, the Commission unanimously approved the Amended and Restated Clipper Memorandum of Understanding (MOU). The motion carried by the following vote:

Aye: 15 - Cortese, Mackenzie, Aguirre, Baker, Bates, Campos, Glover, Haggerty, Halsted, Luce, Pierce, Rein Worth, Spering, Tissier and Wiener

Absent: 3 - Kinsey, Liccardo and Schaaf

- 7b. [15-0831](#) MTC Resolution No. 3983, Revised: Clipper® Fare Payment System Operating Rules.

This resolution delegates future revisions to the Clipper® Fare Payment System Operating Rules to a regional Clipper® Executive Board effective upon the full execution of the Amended and Restated Clipper® MOU.

Action: Commission Approval

Upon the motion by Commissioner Haggerty and second by Commissioner Pierce, the Commission unanimously adopted Resolution No. 3983, Revised. The

motion carried by the following vote:

Aye: 15 - Cortese, Mackenzie, Aguirre, Baker, Bates, Campos, Glover, Haggerty, Halsted, Luce, Pierce, Rein Worth, Spering, Tissier and Wiener

Absent: 3 - Kinsey, Liccardo and Schaaf

8. Public Comment / Other Business

The following individuals spoke on this item:

Clarence R. Fischer, Center for Independent Living, Berkeley
Ken Bukowski

9. Adjournment / Next Meeting

The next meeting of the Commission will be November 18, 2015, at 1:35 p.m. in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, CA



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-0980 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 10/8/2015 **In control:** Programming and Allocations Committee
On agenda: 11/18/2015 **Final action:** 11/18/2015
Title: MTC Resolution No. 4035, Revised. Revision to the first round of the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant program (OBAG 1) to add \$2.35 million to the Safe Routes to School (SRTS) Program.

Sponsors:

Indexes:

Code sections:

Attachments: [6b Reso-4035 STP-CMAQ Revision to OBAG1](#)

Date	Ver.	Action By	Action	Result
11/4/2015	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4035, Revised. Revision to the first round of the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant program (OBAG 1) to add \$2.35 million to the Safe Routes to School (SRTS) Program.

Presenter:

Ross McKeown

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

November 4, 2015

MTC Resolution No. 4035, Revised

- Subject:** Revision to the first round of the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant program (OBAG 1) to add \$2.3 million to the Safe Routes to School (SRTS) Program.
- Background:** The OBAG 1 Program adopted by the Commission establishes commitments and policies for investing Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Regional Transportation Improvement Program (RTIP) funds for regional and local programs. The Commission originally approved this program through FY 2015-16, but in December 2014 extended the program through FY 2016-17 including funding for a year of the SRTS program at a reduced amount of \$2.6 million.
- In July 2015, staff presented a proposal to increase the funding for the SRTS program to make the program whole at \$25 million (\$5 million each year) for OBAG 1. This month, staff recommends programming \$2.4 million in additional funding to the SRTS Program to bring the total funding for the SRTS Program to \$5 million for FY 2016-17. This amount is consistent with the average annual programming level of the original four years of the program. Final county CMA amounts are shown in Appendix A-3 to Attachment A of Resolution 4035, Revised.
- Issues:** None
- Recommendation:** Refer MTC Resolution No. 4035, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 4035, Revised, Appendix A-3 to Attachment A and Attachment B-1

Date: May 17, 2012
W.I.: 1512
Referred by: Planning
Revised: 10/24/12-C 11/28/12-C 12/19/12-C
01/23/13-C 02/27/13-C 05/22/13-C
09/25/13-C 11/20/13-C 12/18/13-C
01/22/14-C 02/26/14-C 03/26/14-C
04/23/14-C 05/28/14-C 06/25/14-C
07/23/14-C 09/24/14-C 12/17/14-C
03/25/15-C 05/27/15-C 06/24/15-C
07/22/15-C 09/23/15-C 10/28/15-C
11/18/15-C

ABSTRACT

Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG) Project List

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed \$20 million of the \$40 million in the regional PDA Implementation program to eight CMAs and the San Francisco Planning Department for local PDA planning implementation. Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the \$20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

ABSTRACT

MTC Resolution No. 4035, Revised

Page 2

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities. As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

As referred by the Programming and Allocations Committee, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on May 22, 2013 to shift funding between components of the Freeway Performance Initiative Program with no change in total funding; and split the FSP/Incident Management project into the Incident Management Program and FSP/Callbox Program with no change in total funding; and redirect funding from ACE fare collection equipment to ACE positive train control; and add new OBAG projects selected by the Contra Costa Transportation Authority, Napa County Transportation and Planning Agency, City/County Association of Governments of San Mateo (CCAG), and the Solano Transportation Authority, including OBAG augmentation for CCAG Planning activities.

Attachments B-1 and B-2 were revised on September 25, 2013 to add new projects selected by various Congestion Management Agencies in the OneBayArea Grant, Regional Safe Routes to School, and Priority Conservation Area Programs.

ABSTRACT

MTC Resolution No. 4035, Revised

Page 3

Attachment A, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on November 20, 2013 to add new projects and make grant amount changes as directed by various Congestion Management Agencies in the OneBayArea Grant Program. Also the deadline for jurisdictions' adoption of general plans meeting the latest RHNA was updated to reflect the later than scheduled adoption of Plan Bay Area.

Attachment B-1 to the resolution was revised on December 18, 2013 to add an FPI project for environmental studies for the I-280/Winchester I/C modification.

Attachment B-2 was revised on January 22, 2014 to adjust project grant amounts as directed by various Congestion Management Agencies in the OneBayArea Grant Program, including changes as a result of the 2014 RTIP.

Attachments B-1 and B-2 were revised on February 26, 2014 to add six OBAG projects selected by the CMA's, make adjustments between two Santa Clara OBAG projects, and add three PDA Planning Program projects in Sonoma County.

Attachment B-1 was revised on March 26, 2014 to add 15 projects to the Transit Performance Initiative Program and 3 projects in Marin County to the North Bay Priority Conservation Area Program.

On April 23, 2014, Attachment B-1 was revised to add 13 projects to the Priority Conservation Grant Program, revise the grant amount for the BART Car Exchange Preventative Maintenance Project in the Transit Capital Rehabilitation Program, and add three projects to the Climate Initiatives Program totaling \$14,000,000.

As referred by the Planning Committee, Attachment B-1 was revised on May 28, 2014 to reflect Commission approval of the selection of projects for the PDA Planning Technical Assistance and PDA Staffing Assistance Programs.

As referred by the Programming and Allocations Committee, Attachment A and Attachment B-2 were revised on May 28, 2014 to change the program delivery deadline from March 31, 2016 to January 31, 2017, and to adjust two projects as requested by Congestion Management Agencies in the OneBayArea Grant Program.

ABSTRACT

MTC Resolution No. 4035, Revised

Page 4

On June 25, 2014, Attachment B-1 was revised to add an additional \$500,000 to the Breuner Marsh Project in the regional PCA Program and to identify a transportation exchange project (Silverado Trail Phase G) for the Soscot Headwaters Preserve Acquisition in the North Bay PCA Program, and to Redirect \$2,500,000 from Ramp Metering and Traffic Operations System (TOS) elements to the Program for Arterial System Synchronization (PASS), within the Freeway Performance Initiatives (FPI) Program.

On July 23, 2014, Attachment B-1 was revised to redirect \$22.0 million from the Cycles 1 & 2 Freeway Performance Initiatives (FPI) Programs and \$5 million from other projects and savings to the Golden Gate Bridge Suicide Deterrent System.

On September 24, 2014, Attachments B-1 and B-2 were revised to add 5 projects totaling \$19M to the Transit Performance Initiative Program (TPI), to shift funding within the Freeway Performance Initiative Program; to add a project for \$4 million for SFMTA for priority identified TPI funding; to provide an additional \$500,000 to the Freeway Performance Initiative (FPI); and to amend programming for two projects in Santa Clara County: San Jose's The Alameda "Beautiful Way" Phase 2 project, and Palo Alto's US-101/Adobe Creek Bicycle and Pedestrian Bridge project.

On December 17, 2014, Attachments A, B-1, and B-2 and Appendices A-1 and A-2 to Attachment A were revised to add a fifth year – FY 2016-17 - to the Cycle 2/OBAG 1 program to address the overall funding shortfall and provide additional programming in FY 2016-17 to maintain on-going commitments in FY 2016-17; make adjustments within the Freeway Performance Initiatives Program; rescind the Brentwood Wallace Ranch Easement Acquisition from the Priority Conservation Area (PCA) Program reducing the PCA program from \$5 million to \$4.5 million and use this funding to help with the FY 17 shortfall; identify two Santa Clara Local Priority Development Area Planning Program projects totaling \$740,305 to be included within MTC's Regional Priority Development Area Program grants; make revisions to local OBAG compliance policies for complete streets and housing as they pertain to jurisdictions' general plans update deadlines; add five car sharing projects totaling \$2,000,000 under the climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for \$2,684,772.

ABSTRACT

MTC Resolution No. 4035, Revised

Page 5

On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect \$1.0 million from the ALA-I-680 Freeway Performance Initiative (FPI) project to Preliminary Engineering (PE) for various FPI corridors and redirect \$270,000 in FPI Right of Way (ROW) savings to the SCL I-680 FPI project to cover an increase in Caltrans support costs; direct funding to the statewide local streets and roads needs assessment; identify specific Priority Development Area (PDA) planning grants in San Mateo County; delete the \$10.2 million Masonic Avenue Complete Streets project and add the SF Light Rail Vehicle Procurement project in San Francisco County; and redirect \$0.5 million from the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvement project to the San Tomas Expressway Box Culvert Rehabilitation project in Santa Clara County.

On May 27, 2015, Attachment B-1 was revised to add Round 3 (\$9,529,829) of the Transit Performance Incentive Program which involves 7 new projects and augmentations to 7 existing projects; and to add the Grand Avenue Bicycle / Pedestrian Improvements Project (\$717,000) in San Rafael to the Safe Routes to School Program, and delete the Bicycle sharing project (\$6,000,000).

On June 24, 2015, Attachment B-1 was revised to identify a \$265,000 Local Priority Development Area Planning Grant for the City of Palo Alto.

On July 22, 2015, Attachments B-1 and Attachment B-2 were revised to redirect \$3,000,000 from the SFMTA N-Judah Mobility Maximization project to the SFMTA Colored Lanes on MTC Rapid Network project within the Transit Performance Initiative program, identify a \$252,000 Safe Routes to Schools grant for San Mateo County, redirect \$2,100,000 in Freeway Performance Initiative funding from the Alameda County I-680 project to the Various Corridors – Caltrans Preliminary Engineering project, delete \$500,000 from the SMART Vehicle Purchase project in Sonoma County (revised from \$6,600,000 to \$6,100,000), and add the SMART Clipper Card Service project in Sonoma County for \$500,000.

On September 23, 2015, Attachment B-2 was revised to redirect \$6,100,000 from the SMART Vehicle Purchase project to the SMART San Rafael to Larkspur Extension project.

ABSTRACT

MTC Resolution No. 4035, Revised

Page 6

On October 28, 2015, Attachment B-1 and B-2 were revised to redirect \$350,000 from Vacaville's Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape project to Vallejo's Downtown Streetscape – Phases 3 and 4 project, and to redirect \$122,249 from Marin Transit's Preventive Maintenance program to the preliminary engineering phase of Marin Transit's Relocate Transit Maintenance Facility project.

On November 18, 2015, Attachment B-1 and Appendix A-3 to Attachment A were revised to increase the program amount for the Safe Routes to School Program by \$2.35 million increasing the FY 2016-17 program amount to \$5.0 million.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, May 13, 2015, and to the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee on June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, and November 4, 2015.

Date: May 17, 2012
W.I.: 1512
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

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

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

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

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

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

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

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

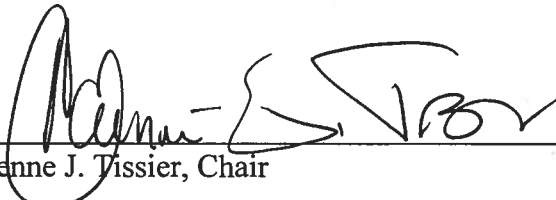
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

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

RESOLVED that the Executive Director shall make available a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

Appendix A-3

OBAG 1 Safe Routes to School County Distribution FY 2012-13 through FY 2016-17 November 2015

Safe Routes To School County Distribution

County	Public School Enrollment (K-12) *	Private School Enrollment (K-12) *	Total School Enrollment (K-12) *	Percentage	SubTotal	Supplemental	FY 13 - FY 17 Total
Alameda	214,626	24,537	239,163	21.5%	\$4,862,000	\$504,000	\$5,366,000
Contra Costa	166,956	16,274	183,230	16.4%	\$3,725,000	\$386,000	\$4,111,000
Marin	29,615	5,645	35,260	3.2%	\$717,000	\$74,000	\$791,000
Napa	20,370	3,036	23,406	2.1%	\$476,000	\$49,000	\$525,000
San Francisco	56,454	23,723	80,177	7.2%	\$1,630,000	\$169,000	\$1,799,000
San Mateo	89,971	16,189	106,160	9.5%	\$2,157,000	\$225,000	\$2,382,000
Santa Clara	261,945	38,119	300,064	26.9%	\$6,099,000	\$633,000	\$6,732,000
Solano	67,117	2,855	69,972	6.3%	\$1,422,000	\$148,000	\$1,570,000
Sonoma	71,049	5,787	76,836	6.9%	\$1,562,000	\$162,000	\$1,724,000
Total:	978,103	136,165	1,114,268	100%	\$22,650,000	\$2,350,000	\$25,000,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\tmp-4035_OBAG\[tmp-4035_Appendices to Att-A.xlsx]A-3 REG SR2S

* From California Department of Education for FY 2010-11

Attachment B-1

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 November 2015

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C
05/22/13-C 09/25/13-C 11/20/13-C 12/18/13-C
02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C
12/17/14-C 03/25/15-C 05/27/15-C 06/24/15-C
07/22/15-C 10/28/15-C 11/18/15-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
OBAG 1 REGIONAL PROGRAMS		\$457,329,000	\$40,000,000	\$497,329,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,701,000	\$0	\$1,701,000
MTC Planning	MTC	\$3,393,000	\$0	\$3,393,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning) TOTAL:		\$8,487,000	\$0	\$8,487,000
2. REGIONAL OPERATIONS (RO)				
511 - Traveler Information	MTC	\$57,800,000	\$0	\$57,800,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
SUBTOTAL		\$79,200,000	\$0	\$79,200,000
Incident Management Program	MTC/SAFE	\$12,240,000	\$0	\$12,240,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
SUBTOTAL		\$26,702,000	\$0	\$26,702,000
2. REGIONAL OPERATIONS (RO) TOTAL:		\$105,902,000	\$0	\$105,902,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Regional Performance Initiatives Implementation	MTC	\$5,750,000	\$0	\$5,750,000
Regional Performance Initiatives Corridor Implementation	MTC/SAFE	\$9,200,000	\$0	\$9,200,000
Program for Arterial System Synchronization (PASS)	MTC	\$9,000,000	\$0	\$9,000,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$500,000	\$0	\$500,000
SUBTOTAL		\$24,950,000	\$0	\$24,950,000
Ramp Metering and TOS Elements				
FPI - ALA I-580: SJ Co. Line to Vasco & Foothill to Crow Canyon	Caltrans	\$5,150,000	\$0	\$5,150,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	\$3,192,000	\$14,430,000	\$17,622,000
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$656,000	\$0	\$656,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	MTC/SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$8,118,000	\$0	\$8,118,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	\$975,000	\$0	\$975,000
FPI - Various Corridors - Caltrans Preliminary Engineering (PE)	Caltrans	\$7,200,000	\$19,570,000	\$26,770,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI - MRN 101 - SF Co Line - Son Co Line	Caltrans	\$10,000,000	\$0	\$10,000,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$270,000	\$0	\$270,000
SUBTOTAL		\$40,078,000	\$34,000,000	\$74,078,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI) TOTAL:		\$65,028,000	\$34,000,000	\$99,028,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)				
Pavement Management Program (PMP)	MTC	\$1,547,000	\$0	\$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$53,000	\$0	\$53,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP) TOTAL:		\$9,100,000	\$0	\$9,100,000
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION				
Regional PDA Implementation				
PDA Planning - ABAG	ABAG	\$2,000,000	\$0	\$2,000,000
SUBTOTAL		\$2,000,000	\$0	\$2,000,000
Transit Oriented Affordable Housing (TOAH)				
SF Park Parking Pricing (Transit Oriented Affordable Housing Exchange)	SFMTA	\$10,000,000	\$0	\$10,000,000
SUBTOTAL		\$10,000,000	\$0	\$10,000,000
Local PDA Planning				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0	\$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0	\$450,000
Local PDA Planning - Santa Clara	VTA	\$4,343,695	\$0	\$4,343,695
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0	\$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0	\$100,000
Local PDA Planning - Palo Alto	Palo Alto	\$265,000	\$0	\$265,000
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000

Attachment B-1

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 November 2015

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C
05/22/13-C 09/25/13-C 11/20/13-C 12/18/13-C
02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C
12/17/14-C 03/25/15-C 05/27/15-C 06/24/15-C
07/22/15-C 10/28/15-C 11/18/15-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
OBAG 1 REGIONAL PROGRAMS		\$457,329,000	\$40,000,000	\$497,329,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000
Regional PDA Planning				
<i>Regional PDA Implementation Priorities</i>				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$275,000	\$0	\$275,000
<i>PDA Planning</i>				
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0	\$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0	\$440,000
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0	\$250,000
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0	\$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	\$700,000	\$0	\$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0	\$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0	\$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0	\$750,000
<i>Staff Assistance</i>				
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000
Oakland Transportation Impact Review Streamlining	Oakland	\$300,000	\$0	\$300,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0	\$235,000
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0	\$200,000
<i>Technical Assistance</i>				
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000
SUBTOTAL		\$8,000,000	\$0	\$8,000,000
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION		TOTAL: \$40,000,000	\$0	\$40,000,000
6. CLIMATE INITIATIVES PROGRAM (CIP)				
<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$973,864	\$0	\$973,864
TAM Car Share CANAL	TAM	\$125,000	\$0	\$125,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	\$210,000	\$0	\$210,000
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130
Public Education Outreach	MTC	\$312,000	\$0	\$312,000
Transportation Demand Management	MTC	\$6,000,000	\$0	\$6,000,000
To Be Determined	TBD	\$6,000,000	\$0	\$6,000,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
6. CLIMATE INITIATIVES PROGRAM (CIP)	TOTAL:	\$14,312,000	\$6,000,000	\$20,312,000
* Selected and funded by the BAAQMD. Listed here for informational purposes only				
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)				
<i>Specific projects TBD by CMAs</i>				
Alameda County SRTS Program - Supplemental	ACTC	\$1,073,000	\$0	\$1,073,000
Contra Costa County SRTS Program - Supplemental	CCTA	\$822,000	\$0	\$822,000
Marin County SRTS Program - Supplemental	TAM	\$74,000	\$0	\$74,000
Napa County SRTS Program - Supplemental	NCTPA	\$105,000	\$0	\$105,000
San Francisco County SRTS Program - Supplemental	SFCTA	\$360,000	\$0	\$360,000
San Mateo County SRTS Program - Supplemental	SMCCAG	\$225,000	\$0	\$225,000
Santa Clara County SRTS Program - Supplemental	Santa Clara	\$1,346,000	\$0	\$1,346,000
Solano County SRTS Program - Supplemental	STA	\$314,000	\$0	\$314,000

Attachment B-1

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 November 2015

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C

05/22/13-C 09/25/13-C 11/20/13-C 12/18/13-C

02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C

06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C

12/17/14-C 03/25/15-C 05/27/15-C 06/24/15-C

07/22/15-C 10/28/15-C 11/18/15-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
OBAG 1 REGIONAL PROGRAMS		\$457,329,000	\$40,000,000	\$497,329,000
Sonoma County SRTS Program - Supplemental	SCTA	\$345,000	\$0	\$345,000
Alameda County SRTS Program	ACTC	\$4,293,000	\$0	\$4,293,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
San Rafael Grand Ave Bike/Ped Imps	San Rafael	\$717,000	\$0	\$717,000
Napa County SRTS Non-Infrastructure Program	NCTPA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,439,000	\$0	\$1,439,000
San Mateo County SRTS Program	SMCCAG	\$2,157,000	\$0	\$2,157,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,256,000	\$0	\$1,256,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)		TOTAL: \$25,000,000	\$0	\$25,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
Transit Capital Rehabilitation				
<i>Specific Projects TBD by Commission</i>				
ECCTA Replace Eleven 2001 40' Buses	ECCTA	\$636,763	\$0	\$636,763
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$15,502,261	\$0	\$15,502,261
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
Unanticipated Cost Reserve	TBD	\$2,000,000	\$0	\$2,000,000
SUBTOTAL		\$37,000,000	\$0	\$37,000,000
Transit Performance Initiative (TPI) Incentive Program				
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - ACE Positive Train Control	SJRR/ACE	\$129,156	\$0	\$129,156
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$3,340,781	\$0	\$3,340,781
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - Caltrain - Control Point Installation	Caltrain	\$2,840,952	\$0	\$2,840,952
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$465,899	\$0	\$465,899
TPI - Petaluma - Transit Signal Priority, Phase I & II	Petaluma	\$287,902	\$0	\$287,902
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Vacaville - City Coach Public Transit Marketing / Public Outreach	Vacaville	\$171,388	\$0	\$171,388
TPI - Marin Transit - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$116,728	\$0	\$116,728
TPI - Marin Transit - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249

Attachment B-1

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 November 2015

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C
05/22/13-C 09/25/13-C 11/20/13-C 12/18/13-C
02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C
12/17/14-C 03/25/15-C 05/27/15-C 06/24/15-C
07/22/15-C 10/28/15-C 11/18/15-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
OBAG 1 REGIONAL PROGRAMS		\$457,329,000	\$40,000,000	\$497,329,000
TPI - NCTPA - Bus Mobility Device Retrofits	NCTPA	\$120,988	\$0	\$120,988
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$992,535	\$0	\$992,535
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Caltrain - Map-Based Real-Time Train Display	Caltrain	\$44,000	\$0	\$44,000
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	\$177,060	\$0	\$177,060
TPI - CCCTA - TRANSITMIX Software Implementation Project	CCCTA	\$17,851	\$0	\$17,851
TPI - NCTPA - Am. Canyon Priority Signal Interconnection on SR 29	NCTPA	\$91,757	\$0	\$91,757
TPI - Santa Rosa CityBus - Clean Diesel Bus Purchase	Santa Rosa	\$525,787	\$0	\$525,787
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	\$114,656	\$0	\$114,656
Specific Transit Performance Initiative Incentive Program projects - TBD	TBD	\$23,457,617	\$0	\$23,457,617
SUBTOTAL		\$60,000,000	\$0	\$60,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM		TOTAL: \$98,000,000	\$0	\$98,000,000
9. TRANSIT PERFORMANCE INITIATIVE (TPI)				
TPI - Capital Investment Program				
TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
TPI-1 - SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA	\$2,383,860	\$0	\$2,383,860
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
TPI-1 - VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
TPI-1 - MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$4,784,880	\$0	\$4,784,880
TPI-2 - SFMTA Muni Forward Capital Transit Enhancements	SFMTA	\$3,205,680	\$0	\$3,205,680
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
Unprogrammed Transit Performance Initiative Reserve	TBD	\$27,284,312	\$0	\$27,284,312
9. TRANSIT PERFORMANCE INITIATIVE (TPI)		TOTAL: \$82,000,000	\$0	\$82,000,000
10. PRIORITY CONSERVATION AREA (PCA)				
North Bay PCA Program				
<i>Specific projects TBD by North Bay CMAs</i>				
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$100,000	\$0	\$100,000
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$80,000	\$0	\$80,000
Marin PCA - Thatcher Ranch Easement Acq. (pending exchange)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (pending exchange)	Novato	\$500,000	\$0	\$500,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (Silverado Trail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
SUBTOTAL		\$5,000,000	\$0	\$5,000,000
Peninsula, Southern and Eastern Counties PCA Program				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$4,500,000	\$0	\$4,500,000
10. PRIORITY CONSERVATION AREA (PCA)		TOTAL: \$9,500,000	\$0	\$9,500,000
OBAG 1 REGIONAL PROGRAMS TOTAL		TOTAL: \$457,329,000	\$40,000,000	\$497,329,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4035_ongoing\lmp-4035_Attach_B-1_11-18-15.xlsx\Attach B-1 11-18-15



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-0977 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 10/8/2015 **In control:** Programming and Allocations Committee
On agenda: 11/18/2015 **Final action:** 11/18/2015
Title: MTC Resolution No. 4175, Revised. 2015 Transportation Improvement Program (TIP) Amendment 2015-21.

Sponsors:

Indexes:

Code sections:

Attachments: [6c Reso-4175 TIP Amend 2015-21](#)

Date	Ver.	Action By	Action	Result
11/4/2015	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4175, Revised. 2015 Transportation Improvement Program (TIP) Amendment 2015-21.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

November 4, 2015

Resolution No. 4175, Revised

Subject: 2015 Transportation Improvement Program (TIP) Amendment 2015-21.

Background: The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes during the four-year period from fiscal year 2014-15 through fiscal year 2017-18. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area, is required to prepare and adopt an updated TIP every four years. The 2015 TIP was adopted by the Commission on September 24, 2014, and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 15, 2014. The 2015 TIP is valid for four years. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on the Internet at: <http://www.mtc.ca.gov/funding/tip/>.

Amendment 2015-21 makes revisions to 11 projects with a net increase in funding of approximately \$77 million. Among other changes, the revision:

- Updates the scopes of three Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and revises the funding plans of two other STP/CMAQ funded projects to reflect the transfer of funding from Vacaville's Ulati Creek Bicycle and Pedestrian Path & Streetscape project to Vallejo's Downtown Streetscape project;
- Updates the funding plan and back-up listing for the State Highway Operations and Protection Program (SHOPP) Bridge Rehabilitation and Reconstruction Program grouped listing to reflect the latest information from Caltrans, including the addition of \$13.9 million in SHOPP funding;
- Updates the funding plan of the Sonoma Marin Area Rail Corridor project to add additional funding for the San Rafael to Larkspur extension (\$13.9 million in Regional Measure 2 funding and \$20 million in Regional Transportation Plan – Long-Range Plan Funds) and to update the total cost of the project;
- Amend Bay Area Rapid Transit's Transit-Oriented Development (TOD) Pilot Planning Program into the TIP with \$1.1 million in Federal Transit Administration TOD Planning Pilot Program funds; and
- Archive one project as it has been completed.

The revisions made pursuant to this amendment will not change the air quality conformity finding or conflict with the financial constraint

requirements of the TIP; therefore, a conformity determination is not required and the 2015 TIP remains financially constrained. The TIP Revision Summary for this amendment is attached and is also available in the MTC/ABAG Library in Oakland, CA, and is posted on the Internet at: <http://www.mtc.ca.gov/funding/tip/revisions>.

The TIP public participation process also serves to satisfy the public involvement requirements of the FTA annual Program of Projects, for applicable funds.

This amendment will be transmitted to Caltrans after the Commission's approval; after its review, Caltrans will forward the amendment to FTA/FHWA as required for final federal agency review and final approval.

Issues: None

Recommendation: Refer Resolution No. 4175, Revised to the Commission for approval.

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2015-21
MTC Resolution No. 4175, Revised

**TIP Revision Summary
2015-21**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA130014	Oakland	7th Street West Oakland Transit Village, Phase II	Update the project scope to add traffic signal modifications, street and pedestrian lights, storm drain system modifications and street resurfacing and change the fund source for \$3.3M in FY17 CON funds from CMAQ to STP	\$0	0.0%
MRN070002	Mill Valley	Mill Valley - Miller Avenue Rehabilitation	Update the project scope to refine the limits of the project	\$0	0.0%
SCL130001	Sunnyvale	SR 237/US 101/Mathilda Interchange Modifications	Update the funding plan to reprogram \$2M in PE Local from FY13 to FY15 and \$2M in ROW Sales Tax from FY16 to FY17 and add \$7M in FY17 PE Local and \$14M in FY19 CON RTP-LRP	\$21,000,000	140.0%
SCL130014	Los Gatos	Hillside Road Preservation	Archive project as it has been completed	\$0	0.0%
SCL130028	Sunnyvale	Sunnyvale/Saratoga Traffic Signal, Bike/Ped Safety	Update the project description to remove the Sunnyvale-Saratoga Road at El Camino Real intersection portion of the project; update the funding plan to reprogram \$524K in CON CMAQ from FY16 to FY17; update the regional air quality description	\$0	0.0%
SCL130029	Sunnyvale	Fair Oaks Avenue Bikeway and Street Enhancements	Update the project description to include sidewalk enhancements and rehabilitation and update the funding plan to change the source for \$241K in CON funds from CMAQ to STP	\$0	0.0%
SOL110035	Vallejo	Vallejo Downtown Streetscape	Update the funding plan to add \$317K in FY15 CON STP, \$41K in FY15 CON Local, \$33K in FY16 CON STP and \$4K in FY16 CON Local funds that are being transferred from SOL130006	\$395,000	10.1%
SOL130006	Vacaville	Ulatis Creek Bike/Ped Path & Stscpe McCellan-Depot	Update the funding plan to remove \$350K in CON CMAQ and \$45K in CON Local as the project will not be moving forward as a federal project. CMAQ funds will be converted to STP and transferred to SOL110035 along with \$45K in Local funds	-\$395,400	-70.0%
System: State Highway					
VAR110044	Caltrans	GL: Bridge Rehab and Reconstruction - SHOPP	Update the funding plan and back-up listing to reflect the latest programming information from Caltrans including the addition of \$13.9M in SHOPP funding	\$13,939,000	2.4%
System: Transit					
REG150005	Bay Area Rapid Transit District (BART)	Transit-Oriented Development Pilot Planning Progra	Amend a new exempt project into the TIP with \$1.1M in Other Federal (FTA TOD Planning Pilot Program) and \$320K in Other Local funds	\$1,420,000	~%
SON090002	Sonoma Marin Area Rail Transit (SMART)	Sonoma Marin Area Rail Corridor	Update the funding plan to add \$20M in FY16 CON RM2, \$500K in FY16 CON Sales Tax and \$20M in FY19 CON RTP-LRP funds to reflect the full cost of the project	\$40,532,873	7.5%
Total Funding Change:				\$76,891,473	

TIP Revision Summary

Attachment 1

	Federal	State	Regional	Local	Total	2015 TIP Only
Current:	\$34,918,720	\$672,981,000	\$38,999,025	\$412,169,474	\$1,159,068,219	\$551,487,565
Proposed:	\$36,018,720	\$686,920,000	\$58,999,025	\$454,021,947	\$1,235,959,692	\$596,346,165
Delta:	\$1,100,000	\$13,939,000	\$20,000,000	\$41,852,473	\$76,891,473	\$44,858,600

Date: September 24, 2014
W.I.: 1512
Referred by: PAC
Revised: 12/17/14-C 02/25/15-C 04/22/15-C
05/27/15-C 07/22/15-C 09/23/15-C
11/18/15-C

ABSTRACT

Resolution No. 4175, Revised

This resolution adopts the 2015 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2015 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 10, 2014, December 10, 2014, February 11, 2015, April 8, 2015, May 13, 2015, July 8, 2015 and September 9, 2015, the Planning Committee summary sheet dated September 11, 2015, and the Programming & Allocations Committee summary sheet dated November 4, 2015. This resolution was revised as outlined below. Additional information for each revision is included in attachment B: 'Revisions to the 2015 TIP'.

2015 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
15-01	Admin. Modification	73	\$8,615,185	12/22/2014	12/22/2014
15-02	Amendment	150	1,391,772,107	12/17/2014	2/2/2015
15-03	Admin. Modification	23	13,255,907	2/9/2015	2/9/2015
15-04	Admin. Modification	21	7,357,165	2/25/2015	2/25/2015
15-05	Admin. Modification	23	6,,232,283	4/2/2015	4/2/2015
15-06	Amendment	23	64,304,889	2/25/2015	4/7/2015
15-07	Admin. Modification	19	2,987,431	5/5/2015	5/5/2015
15-08	Admin. Modification	12	13,486,116	6/1/2015	6/1/2015
15-09	Amendment	26	116,688,953	4/22/2015	6/3/2015
15-10	Admin. Modification	18	6,538,872	7/2/2015	7/2/2015
15-11	Amendment	34	111,557,395	5/27/2015	6/29/2015

ABSTRACT

MTC Resolution No. 4175, Revised

Page 2

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
15-12	Admin. Modification	15	\$14,932,722	7/31/2015	7/31/2015
15-13	Admin. Modification	29	6,179,978	8/28/2015	8/28/2015
15-14	Amendment	13	241,439,661	7/22/2015	8/19/2015
15-15	Admin. Modification	83	74,000	10/5/2015	10/5/2015
15-16	Admin. Modification	Pending	Pending	Pending	Pending
15-17	Amendment	81	11,988,189	9/23/2015	Pending
15-18	Amendment	1	73,584,000	9/23/2015	Pending
15-19	Admin. Modification	Pending	Pending	Pending	Pending
15-20	Admin. Modification	Pending	Pending	Pending	Pending
15-21	Amendment	11	\$76,891,473	11/18/15	Pending
Net Funding Change		655	\$2,167,886,326		
Absolute Funding Change			\$2,167,886,326		

Date: September 24, 2014
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2015 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4175

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code Section 66500 et seq.; and

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) requires the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds or that are subject to a federally required action, or that are regionally significant; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757), which establish the Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.324(i)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, federal regulations (23 CFR §450.330(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 4175, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4176 that the 2015 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM_{2.5}) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM_{2.5} SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 2015 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2015 TIP in cooperation with the county Congestion Management Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

RESOLVED, that the 2015 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 3821, Revised) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2015 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2015 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 4175, and MTC Resolution 3606, Revised; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public hearing and public participation process conducted for the 2015 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

RESOLVED, that except as to those projects that are identified as administratively approved in Attachment A, the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or provisions in federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP was accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757); and, be it further

RESOLVED, that MTC finds that the 2015 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and national carbon monoxide standard, and to the emissions test for the national fine particulate matter standard (MTC Resolution 4176); and, be it further

RESOLVED, that the projects and programs included in the 2015 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

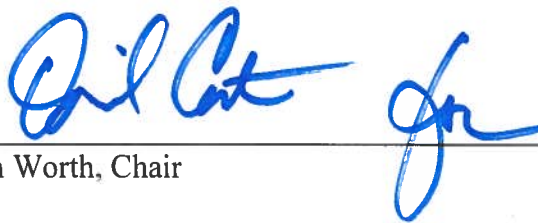
RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2015 TIP are consistent with Plan Bay Area (the 2040 Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area); and, be it further

RESOLVED, that revisions to the 2015 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4175, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) and as otherwise adopted by MTC; and, be it further

RESOLVED, that staff have the authority to make technical corrections, and the Executive Director and Deputy Executive Directors have signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by Caltrans and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution to FHWA, the FTA, U.S. EPA, Caltrans, the Association of Bay Area Governments (ABAG), and to such other agencies and local officials as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on September 24, 2014.

Date: September 24, 2014
W.I.: 1512
Referred by: PAC
Revised: 12/17/14-C 02/25/15-C 04/22/15-C
05/27/15-C 07/22/15-C 09/23/15-C
11/18/15-C

Attachment B
Resolution No. 4175, Revised
Page 1 of 12

Revisions to the 2015 TIP

Revisions to the 2015 Transportation Improvement Program (TIP) will be included as they are approved.

Revision 15-01 is an administrative modification that revises 73 projects with a net increase in funding of \$8.6 million. The revision was approved into the FSTIP by the deputy executive director on December 22, 2015. Among other changes, the revision:

- Updates the funding plan of MTC's Regional Planning Activities and PPM listing to reflect the programming of \$1 million in Transportation Investment Generating Economic Recovery (TIGER) funds;
- Updates the funding plans of the Regional Bicycle Sharing Program and Reconstruct I-80/San Pablo Dam Rd Interchange project to reflect the programming of \$7.7 million and \$682,000 in Alternative Transportation Program (ATP) Regional funds, respectively;
- Updates the funding plans of six Transit Capital Priority (TCP) funded projects, to reflect the FY14-15 TCP Program of Projects and the latest information on the FY13-14 Program, including the addition of \$6.5 million in FTA 5337 funds and removal of \$158,000 in FTA 5307 funds;
- Updates the funding plans of 40 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, including the addition of \$6.6 million in STP/CMAQ funds and the transfer of \$3 million in STP funds from the Freeway Performance Initiative (FPI) project to the Regional Arterial Operations and Signal Timing project;
- Updates the San Mateo Local Priority Development Area (PDA) Planning project to split off a portion of the project's scope and funding to three new local PDA projects in Millbrae, Redwood City, and Belmont;
- Updates the funding plans of two Highway Safety Improvement Program (HSIP) funded projects and updates the funding plan and back-up listing of the HSIP grouped listing to reflect the latest information from Caltrans, including the removal of \$3.3 million in HSIP funds and the splitting out of the scope and funding for three projects to the individually listed Concord New and Upgraded Signals at Various Locations project;
- Updates the funding plans of seven Highway Bridge Program (HBP) funded projects to reflect the latest programming information from Caltrans, including the addition of \$2.9 million in HBP funds; and

- Updates the funding plans and back-up listings of two State Highway Operations and Protection Program (SHOPP) funded grouped listings to reflect the latest information from Caltrans, including the addition of \$11.5 million in SHOPP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$1 million in TIGER funds, \$8.4 million in ATP funds, \$1.2 million in HBP funds, and \$11.5 million in SHOPP funds. MTC's 2015 TIP, as revised with Revision No. 2015-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-02 is an amendment that revises 150 projects with a net increase in funding of approximately \$1.39 billion. The revision was referred by the Programming and Allocations Committee on December 10, 2014 and approved by the MTC Commission on December 17, 2014. Caltrans approval was received on January 9, 2015, and final federal approval was received on February 2, 2015. Among other changes, the revision:

- Amends 24 new exempt Transit Capital Priority Program (TCP) funded projects into the TIP and updates the funding plans of 55 existing TCP funded projects to reflect the adoption of the FY2014-15 TCP Program of Projects, including the programming of approximately \$379 million in Federal Transit Administration (FTA) formula funding;
- Amends two new exempt Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects into the TIP and updates the funding plans of 12 other STP/CMAQ funded projects to reflect the latest programming decisions and obligations, including the programming of Transit Performance Initiative (TPI) funds for three projects;
- Amends 14 new exempt Active Transportation Program (ATP) funded projects into the TIP and updates the funding plans of four existing projects to reflect the programming of ATP funds;
- Amends three new locally-funded exempt project, one new locally-funded non-exempt-not regionally significant project, and the preliminary engineering phase of one new locally-funded non-exempt projects into the TIP;
- Updates the project description, funding plan, and regional air quality conformity project type for Solano County's Redwood Parkway-Fairgrounds Drive Interchange Improvements project to reflect that the project has changed from a study to a non-exempt construction project;
- Updates the funding plan of the San Francisco County Transportation Authority's Van Ness Avenue Bus Rapid Transit project to increase the total cost of the project by approximately \$37 million to reflect the total cost of project implementation;
- Updates the funding plan of BART's Hayward Shop and Yard Expansion project to add approximately \$39 million in prior year Proposition 1A funding;
- Updates the funding plans of the Golden Gate Bridge Highway and Transportation District's Golden Gate Bridge Seismic Retrofit Phase 3B and Golden Gate Bridge Suicide Deterrent-Safety Barrier projects to reflect the use of advanced construction financing;

- Updates the funding plan of the San Francisco Municipal Transportation Agency's Motor Coach Expansion project to reflect the award of approximately \$9 million in funding available through the FTA's Ladders of Opportunity Initiative (LOI) grant program;
- Updates the funding plan of the Water Emergency Transportation Authority's Central Bay Operations and Maintenance Facility project to reflect the award of \$3 million in funding available through the FTA's Passenger Ferry Grant Program;
- Archives two projects as they have been completed;
- Updates the funding plans and back-up listings of nine Caltrans managed grouped listings and amends one new exempt project into the TIP to reflect the latest programming decisions, including the addition of \$343 million in State Highway Operation and Protection Program funding; and
- Updates the funding plans of eight individually-listed Highway Bridge Program (HBP) projects and one Highway Safety Improvement Program funded project and amends one HBP funded exempt project into the TIP to reflect the latest information from Caltrans.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 15-03 is an administrative modification that revises 23 projects with a net increase in funding of approximately \$13.3 million. The revision was approved into the FSTIP by the deputy executive director on February 9, 2015. Among other changes, the revision:

- Updates the funding plans of nine Regional Planning Activities and PPM listings to reflect the programming of \$7.35 million in Surface Transportation Program (STP) funds;
- Updates the Regional Car Sharing project to add \$220,000 in Strategic Growth Council Sustainable Communities funds for the Santa Rosa Car Share portion of the project and split out the project's scope and funding to six individual projects listings for Hayward, Oakland, Santa Rosa, San Mateo, Contra Costa County, and Marin County based on a recent programming action;
- Updates the funding plan of the Adobe Creek/Highway 101 Bicycle Pedestrian Bridge project to change the fund source of \$1.35 million from local funds to Regional Improvement Program (RIP) funds;
- Updates the funding plans of three STP/Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects, with no net increase in programmed amounts; and
- Updates the funding plan of the Non-Motorized Transportation Pilot Program – Marin County project to add \$529,000 in Earmark-NMTPP funds to prior years and reprogram prior year funds to reconcile programming with obligation.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$220,000 in Strategic Growth Council Sustainable Communities funds. MTC's 2015 TIP, as revised with Revision No. 2015-03, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-04 is an administrative modification that revises 21 projects with a net increase in funding of approximately \$7.4 million. The revision was approved into the FSTIP by the deputy executive director on February 25, 2015. Among other changes, the revision:

- Updates the funding plans of 10 Transit Capital Priority (TCP) funded projects, with no net increase in programmed amounts;
- Updates the funding plans of four Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, with no net increase in programmed amounts;
- Updates the funding plan and back-up listing of the Railway/Highway Crossing grouped listing to reflect the latest information from Caltrans, including the addition of \$825,000 in State STP funds;
- Updates the funding plan and back-up listing of the Local Highway Bridge Program (HBP) grouped listing to reflect the latest information from Caltrans, including the addition of \$3.3 million in HBP funds and \$424,000 in local funds; and
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans, including the addition of \$851,000 in HSIP funds and \$1.7 million in local funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$825,000 in State STP funds, \$3.3 million in HBP funds, and \$851,000 in HSIP funds. MTC's 2015 TIP, as revised with Revision No. 2015-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-05 is an administrative modification that revises 23 projects with a net increase in funding of approximately \$6.2 million. The revision was approved into the FSTIP by the deputy executive director on April 2, 2015. Among other changes the revision:

- Updates the funding plans of 10 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, including the addition of \$320,526 in CMAQ funds;
- Updates the funding plans of four Non-Motorized Transportation Pilot Program (NMTPP) funded projects, including the addition of \$189,682 in NMTPP funds;
- Updates the implementing agency of the US 101 Doyle Drive Replacement project from San Francisco County Transportation Authority to Caltrans, and updates the funding plan of the project with no net change in programmed amounts;
- Updates the funding plans of four Transit Capital Priority (TCP) funded projects, with the addition of \$2.8 million in 5307 funds and \$387,398 in 5339 funds; and
- Updates the funding plan of AC Transit's East Bay Bus Rapid Transit project to change the fund source of \$25.6 million in RTP-LRP funds to FTA Small Starts funds and for \$925,000 from Bridge Toll to Transportation Fund for Clean Air (TFCA) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$189,682 in NMTPP funds, \$25.6 million in Small Starts funds, and \$925,000 in TFCA funds. MTC's 2015 TIP, as revised with Revision No. 2015-05, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-06 is an amendment that revises 23 projects with a net increase in funding of approximately \$64 million. The revision was referred by the Programming and Allocations Committee on February 11, 2015 and approved by the MTC Commission on February 25, 2015. Caltrans approval was received on February 27, 2015 and final federal approval was received on April 7, 2015. Among other changes, the revision:

- Updates the funding plans of three projects funded through the Non-Motorized Transportation Pilot Program (NMTPP) and amends one previously archived, exempt, NMTPP funded project back into the TIP to reflect the latest programming decisions;
- Amends five new exempt projects and one new non-exempt project into TIP with funding available through the Federal Transit Administration's (FTA) Passenger Ferry Grant Program, the Federal Highway Administration's (FHWA) Ferry Boat Program, the Surface Transportation Program (STP), the Transit Capital Priorities (TCP) Program and local programs;
- Amends two new grouped listings into the TIP and updates the funding plan and back-up listing of one existing grouped listing to reflect the latest information from Caltrans; and
- Deletes one locally funded project from the TIP as the funding has been redirected.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 15-07 is an administrative modification that revises 19 projects with a net increase in funding of approximately \$3 million. The revision was approved into the FSTIP by the deputy executive director on May 5, 2015. Among other changes the revision:

- Updates the funding plans of three Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, including changing the fund source of \$10,623,591 in local funds to CMAQ funds;
- Updates the funding plan of the San Francisco Ferry Terminal/Berthing Facilities project, including changing the fund source of \$27,367,854 in RTP-LRP funds and \$200,000 in Sales Tax funds to \$24,000,000 in Proposition 1B funds, \$2,660,200 in Regional Measure 2 funds, and \$907,654 in FHWA Ferry Boat Formula funds;
- Updates the funding plan of the I-80/San Pablo Dam Rd Interchange Reconstruction project to change the fund source of \$1,318,000 in Sales Tax funds to Alternative Transportation Program (ATP) funds;
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans, including the addition of \$1.7 million in HSIP funds and the splitting out of the scope and funding

for one individually listed Contra Costa Boulevard Improvement (Beth to Harriet) project;

- Updates the funding plan and back-up listing of the Bridge Rehabilitation and Reconstruction State Highway Operations and Protection Program (SHOPP) funded grouped listing to reflect the latest information from Caltrans, including the addition of \$311,000 in SHOPP funds;
- Updates the funding plan and back-up listing of the Railroad/Highway Crossings grouped listing to reflect the latest information from Caltrans, including the addition of \$1,465,200 in State STP funds; and
- Updates the funding plans of five Highway Bridge Program (HBP) funded projects with no net change in program amounts.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$907,654 in FHWA Ferry Boat Formula funds, \$1,318,000 in ATP funds, \$1,673,377 in HSIP funds, \$311,000 in SHOPP funds, \$24 million in Proposition 1B funds, and \$1,465,200 in State STP funds. MTC's 2015 TIP, as revised with Revision No. 2015-07, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-08 is an administrative modification that revises 12 projects with a net increase in funding of approximately \$13.5 million. The revision was approved into the FSTIP by the deputy executive director on June 1, 2015. Among other changes the revision:

- Updates the funding plans of five Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, including the addition of \$6.2 million in STP funds;
- Updates the funding plan of three Transit Capital Priority program funded projects, including the addition of \$370,520 in FTA Section 5307 funds and \$174,228 in FTA Section 5339 funds;
- Updates the funding plan and back-up listing of the Enhanced Mobility of Seniors and Persons with Disabilities Program grouped listing to reflect the latest information, including the addition of \$3.3 million in FTA Section 5310 funds; and
- Updates the funding plan and back-up listing of the Railroad/Highway Crossings grouped listing to reflect the latest information from Caltrans, including the addition of \$3.2 million in State STP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3.3 million in prior year FTA Section 5310 funds, \$3,268 in Proposition 1B funds, and \$3.2 million in State STP funds. MTC's 2015 TIP, as revised with Revision No. 2015-08, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-09 is an amendment that revises 26 projects with a net increase in funding of approximately \$117 million. The revision was referred by the Programming and Allocations

Committee on April 8, 2015, and approved by the MTC Commission on April 22, 2015. Caltrans approval was received on May 7, 2015, and final federal approval was received on June 3, 2015. Among other changes, the revision:

- Updates the funding plans of seven projects funded through the Transit Capital Priorities program, including the addition of \$6.6 million in Federal Transit Administration Section 5307 funding;
- Updates the scope of SFMTA's Additional Light Rail Vehicles to Expand Muni Rail project to include 10 additional vehicles and increase the cost of the project by \$92 million to reflect the expanded scope of the project;
- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and updates the scopes of two other STP/CMAQ funded projects to reflect the latest project changes;
- Adds one new grouped listing (GL: Lifeline Cycle 4 5307 JARC) and nine new exempt projects to the TIP; and
- Deletes the non-exempt, not regionally significant, Masonic Avenue Complete Streets project from the TIP as it is not a federal project.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 15-10 revises 18 projects with a net increase in funding of approximately \$6.5 million. The revision was approved into the FSTIP by the deputy executive director on July 2, 2015. Among other changes, this revision:

- Updates the funding plans of nine Active Transportation Program (ATP) funded projects, including changing the fund source of \$8.9 million in local funds to ATP funds;
- Updates the funding plan of MTC's Regional Bike Sharing Program to change the fund source of \$7.7 million in ATP and \$7 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to local funds;
- Updates the Santa Clara County Local Priority Development Area (PDA Planning project to split off a portion of the project's scope and funding to a new local PDA planning project in Palo Alto;
- Updates the funding plan and back-up listings of two State Highway Operations and Protection Program (SHOPP) funded grouped listings to reflect the latest information from Caltrans, including the addition of \$6.6 million in SHOPP funds;
- Updates the funding plan and back-up listing of the FTA 5311 Rural Area funded grouped listing to reflect the latest project information, including the addition of approximately \$300,000 in FTA 5311f and \$242,000 in local funds;
- Updates the funding plan and back-up listing of the Lifeline Cycle 4 FTA 5307 JARC funded grouped listing to reflect the latest project information, including the removal of approximately \$608,000 in local funds; and
- Updates the funding plan and back-up listing of the New Freedom Small Urban Area and Rural Program funded group listing to reflect the latest information, with no net change in funding.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$6,648,000 in SHOPP funds, \$1,225,000 in ATP funds, and \$300,000 in FTA 5311f funds. MTC's 2015 TIP, as revised with Revision No. 2015-10, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-11 is an amendment that revises 34 projects with a net increase in funding of approximately \$112 million. The revision was referred by the Programming and Allocations Committee on May 13, 2015, and approved by the MTC Commission on May 27, 2015. Caltrans approval was received on June 5, 2015, and final federal approval was received on June 29, 2015. Among other changes, the revision:

- Updates the funding plans of five Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and adds five new exempt and one new non-exempt, not regionally significant STP/CMAQ funded projects to the TIP to reflect new programming through the Transit Performance Initiative – Incentive Program and the Safe Routes to School Program;
- Updates the funding plans of seven projects and adds one exempt project to the TIP to reflect changes in the Transit Capital Priorities Program;
- Adds one new exempt project funded through the Federal Highway Administration's Integrated Corridor Management Deployment Planning Grant Program;
- Updates the funding plans and back-up listings of two State Highway Operations and Preservation Program funded grouped listings to reflect the latest programming information from Caltrans;
- Update the funding plans of three individually listed projects and the funding plan and back-up listing of one grouped listing to reflect changes in the Highway Bridge Program;
- Deletes one project from the TIP as it will not be implemented; and
- Archives three projects from the TIP as they have been completed.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 15-12 revises 15 projects with a net increase in funding of approximately \$15 million. The revision was approved into the FSTIP by the executive director on July 31, 2015. Among other changes, this revision:

- Updates the funding plans of two projects to reflect the programming of Active Transportation Program (ATP) funded projects;
- Updates the funding plan of the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans and to transfer \$391,600 in HSIP funds to an individual listing;
- Updates the State Highway Operation and Protection Program (SHOPP) Minor Program grouped listing to reflect the latest information from Caltrans including the addition of \$8.6 million in SHOPP Minor funds;

- Updates the funding plans of three project to reflect recent changes to the State Transportation Improvement Program (STIP) including changing the fund source for \$3.7 million from STIP to Proposition 1B; and
- Updates the funding plans of two projects to reflect the programming of Federal Transit Administration 5307 funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$8.6 million in SHOPP Minor Program funds, \$297,000 in High Priority Project funds, \$169,185 in Value Pricing Pilot Program funds and \$3.7 million in Proposition 1B funds. MTC's 2015 TIP, as revised with Revision No. 2015-12, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-13 revises 29 projects with a net increase in funding of approximately \$6.2 million. The revision was approved into the FSTIP by the executive director on August 28, 2015. Among other changes, this revision:

- Updates the funding plans of nine Surface Transportation Program/ Congestion Mitigation and Air Quality Improvement Program funded projects to reflect the latest programming decisions;
- Splits out Palo Alto's Local Priority Development Area (PDA) Planning project from the Santa Clara countywide Local PDA Planning project;
- Splits out the Value Pricing Pilot Program funded UC Berkeley Parking Price Auction Study from the Regional Planning Activities and Planning/ Programming/Monitoring (PPM) project;
- Updates the funding plan of VTA's Regional Planning Activities and PPM project to reflect the award of \$200,000 in Federal Transit Administration (FTA) Ladders of Opportunity Initiative (LOI) grant funding;
- Updates the funding plans and back-up listings of three Caltrans managed State Highway Operation and Protection Program (SHOPP) grouped listing to reflect the latest information from Caltrans including the addition of \$13.3 million in SHOPP funds and programs \$23 million in SHOPP funds to the Freeway Performance Initiative project; and
- Updates the funding plans of three Non-Motorized Transportation Pilot Program (NMTTP) funded projects to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$36 million in SHOPP funds, \$7,044 in NMTTP funds, \$200,000 in FTA LOI funds, and \$3 million in FTA transfers from a prior FTIP. MTC's 2015 TIP, as revised with Revision No. 2015-13, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-14 is an amendment that revises 13 projects with a net increase in funding of approximately \$241 million. The revision was referred by the Programming and Allocations Committee on July 8, 2015, and approved by the MTC Commission on July 22, 2015. Caltrans

approval was received on July 28, 2015, and final federal approval was received on August 19, 2015. Among other changes, the revision:

- Updates the project listing for Bay Area Rapid Transit's (BART) Station Modernization Program to expand the scope to include all stations in the system and reflect the programming of \$199 million in Proposition 1B funding and \$3.7 million in additional State Transportation Improvement Program funding;
- Updates the scope and funding of the Great Highway Restoration project to reflect changes to the second phase of the project;
- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program funded projects;
- Updates the funding plans and back-up listings for three Caltrans managed grouped listings to reflect the latest programming decisions; and
- Amends a new exempt joint San Francisco County Transportation Authority and BART project into the TIP with \$508,000 in Value Pricing Pilot Program funds.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 15-15 revises 83 projects with a net increase in funding of approximately \$74,000. The revision was approved into the FSTIP by the executive director on October 5, 2015. Among other changes, this revision:

- Updates the funding plans of 78 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and one Regional Transportation Improvement Program funded project to reconcile the TIP with past and planned obligations; and
- Updates the funding plans of two projects to reflect the transfer of \$500,000 in CMAQ funds from the Sonoma Marin Area Rail Corridor project to the Clipper Fare Collection System program.

MTC's 2015 TIP, as revised with Revision No. 2015-15, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP and the TIP remains financially constrained by year.

Revision 15-16 is a pending administrative modification.

Revision 15-17 is an amendment that revises 81 projects with a net increase in funding of approximately \$12 million. The revision was referred by the Programming and Allocations Committee on September 9, 2015, and approved by the MTC Commission on September 23, 2015. Caltrans approval was received on October 5, 2015, and final federal approval is expected in mid-November, 2015. Among other changes, the revision:

- Archives 72 projects as they have been completed or all of the funding for the project has been obligated and deletes one project that will not move forward;

- Updates the scope and funding of the City of Napa's California Blvd. Roundabouts project to add a third roundabout and \$5.5 million in State Highway Operations and Protection Program (SHOPP) funds;
- Amends the preliminary engineering phase of the Marin County Transit District's (MCTD) Relocate Transit Maintenance Facility project into the TIP;
- Amends Bay Area Rapid Transit's exempt Ladders of Opportunity - Careers in Transit project into the TIP with \$750,000 in Federal Transit Administration Ladders of Opportunity Initiative funding; and
- Update the funding plans and back-up listings for the Caltrans managed SHOPP – Collision Reduction grouped listing to reflect the latest programming decisions.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 15-18 adds one new non-exempt project, the Richmond-San Rafael Bridge Access Improvements project, to the 2015 TIP with a net increase in funding of approximately \$74 million. The revision was referred by the Planning Committee on September 11, 2015, and approved by the MTC Commission on September 23, 2015. Caltrans approval was received on October 5, 2015, and final federal approval is expected in mid-November, 2015. The addition of the funding for this project does not conflict with the financial constraint requirements of the TIP. The addition of the scope of this project to the 2015 TIP requires a new Transportation-Air Quality Conformity Analysis on Plan Bay Area and the 2015 TIP.

Revision 15-19 is a pending administrative modification.

Revision 15-20 is a pending administrative modification.

Revision 15-21 is an amendment that revises 11 projects with a net increase in funding of approximately \$77 million. The revision was referred by the Programming and Allocations Committee on November 4, 2015, and approved by the MTC Commission on November 18, 2015. Caltrans approval is expected in mid-December, 2015, and final federal approval is expected in mid-January, 2016. Among other changes, the revision:

- Updates the scopes of three Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and revises the funding plans of two other STP/CMAQ funded projects to reflect the transfer of funding from Vacaville's Ulati Creek Bicycle and Pedestrian Path & Streetscape project to Vallejo's Downtown Streetscape project;
- Updates the funding plan and back-up listing for the State Highway Operations and Protection Program (SHOPP) Bridge Rehabilitation and Reconstruction Program grouped listing to reflect the latest information from Caltrans, including the addition of \$13.9 million in SHOPP funding;
- Updates the funding plan of the Sonoma Marin Area Rail Corridor project to add \$20 million in Regional Measure 2 funding and to update the total cost of the project;

- Amend Bay Area Rapid Transit's Transit-Oriented Development (TOD) Pilot Planning Program into the TIP with \$1.1 million in Federal Transit Administration TOD Planning Pilot Program funds; and
- Archive one project as it has been completed.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-0978 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 10/8/2015 **In control:** Programming and Allocations Committee

On agenda: 11/18/2015 **Final action:** 11/18/2015

Title: MTC Resolution No. 4187, Revised. Allocate \$1.2 million in FY 2015-16 Transportation Development Act (TDA) funds to Petaluma Transit in support of transit operations.

Sponsors:

Indexes:

Code sections:

Attachments: [6d Reso-4187 Petaluma Tranist Allocation](#)

Date	Ver.	Action By	Action	Result
11/4/2015	1	Programming and Allocations Committee		

Subject:
MTC Resolution No. 4187, Revised. Allocate \$1.2 million in FY 2015-16 Transportation Development Act (TDA) funds to Petaluma Transit in support of transit operations.

Presenter:
Cheryl Chi

Recommended Action:
Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

November 4, 2015

Resolution No. 4187, Revised

Subject: Allocate \$1.2 million in FY 2015-16 Transportation Development Act (TDA) funds to Petaluma Transit in support of transit operations.

Background: This month's proposed action continues the annual allocation process of these funds for FY 2015-16. The City of Petaluma has requested a total of \$1.6 million in TDA and State Transit Assistance (STA) funds. Staff recommends an allocation of \$1.2 million by the Commission with the balance to be allocated through the Executive Director's Delegated Authority process.

Petaluma Transit's total operating budget is approximately \$2.6 million and is increasing 13% or \$300,000. The two main components of the budget increase are:

- Staffing (\$72,000): 25% of the budget increase. In the past four years, fixed route service hours have increased over 30% and paratransit service hours have increased 12%. To address the increased service, additional staff have been hired—part-time marketing, mechanic, and evening Road Supervisor.
- Purchased Transportation (\$117,000): 40% of the budget increase due to a contracted rate increase as well as a 3% increase in service hours.

Issues: None

Recommendation: Refer MTC Resolution No. 4187, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4187, Revised

Date: June 24, 2015
Referred by: PAC
Revised: 07/22/15-C 08/26/15-DA
09/23/15-C 10/28/15-C
11/18/15-C

ABSTRACT

Resolution No. 4187, Revised

This resolution approves the allocation of fiscal year 2015-16 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to AC Transit, County Connection (CCCTA), LAVTA, NCTPA, Tri Delta Transit (ECCTA), Petaluma, and WestCAT.

This resolution was revised on July 22, 2015 to allocate funds to Napa County Transportation and Planning Agency (NCTPA), San Francisco Municipal Transportation Agency (SFMTA), Solano County Transit (SolTrans), Sonoma County Transit, Tri Delta Transit (ECCTA), and Santa Clara Valley Transportation Authority (VTA).

This resolution was revised on August 26, 2015 to both allocate and rescind funds from County Connection (CCCTA).

This resolution was revised on September 23, 2015 to allocate funds to Fairfield and Suisun Transit (FAST).

This resolution was revised on October 28, 2015 to allocate funds to San Mateo County Transit District (SamTrans), and Union City.

This resolution was revised on November 18, 2015 to allocate funds to the City of Petaluma.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, and November 4, 2015.

Date: June 24, 2015
Referred by: PAC

Re: Allocation of Fiscal Year 2015-16 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4187

WHEREAS, pursuant to Government Code Section 66500 et seq., the Metropolitan Transportation Commission (“MTC”) is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2015-16 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2015-16 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2015-16 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on June 24, 2015.

Date: June 25, 2014
 Referred by: PAC
 Revised: 07/22/15-C 08/26/15-DA
 09/23/15-C 10/28/15-C
 11/18/15-C

Attachment A
 MTC Resolution No. 4187
 Page 1 of 2

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
 DURING FISCAL YEAR 2015-16

All TDA allocations are subject to continued compliance with MTC Resolution 3866,
 the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area/Footnotes	Note
5801 - 99233.7, 99275 Community Transit Service - Operations						
SamTrans	Transit Operating	1,771,554	23	10/28/15	San Mateo County	
	Subtotal	1,771,554				
5802 - 99260A Transit - Operations						
LAVTA	Transit Operating	9,476,888	01	06/24/15	LAVTA	
CCCTA	Transit Operating	17,978,531	02	06/24/15	CCCTA	
WCCTA	Transit Operating	2,474,911	03	06/24/15	WCCTA	
AC Transit	Transit Operating	42,419,679	04	06/24/15	AC Transit Alameda D1	
AC Transit	Transit Operating	11,315,000	05	06/24/15	AC Transit Alameda D2	
AC Transit	Transit Operating	6,254,093	06	06/24/15	AC Transit Contra Costa	
AC Transit	Transit Operating	3,161,732	07	06/24/15	Alameda County	1
ECCTA	Transit Operating	9,729,397	08	07/22/15	ECCTA	
SFMTA	Transit Operating	43,280,753	10	07/22/15	SFMTA	
SFMTA	Transit Operating	2,278,290	11	07/22/15	San Francisco County	1
VTA	Transit Operating	91,430,754	12	07/22/15	VTA	
VTA	Transit Operating	4,812,145	13	07/22/15	Santa Clara County	1
NCTPA	Transit Operating	4,452,969	14	07/22/15	NCTPA	
SolTrans	Transit Operating	3,896,195	15	07/22/15	Vallejo/Benicia	
Sonoma County	Transit Operating	7,188,143	16	07/22/15	Sonoma County	
Sonoma County	Transit Operating	216,445	16	07/22/15	Petaluma	
CCCTA	Transit Operating	(568,378)	02	08/26/15-DA	CCCTA	
FAST	Transit Operating	1,425,348	21	09/23/15	Fairfield	
FAST	Transit Operating	923,878	21	09/23/15	Suisun City	
SamTrans	Transit Operating	32,212,723	24	10/28/15	SamTrans	
Union City	Transit Operating	2,416,816	25	10/28/15	Union City	
Petaluma	Transit Operating	1,243,007	26	11/18/15	Petaluma	
	Subtotal	298,019,319				
5803 - 99260A Transit - Capital						
CCCTA	Transit Capital	1,304,000	09	06/24/15	CCCTA	
SolTrans	Transit Capital	1,841,204	17	07/22/15	Vallejo/Benicia	
NCTPA	Transit Capital	4,054,800	18	07/22/15	NCTPA	
CCCTA	Transit Capital	790,000	09	08/26/15-DA	CCCTA	
	Subtotal	7,990,004				

5807 - 99400C General Public - Operating

Sonoma County	Transit Operating	1,252,084	19	07/22/15	Sonoma County
Sonoma County	Transit Operating	43,289	19	07/22/15	Petaluma
Fairfield	Transit Operating	1,244,880	22	09/23/15	Fairfield
	Subtotal	2,540,253			

5812 - 99400D Planning & Admin - Operating

NCTPA	Planning and Administration	1,822,850	20	07/22/15	NCTPA
	Subtotal	1,822,850			

TOTAL 312,143,980

Note:

(1) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.

Date: June 24, 2015
Referred by: PAC
Revised: 07/22/15-C

Attachment B
Resolution No. 4187
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2015-16
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California. Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

5. That pursuant to Public Utilities Code § 99233.7 funds available for purposes stated in TDA Article 4.5 can be used to better advantage by a claimant for purposes stated in Article 4 in the development of a balanced transportation system.

6. As allowed by to Public Utilities Code § 99268.12, the farebox recovery for TDA 4 service operated by Napa County Transportation and Planning Agency (NCTPA), the farebox is set at 15% commencing with FY2015-16. NCTPA qualifies for a reduced farebox due its high proportion of riders that receive a discount fare.

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant has submitted a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.

Transportation Development Act Article 8 Transit Funds

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634.



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-0981 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 10/8/2015 **In control:** Programming and Allocations Committee
On agenda: 11/18/2015 **Final action:** 11/18/2015
Title: MTC Resolution No. 4205. Transportation Development Act (TDA) Triennial Audit report and approval of the 2015 Productivity Improvement Program (PIP).

Sponsors:

Indexes:

Code sections:

Attachments: [6e Reso-4205 TDA Audit & PIP Approval](#)

Date	Ver.	Action By	Action	Result
11/4/2015	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4205. Transportation Development Act (TDA) Triennial Audit report and approval of the 2015 Productivity Improvement Program (PIP).

Presenter:

Kenneth Folan

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

November 4, 2015

Resolution No. 4205

Subject: Transportation Development Act (TDA) Triennial Audit report and approval of the 2015 Productivity Improvement Program (PIP).

Background: **TDA Triennial Audits**

The Transportation Development Act (TDA) requires that MTC administer triennial performance audits of the region's transit operators. Operators are divided into three groups, with one group audited each year on a three-year cycle. The audits are conducted under contract by an independent auditing firm, currently Pierlott and Associates, LLC.

The attached presentation summarizes findings for the recently completed audits, focusing on each operator's six-year trends for certain performance indicators, including cost per hour, cost per passenger and passengers per hour. In summary, service effectiveness and cost efficiency trends were mixed between FY2011-12 and FY2013-14 as shown below:

Passengers per Vehicle Service Hour Trends *Fixed-Route Service*

Agency	Productivity*	Ridership	Notes
GGBHTD	↔	↓	Small decreases in service and ridership
SamTrans	↓	↓	Small increase in service; ridership decreased
Dixon	↓	↓	Small decrease in service; ridership decreased
NCTPA	↑	↑	Service steady; small ridership increase
Rio Vista	↓	↔	Small increase in service, ridership steady
SolTrans	↑	↓	Decrease in service, small ridership decrease (FY2012-FY2014 only)
Tri Delta	↑	↑	Small decrease in service; small increase in ridership
Vacaville	↑	↑	Increases in service and ridership
WestCAT	↔	↓	Small decreases in service and ridership

**Productivity relates to the number of passengers per service hour and mile.*

Productivity Improvement Program (PIP)

In accordance with TDA legislation, MTC annually adopts a PIP, a set of projects to be undertaken by transit operators in the region within the next three years to improve productivity and lower operating costs. Historically, projects have been derived from recommendations made in the operators' most recently completed TDA audits. In coordination with the transit operators, the PIP development process was revised last year to incorporate the Transit Sustainability Project (TSP) performance metrics and targets for

the largest seven operators and specific service and institutional recommendations related to the smaller operators.

Large Operators – PIP Projects

The seven large operators (AC Transit, BART, Caltrain, Golden Gate, SamTrans, SFMTA, and SCVTA) have identified achieving a 5% reduction by FY2016-17 in one of the TSP performance metrics as their PIP project. Attachment 1 summarizes progress to date towards achieving this reduction in the three metrics: Cost per Revenue Hour, Cost per Passenger or Cost per Passenger Mile. All seven operators have achieved a 5% reduction against the baseline for FY2013-14 in at least one of the metrics. However, in general, the operators aren't seeing significant reduction in operating cost per hour. Rather, most operators are achieving the 5% performance target due to strong ridership. SamTrans gets the "gold star" for achieving the 5% reduction in all three metrics. Achieving *both* higher ridership and better cost control is the key to a more sustainable future for Bay Area public transit.

Additionally, the agencies have submitted annual updates to their TSP strategic plans that identify strategies to continue progress towards achieving the 5% reductions by FY2016-17 and beyond.

Small Operators – PIP Projects

Last year, staff worked with the smaller operators on ways to streamline the PIP and TSP process, incorporating coordination initiatives already underway at the agencies. The smaller operators have drawn upon recommendations from the TSP or other agency plans to improve productivity or lower operating costs.

A finding that an operator has made a reasonable effort in implementing its PIP project(s) is required before allocating the TDA or State Transit Assistance (STA) funds to the operator. The findings relative to FY2015-16 PIP projects will pertain to the allocation of FY2016-17 funds.

Attachment 2 summarizes the current PIP projects. Attachment A to Resolution No. 4205 provides a more detailed description of all PIP projects, including project description, goals and estimated completion date.

Issues: None.

Recommendation: Refer MTC Resolution No. 4205 to the Commission for approval

Attachments: Attachment 1 – Large Operators – TSP Performance Metric Summary
Attachment 2 – List of Operators and PIP Projects
MTC Resolution No. 4205
Presentation

Attachment 1
Large Operators – TSP Performance Metrics and Targets
FY2013-14 Performance Vs. Baseline Year

Operating Cost per Vehicle Service Hour

Transit Operator	Baseline Highest Year		Assessment Year	Percent Change from Highest	FY 2016-17 Target (a)
	Year	Performance	FY2013-14	FY 2013-14	
AC Transit	FY2010-11	\$169.41	\$170.53	0.7%	\$160.94
BART	FY2009-10	\$277.46	\$283.12	2.0%	\$263.58
Caltrain	FY2010-11	\$345.42	\$459.98	33.2%	\$328.15
GGBHTD	FY2010-11	\$282.33	\$304.83	8.0%	\$268.21
SFMTA	FY2009-10	\$204.61	\$205.12	0.3%	\$194.38
SamTrans	FY2008-09	\$198.40	\$159.37	-19.7%	\$188.48
VTA	FY2010-11	\$185.87	\$188.42	1.4%	\$176.57

** NTD reporting direction to Caltrain varied over reporting period related to shuttle system hours and costs, resulting in a significant increase for FY2013-14 cost per hour, Caltrain rail service increase for FY2013-14 vs. baseline was 5.4%*

Operating Cost per Passenger

Transit Operator	Baseline Highest Year		Assessment Year	Percent Change from Highest	FY 2016-17 Target (a)
	Year	Performance	FY2013-14	FY 2013-14	
AC Transit	FY2008-09	\$5.88	\$5.80	-1.3%	\$5.59
BART	FY2008-09	\$4.86	\$4.32	-11.0%	\$4.62
Caltrain	FY2009-10	\$8.33	\$6.07	-27.1%	\$7.91
GGBHTD	FY2010-11	\$11.76	\$11.61	-1.2%	\$11.17
SFMTA	FY2009-10	\$3.27	\$3.12	-4.5%	\$3.11
SamTrans	FY2010-11	\$8.59	\$8.05	-6.4%	\$8.16
VTA	FY2009-10	\$7.49	\$7.48	-0.2%	\$7.11

Operating Cost per Passenger Mile

Transit Operator	Baseline Highest Year		Assessment Year	Percent Change from Highest	FY 2016-17 Target (a)
	Year	Performance	FY2013-14	FY 2013-14	
AC Transit	FY2009-10	\$2.01	\$1.52	-24.6%	\$1.91
BART	FY2008-09	\$0.39	\$0.33	-15.0%	\$0.37
Caltrain	FY2007-08	\$0.36	\$0.29	-19.3%	\$0.34
GGBHTD	FY2008-09	\$1.20	\$1.06	-12.1%	\$1.14
SFMTA	FY2009-10	\$1.56	\$1.46	-6.2%	\$1.48
SamTrans	FY2010-11	\$1.79	\$1.69	-5.7%	\$1.70
VTA	FY2009-10	\$1.58	\$1.36	-14.1%	\$1.51

*Note: shading indicates five percent or greater real reduction in performance
(a) Equals five percent reduction from baseline highest year in FY2013-14 dollars.*

Attachment 2 – Summary of PIP Projects

Large Operators

Agency	Project	Estimated Completion Date
AC Transit, BART, Caltrain, Golden Gate Transit, SamTrans, SFMTA, SCVTA	Transit Sustainability Project (TSP) – Achieve a 5% reduction in at least one of the Resolution 4060 – TSP Performance Measures:	End of FY2016-17 and annually thereafter

Small Operators

Regional Projects

Agency	Project	Estimated Completion Date
Various – See MTC Resolution No. 4205, Attachment A	Implement Clipper	Continuing
WETA	Fare Program Transfer Policy	Continuing
	Alameda Terminals Access Improvements	Continuing
	BayAlerts Messaging System	Completed

Alameda County

Agency	Project	Estimated Completion Date
LAVTA	Comprehensive Operational Analysis	Continuing
	Develop Transit Asset Inventory	Completed
Union City	Paratransit Plus Trip Productivity	New
	Evaluate Automatic Vehicle Location (AVL) Technology	Continuing
	Bus Schedule and Service Revisions	Completed

Contra Costa County

Agency	Project	Estimated Completion Date
CCCTA, ECCTA, WestCat in partnership w/ CCTA	Countywide Express Bus Study	Continuing
CCCTA	Improve On-time Performance	New
ECCTA	Increase Passenger Productivity and Cost-effectiveness of Paratransit Service	New
	Coordinate Intake and Processing of Paratransit Applications in Contra Costa County	Continuing

Marin County

Agency	Project	Estimated Completion Date
Marin Transit	Participate in San Rafael Bettini Transit Center Relocation Study	New
	Clipper Assessment	New
	Mobility Management Programs Cost Effectiveness	Completed

Napa County

Agency	Project	Estimated Completion Date
NCTPA	VINE Bus Stop Informational Signs Upgrade	New
	Computer Aided Dispatch/ AVL system	Continuing
	Bus Mobility Device Retrofit	Completed
	Security Cameras on VINE Transit Vehicles	Completed

Solano County

Agency	Project	Status
Solano Transportation Authority for all Solano County Operators	Solano County Mobility Management Program Enhancements	New
	I-80/I-680/I-780/State Route 12 Transit Corridor Study Update	Continuing
	Solano County Mobility Management Program	Completed
Rio Vista	Improve service efficiency and effectiveness	Completed
SolTrans	Implement Automatic Call-back System for Paratransit Customers	New
	Compressed Natural Gas (CNG) Fueling Facility	New
	AVL Implementation	Continuing
	Restructure fixed route service	Completed
City of Vacaville	Research Block Party Public Outreach Concept (New)	New
	Investigate Deviated Fixed Route in Leisure Town	Completed
	Monthly Pass Rewards Program	Completed
	Research Call-n-Ride System	Completed

Sonoma County

Agency	Project	Status
City of Petaluma	SMART Service Coordination Project	New
	AVL Implementation	Continuing
Santa Rosa	Adopt Comprehensive Operational Analysis and Service Plan	Continuing
	Implementation of Paratransit Efficiency Review Tier One Recommendations	Completed
Sonoma County	Transit Asset Management Plan	Continuing

Date: November 18, 2015
W.I.: 1514
Referred By: PAC

ABSTRACT

Resolution No. 4205

This resolution adopts MTC's FY2015-16 Productivity Improvement Program (PIP).

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet for November 4, 2015.

Date: November 18, 2015
W.I.: 1514
Referred By: PAC

Re: MTC Productivity Improvement Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4205

WHEREAS, Public Utilities Code (PUC) section 99244 provides that each transportation planning agency shall annually identify, analyze, and recommend potential productivity improvements which could lower the operating costs of transit operators within the area under its jurisdiction; and

WHEREAS, as provided for in Government Code sections 66500 et seq., the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, PUC section 99244 provides that recommendations for improvements and productivity shall include, but not be limited to, those recommendations related to productivity made in the triennial performance audits of transit operators conducted pursuant to PUC section 99246; and

WHEREAS, in accordance with PUC section 99244, MTC is required each fiscal year, to make a finding that a transit operator has made a reasonable effort in implementing productivity improvement recommendations prior to approving the allocation of Transportation Development Act (TDA) funds in an amount greater than was allocated to the operator in the preceding fiscal year; and

WHEREAS, in accordance with PUC section 99314.7, MTC is required each fiscal year, to make a finding that a transit operator has made reasonable effort in implementing productivity improvements pursuant to PUC section 99244, prior to approving the allocation of State Transit Assistance (STA) funds to the operator for operating purposes; and

WHEREAS, in accordance with PUC section 99233.2, MTC may support the regional transportation planning process by providing technical assistance funding to transit operators or other entities to implement transit productivity improvements; now, therefore, be it

RESOLVED, that MTC adopts the productivity improvement projects set forth in Attachment A to this resolution, and incorporated herein by reference; and

RESOLVED, that MTC finds that all transit operators identified in Attachment A have made reasonable effort in implementing productivity improvements and are eligible for allocations of TDA and STA funds next fiscal year in accordance with PUC sections 99244 and 99314.7.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

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

Date: November 18, 2015
W.I.: 1514
Referred By: PAC

Attachment A
Resolution No. 4205
Page 1 of 12

Large Operators

Transit Operator: AC Transit, BART, Caltrain, Golden Gate Transit, SamTrans, SFMTA, SCVTA

Project Title: Transit Sustainability Project – Performance Measures

Project Goal: Progress towards achieving a 5% reduction by FY2016-17 in at least one of the three performance measures outlined in MTC Resolution 4060.

Project Description: MTC Resolution No. 4060 established performance measures and targets for the largest seven Bay Area transit operators to achieve a five percent (5%) reduction by FY2016-17 in one of three performance measures and with no growth beyond the Consumer Price Index (CPI) thereafter. These measures are:

- Cost Per Vehicle Service Hour;
- Cost Per Passenger; and
- Cost per Passenger Mile.

Each agency adopted a strategic plan in FY2012-13 that described how the agency intends to meet one or more of the performance targets. Beginning in FY2013-14, each agency is required to submit performance data on all three measures and targets as part of MTC's ongoing monitoring of progress towards meeting the targets.

Estimated Completion Date: End of FY 2016-17 and annual updates thereafter.

Small Operators

Regional

Transit Operator: Various (see below)

Project Title: Implement Clipper

Project Goal: Make electronic fare payment available on small operators to make fare payment easier.

Project Description: The Clipper program is the San Francisco Bay Area's regional smart card-based fare payment system. Clipper is the all-in-one transit card that keeps track of any passes, discount tickets, ride book and cash value that you load onto it while applying all applicable fares, discounts and transfer rules.

Clipper became revenue ready on FAST, Marin Transit, VINE, Soltrans, and Vacaville last fiscal year.

Estimated Revenue Ready Date:

Operator	Estimated Revenue Ready Date
CCCTA/County Connection	Fall 2015
ECCTA/Tri Delta	Fall 2015
LAVTA	Fall 2015
Petaluma	Winter 2015
Santa Rosa	Winter 2015
Sonoma County Transit	Winter 2015
Union City	Spring 2016
WestCAT	Fall 2015

Transit Operator: Water Emergency Transportation Authority (WETA)

Project Title: Fare Program Transfer Policy

Project Goal: Encourage bus-to-ferry transfer at origin stations throughout the WETA system.

Project Description: Adopt WETA Fare Program Transfer Policy to reimburse ferry riders the cost of their bus trip to the terminal, reducing the overall cost of a linked transit trip. The cost for the transfer will be split between WETA and the terminal-serving transit agency.

Estimated Completion Date: July 2016

Transit Operator: Water Emergency Transportation Authority (WETA)

Project Title: Alameda Terminals Access Improvements

Project Goal: Improve opportunities for accessing both ferry terminals in Alameda, encouraging non-automotive modes such as transit, walking and biking.

Project Description: The Alameda Terminals Access Plan, currently underway and being developed, will identify a series of capital and programmatic improvements to encourage more riders to take the ferry in Alameda. The Access Improvements will likely range from bike lane gap closures, bicycle parking, pedestrian safety improvements and bus routing and scheduling changes.

Estimated Completion Date: April 2016

Alameda County

Transit Operator: Livermore Amador Valley Transit Authority (LAVTA)

Project Title: Comprehensive Operational Analysis (Local and Corridor/Sub-Regional Bus Study)

Project Goal: Evaluate all local and express bus service operated by LAVTA for productivity and efficiency; determine gaps in service provided; make recommendations for adjustments.

Project Description: Develop an RFP and obtain project consultant to conduct study. Coordinate a technical advisory group to provide feedback on analysis. Conduct significant public outreach to gather feedback on existing and potential route structures. Identify improvements in services that can be implemented at no additional cost; look for future opportunities to expand service.

Estimated Completion Date: March 2016

Transit Operator: Union City

Project Title: Paratransit Plus Trip Productivity (NEW)

Project Goal: Increase productivity of non-ADA paratransit plus trips

Project Description: Increase the productivity of paratransit plus trips by linking all non-ADA trips with an ADA paratransit trip. Develop and implement dispatching standards for paratransit plus trips.

Estimated Completion Date: June 2016

Transit Operator: Union City

Project Title: Evaluate Automatic Vehicle Location (AVL) Technology

Project Goal: Cost-effectively enhance service performance via remote system monitoring and providing real-time information to customers.

Project Description: Evaluate feasibility of a cloud-based AVL system that can be used to monitor vehicles by transit agency. System would also provide public access to passengers can monitor vehicles for trip planning purposes. All vehicle information would be compatible with 511.org trip planner and Google Transit.

Estimated Completion Date: June 2016

Contra Costa County

Transit Operator: Central Contra Costa Transit Authority/ County Connection
Eastern Contra Costa Transit Authority/Tri-Delta
Western Contra Costa Transit Authority (WestCAT)

Project Title: Countywide Express Bus Study

Project Goal: Evaluate express bus services operated within Contra Costa County and determine gaps and service improvements in light of demographic and freeway system changes

Project Description: Work with Contra Costa Transportation Authority to obtain project consultant and conduct study of express bus service operating in Contra Costa. Participate in technical advisory committee and provide data necessary for analysis. Identify future improvements to system that may be funded with new sales tax measure funds.

Estimated Completion Date: December 2015

Transit Operator: Central Contra Costa Transit Authority (CCCTA)/ County Connection

Project Title: Improve On-Time Performance (NEW)

Project Goal: Improve on-time performance of paratransit and fixed route

Project Description: Improve on-time performance monitoring for paratransit. Modify goals and standards for on-time performance of fixed route now that 100% sampling of all stops is available. Incorporate analysis of on-time performance and ongoing monitoring into 2015 SRTP.

Estimated Completion Date: March 2016

Transit Operator: Eastern Contra Costa Transit Authority/Tri-Delta

Project Title: Increase Passenger Productivity and Cost-effectiveness of Paratransit Service (NEW)

Project Goal: Examine and develop strategies to improve paratransit productivity.

Project Description: Continuing effort to improve the recurring, TDA Performance Audit recommendation to improve paratransit efficiency which continues to slip as demand in the sub-region grows. The Scheduling Section says we need to replace our obsolete software as a first step at a cost of \$300,000 and no funding source has been identified to date.

Estimated Completion Date: December 2016

Transit Operator: Eastern Contra Costa Transit Authority/Tri-Delta

Project Title: Coordinate Intake and Processing of Paratransit Applications
Contra Costa County

Project Goal: Increase passenger productivity and improve cost effectiveness of the paratransit service.

Project Description: Work with other bus operators in CC County to standardize and economize the application, acceptance and approval process for potential paratransit users applying under ADA guidance.

Estimated Completion Date: June 2016

Marin County

Transit Operator: Marin Transit

Project Title: Participate in San Rafael Bettini Transit Center Relocation Study (*NEW*)

Project Goal: SMART train service to San Rafael and Larkspur

Project Description: When SMART service extends to Larkspur, the SMART tracks will travel north-south through the Bettini Transit Center and divide it into two sides, requiring a plan to fully or partially relocate the Transit Center in order to maintain the current level of service and to accommodate potential new bus service resulting from the opening of SMART. This study will build on the conceptual work completed in the Downtown Station Area Plan which identified a need to integrate rail and bus transit, potentially in a consolidated transit complex. The City of San Rafael is the lead agency for the study with GGBHTD and Marin Transit as partner agencies.

Estimated Completion Date: December 2015

Transit Operator: Marin Transit

Project Title: Clipper Assessment (*NEW*)

Project Goal: Increase Clipper usage on local Marin Transit services

Project Description: Since 2007 Marin Transit has monitored Clipper usage on its routes and has observed a very low rate of participation by riders in comparison to the regional Golden Gate bus and ferry service where over 90% of riders use Clipper, usage on Marin Transit routes, which serve the same geographic area, averages 12%. Marin Transit will investigate opportunities and strategies to increase Clipper usage by riders.

Estimated Completion Date: June 2016

Napa County

Transit Operator: Napa County Transportation and Planning Agency (NCTPA)

Project Title: VINE Bus Stop Informational Signs Upgrade (NEW)

Project Goal: Replace existing bus signage with new signs containing more customer service options and information.

Project Description: The new bus stop signs will inform riders at the stop of automated phone and text lines for information relating to bus service at the specific stop. The signs will also contain information for those possessing smart phones on access to service information via internet or phone application. The purpose of this is to direct some customer service questions to automated sources to reduce the amount of time spent answering routine questions by VINE staff therefore increasing customer service efficiency.

Estimated Completion Date: May 2016

Transit Operator: Napa County Transportation and Planning Agency (NCTPA)

Project Title: Computer Aided Dispatch (CAD)/ Automatic Vehicle Locator (AVL) system

Project Goal: AVL and CAD capabilities will provide the agencies with an essential tool to help improve on-time performance, improve dispatch reliability and efficiency, increase ridership, improve scheduling and planning, and improve data management and reporting.

Project Description: Napa County Transportation and Planning Agency has identified the need to implement technological tools to assist in managing their operations and serving their customers through the collection, analysis and dissemination of reliable data on its existing fleet of transit vehicles. Based on this high priority need, Napa VINE will deploy a state-of-the-art AVL System and CAD for their fixed route and demand response fleets of vehicles. All vehicle information will be compatible with 511.org trip planner and Google Transit.

Estimated Completion Date: June 2016

Solano County

Transit Operator: Solano Transportation Authority for all Solano County Operators
(Dixon, FAST, Rio Vista, Soltrans, Vacaville)

Project Title: Solano County Mobility Management Program Enhancements

Project Goal: Implement a Mobility Management Plan for Seniors, People with Disabilities and the Low-Income to assist individuals find the right transportation to maintain and/or develop their mobility.

Project Description: The four components of the Mobility Management are 1) One Stop Call Center; 2) Travel Training Program; 3) Countywide In-Person ADA Eligibility Determination; and 4) Intercity Taxi Scrip. The first three have been implemented. Solano TA will now administer the Intercity Taxi Scrip Program and incorporate non-ambulatory service into the program.

Estimated Completion Date: January 2017

Transit Operator: Solano Transportation Authority for all Solano County Operators
(Dixon, FAST, Rio Vista, Soltrans, Vacaville)

Project Title: I-80/I-680/I-780/State Route 12 Transit Corridor Study Update

Project Goal: Develop a service plan and identify capital improvements that will provide faster transit speeds, better service frequencies, and improved connections intra- and inter-regionally to support the future service projections in Solano County. Implement service changes in two phases.

Project Description: The I-80/I-680/I-780/State Route 12 Transit Corridor Study updates the Transit Corridor Studies completed in 2004 and 2006 and addresses current and future travel demand in the corridor, existing service and alternatives for serving the corridor and a recommended phased implementation plan. The Transit Corridor Study not only addresses transit services but also identifies facilities and connection improvements needed to support these services into the future. The Transit Corridor Plan will provide guidance and coordination for future investments in Solano County. Operational changes will be implemented in two phases.

Estimated Completion Date: June 2017

Transit Operator: Solano County Transit (SolTrans)

Project Title: Implement Automatic Call-back System for Paratransit Customers (*NEW*)

Project Goal: Implement an automatic call-back system for Paratransit customers to remind them of appointments in order to reduce the number of no-shows.

Project Description: Implement an automatic call-back system from Trapeze Novus to work with the Trapeze scheduling software to call paratransit customers to remind them of upcoming appointments. This will allow the customer to connect with Dispatch if they need to cancel or reschedule and should reduce the number of no-shows.

Estimated Completion Date: December 2015

Transit Operator: Solano County Transit (SolTrans)

Project Title: Compressed Natural Gas (CNG) Fueling Facility (*NEW*)

Project Goal: Design and Build a compressed natural gas fueling facility at SolTrans' operations and maintenance facility.

Project Description: SolTrans needs to replace their commuter fleet over the next 4 years and has determined that compressed natural gas is the best alternative fuel source at this time. SolTrans will design and build a CNG fueling facility at their Operations and Maintenance Facility to be ready for the new CNG buses that SolTrans will begin procuring later this year. The new CNG buses will increase operational efficiency with less maintenance needed for new buses and lower fuel costs.

Estimated Completion Date: June 2016

Transit Operator: Solano County Transit (SolTrans)

Project Title: Computer Aided Dispatch (CAD)/ Automatic Vehicle Locator (AVL) system

Project Goal: The project's goals include the ability to produce and provide to riders "real-time" predictive bus arrival information, also, the capture and access to a complete spectrum of planning data, ADA compliant visual and audible stop announcements, NTD (National Transit

Database) accepted ridership data (via automatic passenger counters installed at bus doorways) and expanded dispatch to bus communications.

Project Description: An AVL/CAD system will allow real-time monitoring for dispatchers, showing the location of current buses, who is driving, how many passengers are on board, and if the route is on-time, late, early, etc. Planners use the data to identify productive and unproductive segments of routes (using APCs) and segments needing time adjustments. Additional functions of AVL/CAD systems include data communications between bus and dispatch, automatic announcements of approaching bus stops (ADA compliance), interaction with head sign controllers, provision of data to real-time bus arrival systems (LED signs and smartphones), etc. All vehicle information will be compatible with 511.org trip planner and Google Transit.

Estimated Completion Date: January 2016

Transit Operator: City of Vacaville

Project Title: Research Block Party Public Outreach Concept

Project Goal: Increase general public transit ridership

Project Description: Research, survey, discuss with public and local representatives a "block-party outreach" concept similar to a National Night Out event - designed to encourage more ridership on City Coach Transit.

Estimated Completion Date: January 2016

Sonoma County

Transit Operator: City of Petaluma

Project Title: SMART Service Coordination Project (NEW)

Project Goal: Adjust schedules for existing route serving the SMART station to better serve passengers connecting to the train station

Project Description: SMART is anticipated to begin running service in 2016. Petaluma Transit currently serves the Transit Mall adjacent to the station, but adjustments in both the stop location and schedule should be considered in order to provide the best possible service to interagency

riders. With SMART not anticipating to provide funding for local bus transit, extensive analysis will be required to ascertain how much additional SMART-focused service can be provided without reducing service to other routes.

Estimated Completion Date: December 2016

Transit Operator: City of Petaluma

Project Title: Computer Aided Dispatch (CAD)/ Automatic Vehicle Locator (AVL) system

Project Goal: The project's goals include the ability to produce and provide to riders "real-time" predictive bus arrival information, also, the capture and access to a complete spectrum of planning data, ADA compliant visual and audible stop announcements, NTD (National Transit Database) accepted ridership data (via automatic passenger counters installed at bus doorways) and expanded dispatch to bus communications.

Project Description: An AVL/CAD system will allow real-time monitoring for dispatchers, showing the location of current buses, who is driving, how many passengers are on board, and if the route is on-time, late, early, etc. Planners use the data to identify productive and unproductive segments of routes (using APCs) and segments needing time adjustments. Additional functions of AVL/CAD systems include data communications between bus and dispatch, automatic announcements of approaching bus stops (ADA compliance), interaction with headsign controllers, provision of data to real-time bus arrival systems (LED signs and smartphones), etc. All vehicle information will be compatible with 511.org trip planner and Google Transit.

Estimated Completion Date: October 2015

Transit Operator: Santa Rosa

Project Title: Adopt Comprehensive Operational Analysis (COA) and Service Plan

Project Goal: Conduct comprehensive review and analysis of the fixed-route transit system and its efficiency and effectiveness in meeting local and regional travel needs, and identify short, medium, and long-term plans for transit system design and service delivery.

Project Description: The COA and Service Plan will evaluate how well CityBus is positioned to serve the transit markets of today and of the future, and identify both revenue-neutral and growth strategies for increasing the effectiveness and efficiency of the transit system. The project will identify short-term, revenue-neutral actions to improve current operations and effectiveness of the CityBus system, as well as a longer-range roadmap for system development and priorities for future improvements. The COA will identify options for service integration with SMART stations.

Estimated Completion Date: January 2016

Transit Operator: Sonoma County

Project Title: Adopt Transit Asset Management Plan

Project Goal: Better manage transit assets

Project Description: Sonoma County Transit will coordinate with MTC and its regional efforts to adopt a Transit Asset Management Plan for smaller transit operators.

Estimated Completion Date: November 2017



**Metropolitan Transportation Commission
Programming & Allocations Committee
November 4, 2015**

**FY2015 TDA Triennial Operator Performance Audits and
Productivity Improvement Program**

Overview

TDA Audits

- Triennial compliance audits are focused on multi-year trends and performance measures
- Current audit round: GGBHTD, SamTrans, Dixon, NCTPA, Rio Vista, SolTrans, Tri Delta Transit, Vacaville, WestCAT

Transit Sustainability Project (MTC Res. 4060) – Large Operator Performance

- Reduction from baseline of at least one cost metric by 5% by FY2016-17
- Starting in FY2018-19, MTC will link operating and capital funds administered by MTC to progress towards achieving the performance targets

Performance Metrics	
TDA Audit	TSP Large Operator Metrics
Cost Per Vehicle Service Hour	Cost Per Vehicle Service Hour
Cost Per Passenger	Cost Per Passenger
Passengers Per Vehicle Service Hour	Cost Per Passenger Mile
Passengers Per Vehicle Service Mile	
Vehicle Service Hours Per Employee	

Productivity Improvement Program (PIP)

- PIP process incorporates TSP performance metrics and recommendations

MTC FY2015 TDA Triennial Performance Audits

Audit Approach

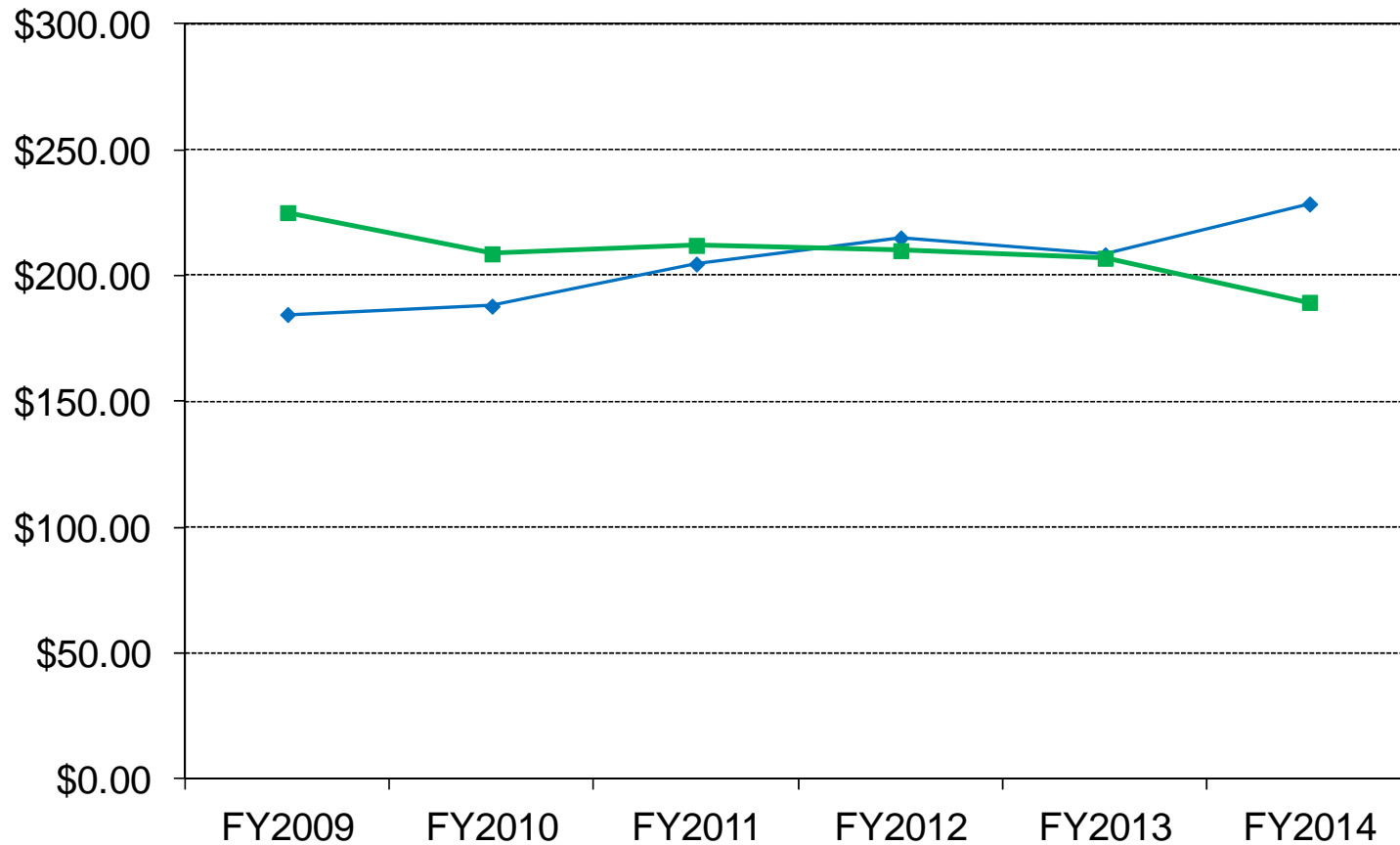
Audit Period

- FYs 2011-12, 2012-13 and 2013-14

Audit Activities

- Review of data collection, management and reporting methods.
- Five TDA performance indicators (six year trend analysis).
- Compliance with statutory and regulatory requirements.
- Review of actions taken to implement prior audit recommendations.
- Conclusions, commentary and recommendations.

Fixed-Route Bus – Larger Operators Cost per Vehicle Service Hour



FY2009-FY2014 Average Annual Change (CPI = 2.5%)	
GGBHTD 4.4%	SamTrans -3.4%

Larger Operators

Cost Per Hour Trends – Last 3 Years

(Fixed Route)

GGBHTD

- **Costs:** Total operating cost increase of 3.0% over the audit period
- **Service:** Total service hour *decrease* of 3.1% over same time period
- **Passengers:** Total *decrease* of 4.3%

Larger Operators

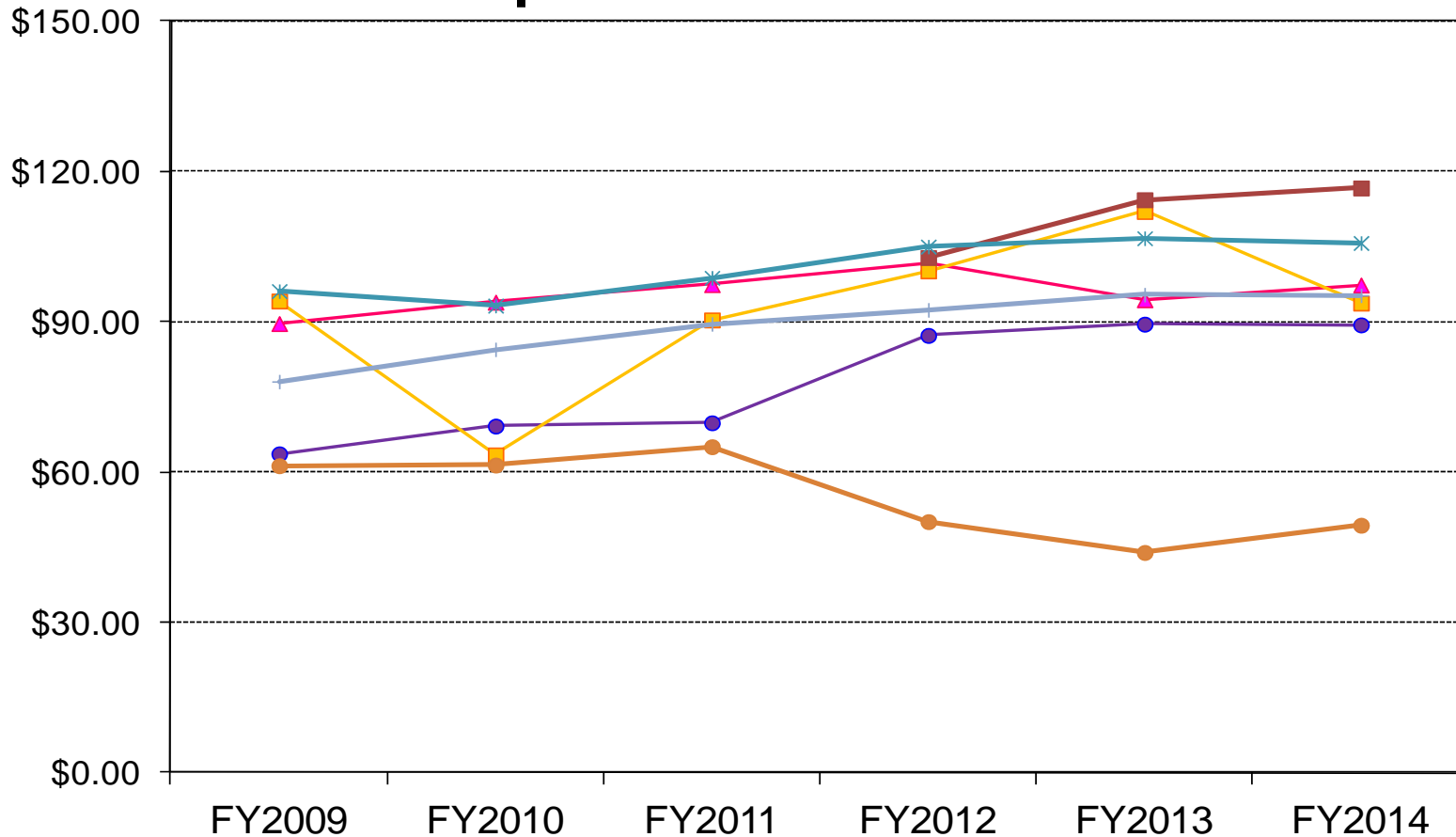
Cost Per Hour Trends – Last 3 Years *continued*

(Fixed Route)








SamTrans

- **Costs:** Total operating cost *decrease* of 5.5% over the audit period
- **Service:** Total increase of 4.7% in service hours over the same period
- **Passengers:** Total decrease of 1.9%

Fixed-Route Bus – Smaller Operators Cost per Vehicle Service Hour



FY2009-FY2014 Average Annual Change (CPI = 2.5%)

						
Dixon	NCTPA	Rio Vista	SolTrans (a)	Tri Delta	Vacaville	WestCAT
1.7%	7.0%	-0.1%	6.5%	1.9%	-4.2%	4.1%

(a) SolTrans performance is based on three years as compared to a 2.8% increase in CPI between FY2012 and FY2014.

Smaller Operators Cost Per Hour Trends – Last 3 years

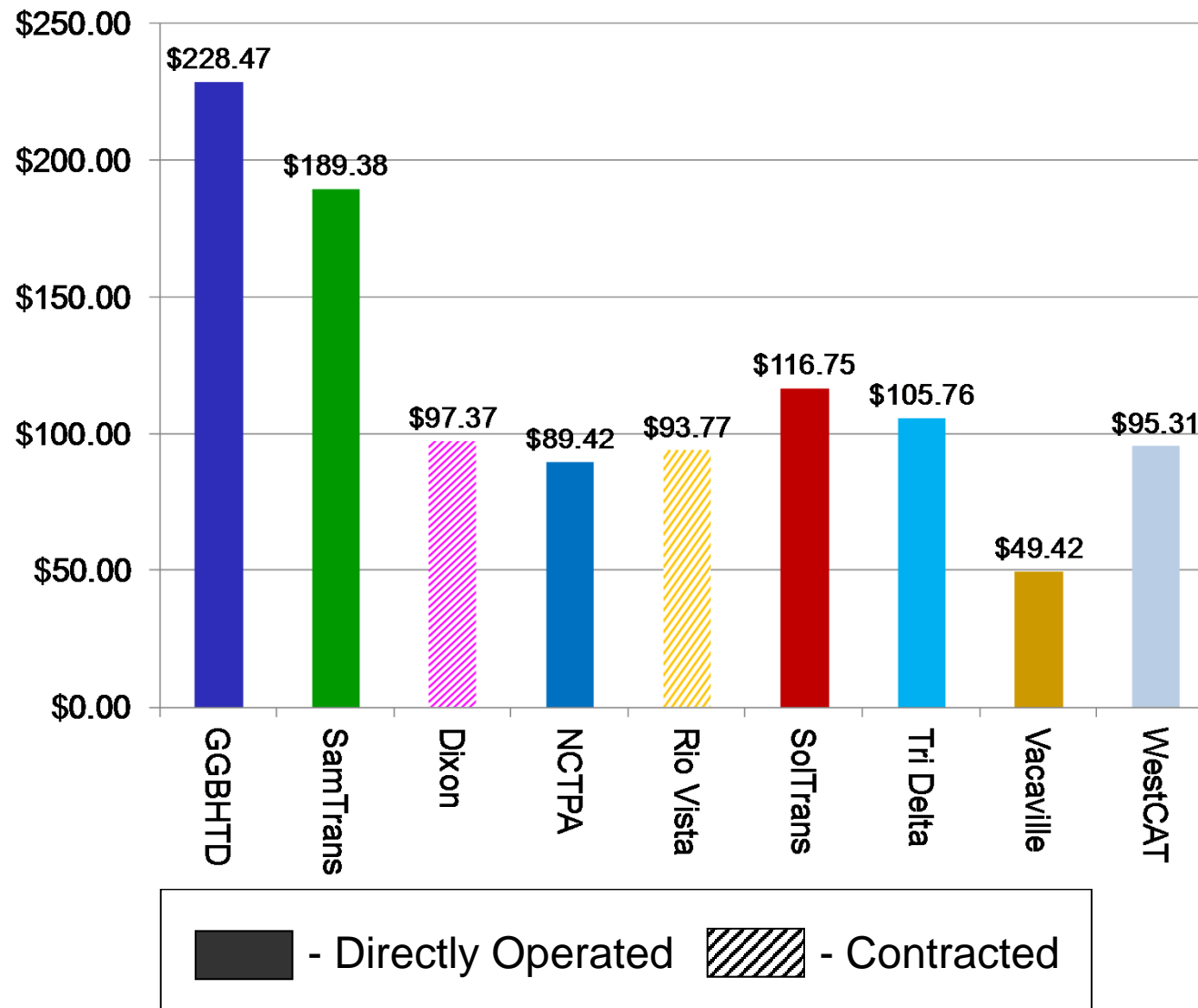
Similar Trends Among Most Operators

- Employee salary and benefit trends reflected labor agreements or city-wide policies.
- Purchased Transportation comprised the largest share of component costs, but average annual increases were generally 2% or less.

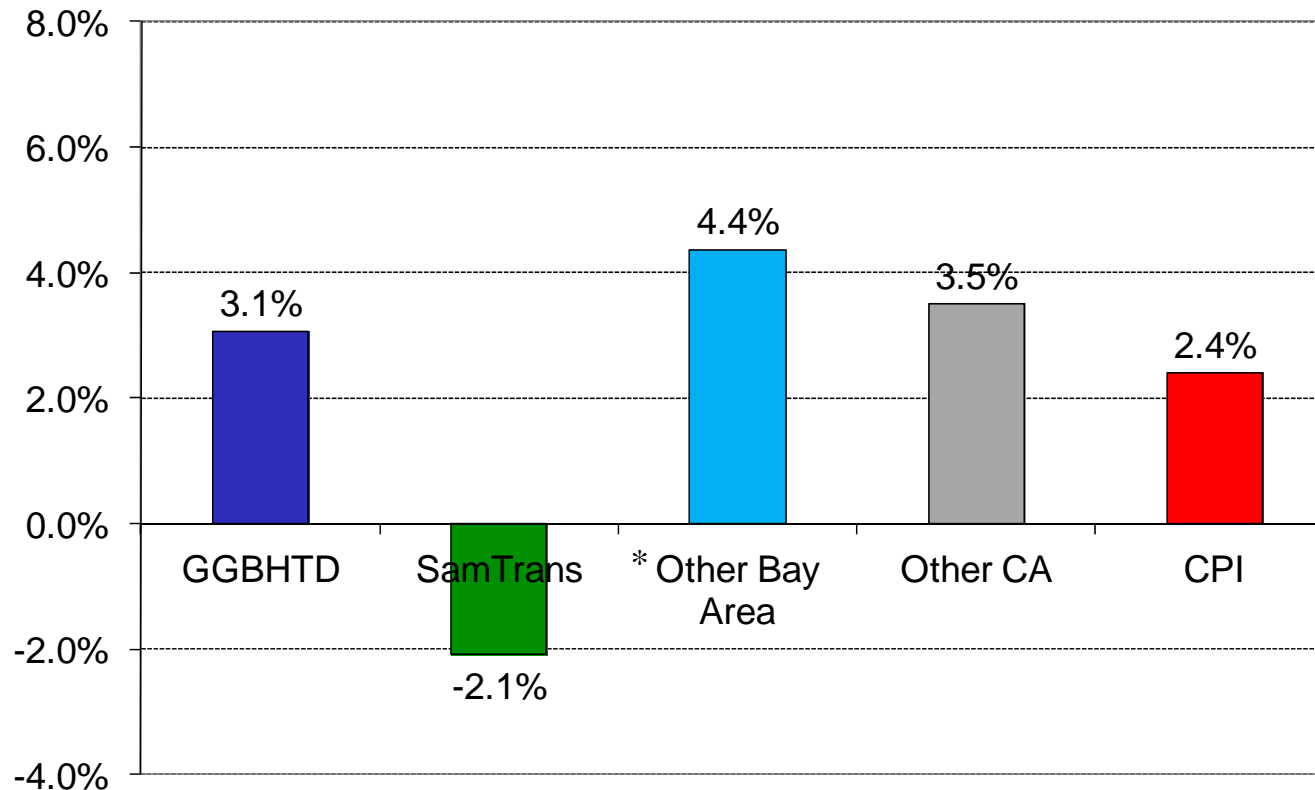
Trends Specific to Individual Operators

- Dixon and Rio Vista: Fringe benefits costs decreased substantially.
- NCTPA: Service restructuring and renegotiated contract terms resulted in 23 percent annual increase in Purchased Transportation costs.
- SolTrans: Fringe benefits costs increased substantially due to start-up costs being phased in; while Casualty/Liability costs decreased as redundant coverage (with contractor) was eliminated.
- Vacaville: In-house labor costs were down 25% annually, but fringe benefits costs increased by 20% annually.

Comparison of Cost per Vehicle Service Hour – Fixed-Route Bus (FY2014)

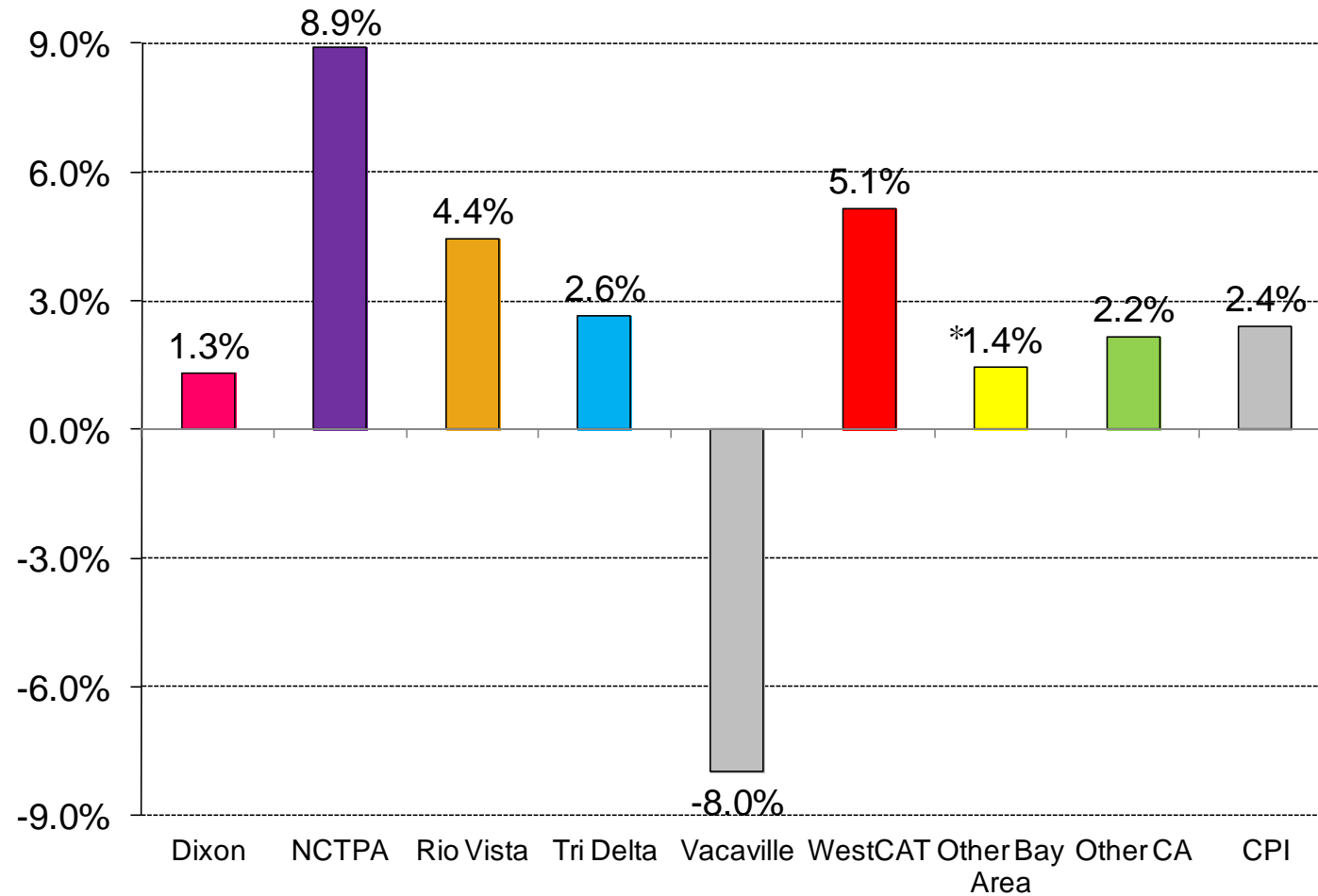


Comparison of Average Annual Change in Cost per Vehicle Service Hour for Larger Bus Operators (FY2009-FY2013)



* "Other Bay Area": AC Transit, CCCTA, SFMTA, and VTA.

Comparison of Average Annual Change in Cost per Vehicle Service Hour for Smaller Bus Operators (FY2009-FY2013)



* "Other Bay Area": FAST, LAVTA, Petaluma, Santa Rosa, SCT, and UCT.

Passengers per Vehicle Service Hour Trends

Fixed-Route Service

Agency	Productivity*	Ridership	Notes
GGBHTD	↔	↓	Small decreases in service and ridership
SamTrans	↓	↓	Small increase in service; ridership decreased
Dixon	↓	↓	Small decrease in service; ridership decreased
NCTPA	↑	↑	Service steady; small ridership increase
Rio Vista	↓	↔	Small increase in service, ridership steady
SolTrans	↑	↓	Decrease in service, small ridership decrease (FY2012-FY2014 only)
Tri Delta	↑	↑	Small decrease in service; small increase in ridership
Vacaville	↑	↑	Increases in service and ridership
WestCAT	↔	↓	Small decreases in service and ridership

**Productivity relates to the number of passengers per service hour and mile.*

Transit Sustainability Project (TSP) and Transit Performance

MTC annually adopts Productivity Improvement Program (PIP) projects in accordance with TDA law. PIP projects derived from:

- Strategic Plans developed by the largest seven operators to achieve performance targets set forth in MTC Resolution 4060
- Service and institutional recommendations set forth in MTC Resolution 4060
- TDA performance audit findings and other agency initiatives



MTC Resolution 4060: Performance Metrics and Targets

- Target: Reduce operating cost per service hour, cost per passenger, or cost per passenger mile by 5% by FY2016-17 and no growth beyond CPI thereafter
- Targets set compared to the highest cost per metric experienced by each agency between 2008 and 2011
- Starting in FY2018-19, MTC will link existing and new operating and capital funds administered by MTC to progress towards achieving the performance targets



MTC Resolution 4060: Performance Metrics and Targets *Cost Per Hour*

Transit Operator	Baseline Highest Year		Most Recent Assessment Year	Percent Change from Highest	FY 2016-17 Target (a)
	Year	Performance	FY2013-14	FY 2013-14	
AC Transit	FY2010-11	\$169.41	\$170.53	0.7%	\$160.94
BART	FY2009-10	\$277.46	\$283.12	2.0%	\$263.58
Caltrain*	FY2010-11	\$345.42	\$459.98	33.2%	\$328.15
GGBHTD	FY2010-11	\$282.33	\$304.83	8.0%	\$268.21
SFMTA	FY2009-10	\$204.61	\$205.12	0.3%	\$194.38
SamTrans	FY2009-10	\$198.40	\$159.37	-19.7%	\$188.48
VTA	FY2010-11	\$185.87	\$188.42	1.4%	\$176.57

** NTD reporting direction to Caltrain varied over reporting period related to shuttle system hours and costs, resulting in a significant increase for FY2014 cost per hour. Caltrain rail service increase for FY2014 compared to baseline year was 5.4%.*

*Note: shading indicates five percent or greater real reduction in performance
(a) Equals five percent reduction from baseline highest year in FY2013-14 dollars.*



MTC Resolution 4060: Performance Metrics and Targets *Cost Per Passenger*

Transit Operator	Baseline Highest Year		Most Recent Assessment Year	Percent Change from Highest	FY 2016-17 Target (a)
	Year	Performance	FY2013-14	FY 2013-14	
AC Transit	FY2008-09	\$5.88	\$5.80	-1.3%	\$5.59
BART	FY2008-09	\$4.86	\$4.32	-11.0%	\$4.62
Caltrain	FY2009-10	\$8.33	\$6.07	-27.1%	\$7.91
GGBHTD	FY2010-11	\$11.76	\$11.61	-1.2%	\$11.17
SFMTA	FY2009-10	\$3.27	\$3.12	-4.5%	\$3.11
SamTrans	FY2010-11	\$8.59	\$8.05	-6.4%	\$8.16
VTA	FY2009-10	\$7.49	\$7.48	-0.2%	\$7.11

Note: shading indicates five percent or greater real reduction in performance

(a) Equals five percent reduction from baseline highest year in FY2013-14 dollars.



MTC Resolution 4060: Performance Metrics and Targets *Cost Per Passenger Mile*

Transit Operator	Baseline Highest Year		Most Recent Assessment Year	Percent Change from Highest	FY 2016-17 Target (a)
	Year	Performance	FY2013-14	FY 2013-14	
AC Transit	FY2009-10	\$2.01	\$1.52	-24.6%	\$1.91
BART	FY2008-09	\$0.39	\$0.33	-15.0%	\$0.37
Caltrain	FY2007-08	\$0.36	\$0.29	-19.3%	\$0.34
GGBHTD	FY2008-09	\$1.20	\$1.06	-12.1%	\$1.14
SFMTA	FY2009-10	\$1.56	\$1.46	-6.2%	\$1.48
SamTrans	FY2010-11	\$1.79	\$1.69	-5.7%	\$1.70
VTA	FY2009-10	\$1.58	\$1.36	-14.1%	\$1.51

Note: shading indicates five percent or greater real reduction in performance

(a) Equals five percent reduction from baseline highest year in FY2013-14 dollars.



Performance Measure Progress to Date

- All seven operators on target to achieve 5% reduction in cost per passenger miles
- Cost control, a primary focus of TSP, remains a concern – cost per hour continues to trend up
- All seven operators exhibit improved cost per passenger – but only three meet, or exceed 5% reduction target.

Small Operators: TSP Recommendations and Specific Initiatives

- **Corridor/sub-regional Planning**

- Coordinated Short-Range Transit Planning in Sonoma and Solano Counties
- SMART Integration Study
- Contra Costa Express Bus Study

- **Clipper Implementation**

- 5 operators in FY2014-15: Marin Transit, Fairfield-Suisun Transit (FAST), SolTrans, The VINE, Vacaville City Coach
- 8 operators in FY2015-16: Alameda, Contra Costa, and Sonoma small operators



Small Operators: TSP Recommendations and Specific Initiatives

- **Transit Asset Management Planning**
 - All agencies submitted information for the Regional Transit Capital Inventory (RTCI)
- **Mobility Management**
 - Solano TA coordinates for entire county
 - Paratransit scheduling changes (Santa Rosa, CCTA, ECCTA, Union City)
- **Operational Improvements**
 - Comprehensive Operational Analysis (LAVTA and Santa Rosa)





Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-0979 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 10/8/2015 **In control:** Programming and Allocations Committee
On agenda: 11/18/2015 **Final action:** 11/18/2015
Title: MTC Resolution No. 4206. Allocation of \$12 million in Regional Measure 2 (RM2) Capital funds to the Water Emergency Transportation Authority for the purchase of vessels for the Richmond ferry service.

Sponsors:

Indexes:

Code sections:

Attachments: [6f Reso-4206 WETA Allocation](#)

Date	Ver.	Action By	Action	Result
11/4/2015	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4206. Allocation of \$12 million in Regional Measure 2 (RM2) Capital funds to the Water Emergency Transportation Authority for the purchase of vessels for the Richmond ferry service.

Presenter:

Craig Bosman

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

November 4, 2015

MTC Resolution No. 4206

Subject: Allocation of \$12 million in Regional Measure 2 (RM2) Capital funds to the Water Emergency Transportation Authority for the purchase of vessels for the Richmond Ferry Service project.

Background: RM2 Project 26 is titled *Commute Ferry Service for Berkeley/Albany* in legislation, and the scope is specified as the purchase of two vessels for ferry services between the Berkeley/Albany Terminal and San Francisco. However, the legislation allows for the transfer of funds to another site in the East Bay if the Water Transit Authority (the predecessor agency to the Water Emergency Transportation Authority, or WETA) did not have an entitled terminal site within the Berkeley/Albany catchment area by 2010 that met its requirements. The funds remained unallocated as WETA went through preliminary engineering and environmental processes for both Berkeley/Albany and Richmond potential sites.

As a result of the RM2 strategic planning process in 2014, WETA was directed to identify the location of its next East Bay ferry service by spring of 2015. The environmental document for a Berkeley/Albany site was not finalized, and in May 2015, WETA selected Richmond as its next East Bay terminal location, and authorized a \$12 million RM2 request for ferry purchase. In September, WETA submitted an Initial Project Report requesting an allocation.

This allocation, in conjunction with state Proposition 1B funds, would fund the construction of two ferry vessels. The contract award for vessel construction is expected in April 2016, with delivery of both vessels expected two years later. Construction on the Richmond Ferry Terminal will take place in a similar timeframe. Revenue service is projected to start in 2018.

Staff recommends a \$12 million RM2 allocation to WETA for the Richmond Ferry Service project.

Issues: None.

Recommendation: Refer Resolution No. 4206 to the Commission for approval.

Attachments: MTC Resolution No. 4206

Date: November 18, 2015
W.I.: 1255
Referred by: PAC

ABSTRACT

MTC Resolution No. 4206

This resolution approves the allocation of Regional Measure 2 funds for the Richmond Ferry Service Project, sponsored by the Water Emergency Transportation Authority (WETA).

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet

Attachment B - Project Specific Conditions for Allocation Approval

Attachment C - MTC staff's review of WETA's Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated November 4, 2015.

Date: November 18, 2015
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 Funds for the Richmond Ferry Service Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4206

WHEREAS, pursuant to Government Code Section 66500 *et seq.*, the Metropolitan Transportation Commission (“MTC”) is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan, specifying the allocation criteria and project compliance requirements for RM2 funding (MTC Resolution No. 3636); and

WHEREAS, the Water Emergency Transportation Authority (WETA), formerly the Water Transit Authority, is the project sponsor and implementing agency for the Richmond Ferry Service project; and

WHEREAS, WETA has submitted a request for the allocation of RM2 funds for the Richmond Ferry Service project; and

WHEREAS, capital project number 26 under RM2 as identified in Streets and Highways Code Sections 30914(c)(26), titled Commute Ferry Service for Berkeley/Albany, allows for project 26 funds to be transferred to another site in the East Bay in the absence of an entitled terminal site within the Berkeley/Albany catchment area meeting requirements by 2010; and

WHEREAS, no terminal site within the Berkeley/Albany catchment area that met WETA requirements was entitled by 2010, and WETA has selected Richmond as the preferred next site for East Bay ferry service; and

WHEREAS, the Richmond Ferry Service project is therefore eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c)(26); and

WHEREAS, WETA has submitted an Initial Project Report (IPR), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which WETA is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of WETA's Initial Project Report ("IPR") for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of WETA's IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon WETA complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and be it further

RESOLVED, that reimbursement of RM2 funds as set forth in Attachment A is subject to the availability of RM2 funding; and be it further

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsor.

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.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Richmond Ferry Vessels
Sponsor: Water Emergency Transportation Authority (WETA)
Project Number: 26.0

Activities to be funded with Allocation #1:						
Construction / acquisition of two vessels for Richmond Ferry service.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
16420601	18-Nov-15	\$ 12,000,000	CON	FY 2015-16	\$ 12,000,000	

REGIONAL MEASURE 2 PROGRAM
Project Specific Conditions

Project Title: Richmond Ferry Vessels
Sponsor: Water Emergency Transportation Authority (WETA)
Project Number: 26.0

The allocation and reimbursement of RM2 funds for the above project are conditioned upon the following:

1. none.

RM2 Project Number: 26 Richmond Ferry Vessels

Lead Sponsor	Other Sponsors(s)	Implementing Agency (if applicable)
Water Emergency Transportation Authority (WETA)		WETA
Legislated Project Description		
Purchase two vessels for ferry service between the Berkeley/Albany Terminal and San Francisco. [Legislation allows for transfer of funds to another site in East Bay if no entitled terminal site within the Berkeley/Albany catchment area meeting WETA requirements exists by 2010.]		
RM2 Legislated Funding (in \$1,000)	Total Estimated Project Cost (in \$1,000)	
\$12,000	\$42,000	
Project Purpose and Description		
Purchase two vessels for ferry service between the Richmond Terminal and San Francisco.		
Funding Description		
Committed Funds: Fully funded by RM2 and State Proposition 1B funds.		
Uncommitted Funds: None.		
Operating Capacity: Operations for the Richmond Ferry service will be funded with fare revenues and Contra Costa County's Measure J transportation sales tax.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental Document/Preliminary Engineering	n/a	n/a	\$0
2	Designs, Plans, Specs, & Estimates	n/a	n/a	\$0
3	Right-of-Way Acquisition	n/a	n/a	\$0
4	Construction	9/2015	4/2018	\$42,000
Total:				\$42,000

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Richmond Ferry Vessels	Project No.	26
Lead Sponsor	Water Emergency Transportation Authority (WETA)	Last Updated	11/18/2015

Fund Source	Phase	Prior	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
Committed										
RM2	Construction						12,000			12,000
State Proposition 1B	Construction		16,000	9,000	5,000					30,000
Total:		0	16,000	9,000	5,000	-	12,000	-	-	42,000
Uncommitted										
										0
Total:		0	0	0	0	0	0	0	0	\$ -
Total Project Committed and Uncommitted										
		Prior	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
Total:		0	16,000	9,000	5,000	0	12,000	0	0	\$ 42,000

REGIONAL MEASURE 2 PROGRAM

Project Cash Flow Plan

Project Title: Richmond Ferry Vessels
Sponsor: Water Emergency Transportation Authority (WETA)
RM2 Project Number: 26

RM2 Project No. 29.6	PRIOR	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	TOTAL
RM2 Funds Total		571,429	7,142,857	4,285,714	-	-	12,000,000
PA/ED	0	0	0	0	0	0	0
							0
Final Design (PS&E)	0	0	0	0	0	0	0
							0
							0
							0
Right of Way	0	0	0	0	0	0	0
							0
							0
							0
Construction	0	2,000,000	25,000,000	15,000,000	0	0	42,000,000
RM-2		571,429	7,142,857	4,285,714			12,000,000
Proposition 1B		1,428,571	17,857,143	10,714,286			30,000,000
							0
TOTAL FUNDING							
Environmental	0	0	0	0	0	0	0
Final Design (PS&E)	0	0	0	0	0	0	0
Right of Way	0	0	0	0	0	0	0
Construction	0	2,000,000	25,000,000	15,000,000	0	0	42,000,000
PROJECT TOTAL	0	2,000,000	25,000,000	15,000,000	0	0	42,000,000



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-0973 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 10/8/2015 **In control:** Administration Committee
On agenda: 11/18/2015 **Final action:** 11/18/2015
Title: MTC Resolution No. 4183, Revised. FY 2015-16 Overall Work Program (OWP) Amendment.

Approval of amendments to the FY 2015-16 OWP to include \$2.7 million in carry-over federal planning funds from FY 2014-15 and a reduction in Federal Highway Administration and Federal Transit Administration Planning funds of \$195,196.

Sponsors:

Indexes:

Code sections:

Attachments: [7a Reso-4183 FY16 OWP Amendment-corrected.pdf](#)

Date	Ver.	Action By	Action	Result
11/18/2015	1	Metropolitan Transportation Commission		
11/4/2015	1	Administration Committee		

Subject:

MTC Resolution No. 4183, Revised. FY 2015-16 Overall Work Program (OWP) Amendment.

Approval of amendments to the FY 2015-16 OWP to include \$2.7 million in carry-over federal planning funds from FY 2014-15 and a reduction in Federal Highway Administration and Federal Transit Administration Planning funds of \$195,196.

Presenter:

Sonia Elsonbaty

Recommended Action:

Commission Approval



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Administration Committee

DATE: October 28, 2015

FR: Executive Director

W.I.: 1152

RE: MTC Resolution No. 4183, Revised – FY 2015-16 Overall Work Program (OWP) Amendment

Staff requests that the Committee refer Resolution No. 4183, Revised, which amends the OWP in order to include carryover of approximately \$2.7 million in unspent federal planning funds from FY 2014-15 and to implement a reduction of \$195,196 based on the FHWA PL and FTA 5303 final allocation, to the Commission for approval. The net result is an increase of \$2.5 million in federal planning funds as outlined below.

The carryover balances were finalized in the MTC audit and must be amended into the FY 2015-16 OWP in order to incorporate the funds into MTC's budget.

The breakdown of the Federal planning funds is as follows:

	<u>Carryover Funds</u>
FHWA PL Funds (Toll Credit for a match)	\$ 732,350
FTA 5303 Funds (Toll Credit for a match)	<u>1,934,123</u>
Total Planning Carryover funds	<u>\$2,666,473</u>
	<u>Final FY2014-15 Allocations</u>
FHWA	(\$200,702)
FTA 5303	<u>5,506</u>
Total FY 2014-2015 Final Allocation	<u>(\$195,196)</u>
Total OWP Revised	<u>\$2,471,277</u>

After approval of the amended OWP by the federal funding authorities and Caltrans, \$1.3 million will be reallocated to fund the Transit Sustainability planning projects and \$1.2 million will be reallocated to fund the Regional Transit on Board Travel Survey project. The related amendment to the MTC FY 2015-16 Agency budget is also on this Committee's agenda this month (Agenda Item 4) for referral to the Commission for approval.

Recommendation:

Staff recommends that the Administration Committee refer MTC Resolution No. 4183, Revised to the Commission for approval.


Steve Heminger

Date: April 22, 2015
W.I.: 1152
Referred by: Administration Committee
Revised: 11/18/2015-C

ABSTRACT

Resolution No. 4183, Revised

This resolution approves MTC's Overall Work Program (OWP) for transportation planning activities in the nine-county San Francisco Bay Area for FY 2015-16, certifies that the planning process of the Metropolitan Transportation Commission is in conformance with the applicable joint metropolitan transportation planning and programming regulations of the U.S. Department of Transportation, and authorizes MTC's Executive Director to apply for and execute agreements with the U.S. Department of Transportation for grants to aid in the financing of the OWP.

Further discussion of the OWP is contained in the Executive Director's memorandum dated April 1, 2015.

Attachment C to the resolution was revised on November 18, 2015 to carry over unspent federal planning funds from FY 2014-15 (FHWA PL and FTA 5303) and to include the FY 2014-2015 final federal planning funding allocation adjustments.

Date: April 22, 2015
W.I.: 1152
Referred by: Administration Committee

Re: Overall Work Program for Fiscal Years 2015-16, Certification of Compliance with Requirements of Federal Metropolitan Transportation Planning and Programming Regulations, and Authorization to Apply for and Execute Agreements for Federal Grants.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4183

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC is also the designated Metropolitan Planning Organization (MPO) for the Bay Area and is charged with carrying out the metropolitan transportation planning and programming process required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, MTC has articulated goals and objectives for the region's transportation system through its current Regional Transportation Plan (RTP) entitled the Transportation 2035 Plan, which was adopted in April 2009, and the plan update entitled Plan Bay Area, which was adopted in July 2013; and

WHEREAS, MTC has developed, in cooperation with the State of California and with publicly-owned operators of mass transportation services, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area for FY 2015-16 has been prepared by MTC, the Association of Bay Area Governments, and the California Department of Transportation; and

WHEREAS, the OWP for Fiscal Year 2015-16 includes MTC's unified work program for the fiscal year to achieve the goals and objectives in MTC's RTP; and

WHEREAS, MTC's Administration Committee has reviewed and recommended adoption of the OWP for FY 2015-16; and

WHEREAS, 23 CFR 450.334 requires that the designated MPO certify each year that the planning process is being conducted in conformance with the applicable requirements; and

WHEREAS, MTC desires to apply for and execute one or more agreements with the United States Department of Transportation (DOT) for a grant(s) to aid in the financing of MTC's unified work program for fiscal year 2015-16; now, therefore, be it

RESOLVED, that MTC does hereby adopt the FY 2015-16 OWP and proposed budget therein, attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC certifies that MTC's planning process is addressing the major issues in the metropolitan area and will be conducted in accordance with 23 CFR 450.334 and the Moving Ahead for Progress in the 21st Century Act (MAP-21) and applicable requirements that are set forth in Attachment B to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC's Administration Committee shall monitor, direct, and update the OWP as necessary during Fiscal Year 2015-16 and shall incorporate any amendments into appropriate supplements to the OWP; and it be further

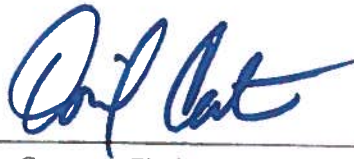
RESOLVED, that the Executive Director or his designee is authorized to apply for and execute any agreements with DOT for grants to aid in the financing of MTC's unified work program included in Attachment A to this Resolution and to execute any subsequent amendments to such agreement(s) consistent with Attachment C to this Resolution; and be it further

RESOLVED, that the Executive Director or his designee is authorized to execute and file with such application assurances or other documentation requested by

DOT of MTC's compliance with applicable federal statutory and regulatory requirements;
and be it further

RESOLVED, that the Executive Director or his designee is authorized to make administrative changes to the grant application(s) so long as such changes do not affect the total amount of the grant or scope of work.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in blue ink, appearing to read 'Dave Cortese', is written over a horizontal line.

Dave Cortese, Chair

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission
held in Oakland, California on April 22, 2015

Date: April 22, 2015
W.I.: 1152
Referred by: Admin

Attachment A
Resolution No. 4183
Page 1 of 1

Attachment A is the FY 2015-16 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC library.

Attachment B
Resolution No. 4183
Page 1 of 1

In accordance with 23 CFR 450.334 and 450.218, and the Moving Ahead for Progress in the 21st Century Act (MAP-21), Metropolitan Transportation Commission ("MTC"), the Metropolitan Planning Organization for the San Francisco Bay Area, hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area, and is being conducted in accordance with all applicable requirements, including:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and Part 40 of Subchapter E of Chapter 1 of Title 23 of the Code of Federal Regulations;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of SAFETEA-LU (Pub.L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Date: April 22, 2015
W.I.: 1152
Referred by: Admin
Revised: 11/18/15-C

Attachment C
Resolution No. 4183
Page 1 of 1

Attachment C includes all amendments and supplements to the FY2015-16 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC offices.

OWP Amendment No. 16-01 adds planning carryover funds for FHWA PL of \$732,350 and FTA 5303 of \$1,934,473, also to include a reduction of \$200,702 in FHWA PL and an increase of \$5,503 in FTA 5303 funds due to the FY 2014-15 Final allocation adjustments.



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #:	15-1025	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	10/27/2015	In control:		Administration Committee	
On agenda:	11/18/2015	Final action:		11/18/2015	
Title:	MTC Resolution No. 4181, Revised. FY 2015-16 MTC Agency Budget Amendment.				

Approval of the amended FY 2015-16 MTC Agency Budget to reflect the changes in Agenda Item 7a and the addition of an MTC/ABAG merger study.

Sponsors:

Indexes:

Code sections:

Attachments: [7b_Reso-4181_MTC Budget Amendment-corrected.pdf](#)

Date	Ver.	Action By	Action	Result
11/18/2015	1	Metropolitan Transportation Commission		
11/4/2015	1	Administration Committee		

Subject:

MTC Resolution No. 4181, Revised. FY 2015-16 MTC Agency Budget Amendment.

Approval of the amended FY 2015-16 MTC Agency Budget to reflect the changes in Agenda Item 7a and the addition of an MTC/ABAG merger study.

Presenter:

Brian Mayhew

Recommended Action:

Commission Approval



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Administration Committee

DATE: October 28, 2015

FR: Executive Director

W. I. 1152

RE: MTC Resolution No. 4181, Revised - FY 2015-16 MTC Agency Budget Amendment

Attached for your review and referral to the Commission for approval is Resolution No. 4181, Revised, amending the MTC budget for FY 2015-16. In addition to the changes included in Agenda Item 3 on today's agenda, this request includes a \$275,000 transfer from the reserve to conduct the joint MTC/ABAG merger study. The budget changes are shown below with the carryover encumbrance amounts detailed in Attachment A.

The recommended budget changes include carryover funding of \$2.7 million in unspent federal planning funds, some grant adjustments, and an increase for the merger study. The carryover planning funds will be reallocated to the regional travel model and transit sustainability projects. Also, staff recommends using a STP PL grant to fund staff cost to offset a reduction of \$195,196 in final FHWA PL and FTA 5303 allocations. There is a reduction in the SAFE funds since the connected vehicle project grant was not awarded. Finally, the adjustment includes a transfer of \$275,000 from the general reserve to implement the study of a merger between MTC and ABAG. This expenditure will be offset by a future contribution of 50% of the cost from ABAG.

Operating Revenue Revisions	Carryover	Final Allocation	Total
General Planning Revenue (FHWA, FTA 5303)	\$2,666,473	-\$195,196	\$2,471,277
Amended Project Transfers			
Grant funded Overhead due to the swap of PL with STP grant to fund Staff		68,446	68,446
Service Authority Freeways (SAFE)			-1,000,000
Transfer in from Reserve for MTC/ABAG Merger Study			275,000
<u>Total Amended Revenue & Transfers</u>			<u>\$1,814,723</u>
Operating Expenses Revisions			
Staff Cost (Swap PL with grant funds)		-\$126,750	-\$126,750
Contractual Expenses			
Transit Sustainability	1,351,619		1,351,619
Regional Data Analyses	1,314,854		1,314,854
Professional Services			-1,000,000
MTC/ABAG Merger Study			275,000
<u>Total Operating Expenses</u>			<u>\$1,814,723</u>

Prior Year Revenue

In addition to the recommended budget changes, there is also approximately \$6.1 million in carryover encumbrances, primarily for contracts executed in FY 2014-15 with work remaining in FY 2015-16. Both contract and funding sources are detailed in Schedule A.


Multi-Year Federal Grants

The multi-year federal grants budget was revised to remove \$3.6 million for the connected vehicle grant because MTC's application was not selected, and to add \$90,000 for the HEPP Travel model grant after it got re-obligated to fund travel forecast research studies. The FY 2014-15 grant balances were also updated for the final audit numbers.

The budget detail is in Attachment B of the MTC budget.

Reserve Adjustments

Staff recommends that this Committee forward MTC Resolution No. 4181, Revised, to the Commission for approval.



Steve Heminger

Attachment A

Prior Year Contract Carryover

Regional Transportation Plan & Data Analysis	\$1,299,796
Regional Traveler & Transit Information	1,240,749
Various Programs	433,718
Pavement Management System	429,760
Implement Lifeline Program	476,890
Transit Sustainability Project	1,313,219
Arterial Operations & Freeway Performances	516,912
Legal Services	<u>420,165</u>
Total	<u>\$6,131,209</u>

Prior Year Revenue Carryover

General Fund	\$1,954,000
FHWA and FTA 5303	809,003
SAFE	1,422,154
State Transit Assistance	630,327
RM2	216,803
PPM	75,017
Local Cities	718,830
PTAP – LM	174,730
TFCA	76,565
AB 664	51,525
2% Transit	<u>2,255</u>
Total	<u>\$6,131,209</u>

Date: June 24, 2015
W.I.: 1152
Referred By: Administration
Revised: 11/18/15-C

ABSTRACT

Resolution No. 4181, Revised

This resolution approves the Agency Budget for FY 2015-16.

This resolution was revised on November 18, 2015 for budget changes. The changes include FY 2014-15 Budget amendments as well as carryover funding approved in prior years. In addition a transfer of \$275,000 from reserve is required for a study of the MTC/ABAG merger implementation plan.

Further discussion of the agency budget is contained in the Executive Director's memorandum dated June 3, 2015 and in the Executive Director's memorandum dated October 28, 2015. An updated budget is attached as Attachments A, B and C.

Date: June 24, 2015
W.I.: 1152
Referred By: Administration

Re: Metropolitan Transportation Commission's Agency Budget for FY 2015-16

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4181

WHEREAS, the Metropolitan Transportation Commission (MTC or the Commission) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, on April 22, 2015 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2015-16 with the adoption of MTC Resolution No. 4183; and

WHEREAS, the OWP identifies MTC's unified work program for FY 2015-16; and

WHEREAS, the final draft MTC Agency Budget for FY 2015-16 as reviewed and recommended by the Administration Committee is consistent with the OWP as adopted pursuant to MTC Resolution No. 4183; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2015-16, prepared in accordance to generally accepted accounting principles and modified accrual, attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that MTC delegates to its Administration or Operations Committees the authority to approve all contracts and expenditures in MTC's Agency Budget for FY 2015-16, providing that there shall be no increase in the overall budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall submit written requests to the Administration or Operations Committees for approval of consultants, professional services, and expenditures authorized in the MTC Agency Budget for FY 2015-16; and, be it further

RESOLVED, that MTC's Executive Director, and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2015-16; and, be it further

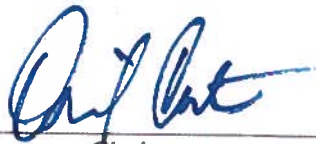
RESOLVED, that the Commission authorizes that the use of funds from the general fund for cash flow purposes, as an advance on authorized expenditures until the expenditures have been reimbursed; and, be it further

RESOLVED, that the Commission authorizes the designation of certain reserves for FY 2015-16 as follows: Benefits, Liability, Compensated leave, Encumbrances, Building, and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside a \$1,250,000 liability reserve and establish a \$800,000 contract budget against the liability reserve. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2015-16 without prior authorization of the Administration Committee; and, be it further

RESOLVED, that the total of full time regular and project employees is established at 204 and will not be increased without approved increase to the appropriate FY 2015-16 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2015-16 budgets; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall furnish the Administration Committee with a monthly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by the Administration Committee.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in blue ink, appearing to read 'Dave Cortese', is written over a horizontal line.

Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on June 24, 2015.

Date: June 24, 2015
W.I.: 1152
Referred by: Administration
Revised: 11/18/2015-C

Attachments A, B, C
Resolution No. 4181, Revised

METROPOLITAN TRANSPORTATION COMMISSION

AGENCY BUDGET

FY 2015-16

TABLE OF CONTENTS

	<u>Page</u>
Budget Summary	1
Revenue Detail	2
Expense Summary	5
Contractual Services	6

METROPOLITAN TRANSPORTATION COMMISSION

BUDGET FY 2015-16

Attachment A

SUMMARY

PART 1: OPERATING REVENUE-EXPENSE SUMMARY

	Original BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change % Inc./Dec	Change \$ Inc./Dec
General Planning Revenue	\$23,393,477	\$25,055,751	7%	\$1,662,274
Other MTC Revenue	1,652,067	1,652,067	0%	0
Transfers from other Funds	33,841,266	33,184,712	-2%	(656,554)
Local Revenue Grants	2,546,278	2,546,278	0%	0
Total Operating Revenue	\$61,433,088	\$62,438,808	2%	\$1,005,720
Total Operating Expense	\$61,430,178	\$62,435,898	2%	\$1,005,720
Operating Surplus (Shortfall)	\$2,912	\$2,912	0%	\$0
Total Operating Revenue - Prior Year	\$0	\$6,131,209	100%	\$6,131,209
Total Operating Expense - Prior Year	\$0	\$6,131,209	100%	\$6,131,209
Operating Surplus (Shortfall)- Prior year	\$0	\$0	0%	\$0
Total Operating Surplus (Shortfall)	\$2,912	\$2,912	0%	\$0

PART2: CAPITAL PROJECTS REVENUE-EXPENSE SUMMARY

Total Annual Capital Revenue	\$1,543,000	\$1,543,000	0%	\$0
Total Annual Capital Expense	\$1,543,000	\$1,543,000	0%	\$0
Capital Surplus(Shortfall)	\$0	\$0	0%	\$0
TOTAL FISCAL YEAR SURPLUS (SHORTFALL)	\$2,912	\$2,912	0%	\$0

PART3: CHANGES IN RESERVES

Transfer To Designated Reserve	\$0	\$0		
Net MTC Reserves - in(out)	\$2,912	\$2,912	0%	\$0
Current Year Ending Balance	\$0	\$0		

REVENUE DETAIL

	Original BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change % Inc./Dec)	Change \$ Inc./Dec)
General Planning Revenue				
FTA Section 5303	\$3,247,073	\$3,247,073	0%	\$0
FTA 5303 carryover FY'15	0	1,159,842	100%	1,159,842
FTA 5303 Final Allocation FY'15	0	5,506	-100%	5,506
Sustainable Transportation Planning Grant	300,000	300,000	0%	0
FHWA 1/2 % PL	7,546,404	7,546,404	0%	0
FHWA PL Final Allocation FY'15	0	(200,702)	-100%	(200,702)
FHWA PL carryover FY'15	0	697,828	100%	697,828
TDA (Planning/Administrative)	12,300,000	12,300,000	0%	0
Subtotal: General Planning Revenue	\$23,393,477	\$25,055,751	7%	\$1,662,274
Other MTC Revenue				
STIP-PPM	\$1,142,067	\$1,142,067	0%	\$0
HOV lane fines	490,000	490,000	0%	0
Interest	20,000	20,000	0%	0
Subtotal: MTC Other Revenue	\$1,652,067	\$1,652,067	0%	\$0
Operating Transfers				
BATA 1%	\$7,087,000	\$7,087,000	0%	\$0
Transfer BATA RM2	1,792,000	1,792,000	0%	0
BATA Reimbursements (Audit/misc. contracts)	1,367,900	1,367,900	0%	0
Express Lanes	375,000	375,000	0%	0
RAFC Management Services	531,769	531,769	0%	0
Service Authority Freeways Expressways (SAFE)	3,527,886	2,527,886	-28%	(1,000,000)
Exchange Fund Transfer	10,000,000	10,000,000	0%	0
STA Transfer	2,749,000	2,749,000	0%	0
2% Transit Transfers	511,254	511,254	0%	0
Transfer in from Reserve - Move related	1,000,000	1,000,000	0%	0
Transfer in from Reserve - MTC/ABAG Study	0	275,000	100%	275,000
Transfer in from Liability Reserve	800,000	800,000	0%	0
Transfer in from SAFE & BATA for computer capital	280,000	280,000	0%	0
Grant Funded - Overhead	1,963,267	2,031,713	3%	68,446
Capital Programs - Overhead	1,856,190	1,856,190	0%	0
Subtotal: Transfers from other funds	\$33,841,266	\$33,184,712	-2%	(\$656,554)
MTC Total Planning Revenue	\$58,886,810	\$59,892,530	2%	\$1,005,720
Local Revenue Grants				
Misc. Revenue (PMP Sales)	\$800,000	\$800,000	0%	\$0
TFCA (Regional Rideshare), Spare the Air, Cities	1,204,987	1,204,967	0%	0
	541,311	541,311	0%	0
Subtotal: Local Revenue Grants	\$2,546,278	\$2,546,278	0%	\$0
Total Current Year Revenue	\$61,433,088	\$62,438,808	2%	\$1,005,720
MTC Prior Year Project Revenue				
Prior Year Project Revenue - Federal/State				
FTA 5303	603,483	774,481		
FHWA	442,850	84,522		
State Transit Assistance (STA)	464,645	630,327		
Subtotal:	\$1,510,778	\$1,439,330		
Prior Year Project Revenue - Local				
General Fund	1,443,391	1,954,000		
Transportation Funds for Clean Air (TFCA)	121,419	76,565		
Service Authority for Freeways/Expressways (SAFE)	639,296	1,422,154		
PTAP LM	182,598	174,730		
PPM	237,764	75,017		
RM2/BATA Reimb.	342,892	216,803		
AB 664	0	51,525		
local Cities	279,197	719,830		
2% Transit	7,960	2,255		
Subtotal:	\$3,254,517	\$4,691,879		
Total Prior Year Project Revenue	\$4,765,295	\$6,131,209		

**EXPENSE SUMMMARY
BUDGET FY 2015-16**

	Original BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change % (Inc./Dec)	Change \$ Inc./Dec)
Operating Expense				
I. Salaries and Benefits	\$23,141,789	\$23,015,039	-1%	(\$126,750)
MTC Staff - Regular	\$18,555,722	\$18,439,029	-1%	(\$116,692)
OPEB	1,589,682	1,589,625	-1%	(10,058)
Temporary Staff	128,688	128,688	0%	0
Project Based Staff & LGS	2,830,697	2,830,697	0%	0
Interns	27,000	27,000	0%	0
II. Travel and Training	\$402,000	\$402,000	0%	\$0
III. Printing, Repro. & Graphics	\$134,100	\$134,100	0%	\$0
IV. Computer Services	\$1,404,500	\$1,404,500	0%	\$0
V. Commissioner Expense	\$70,000	\$70,000	0%	\$0
VI. Advisory Committees	\$15,000	\$15,000	0%	\$0
VII. General Operations	\$3,708,656	\$3,708,656	0%	\$0
Subtotal Staff Cost	\$28,876,045	\$28,749,295	-1%	(\$126,750)
IX. Contractual Services	\$32,554,131	\$33,686,601	3%	\$1,132,470
Total Operating Expense Current Year	\$61,430,176	\$62,435,896	2%	\$1,005,720
IX. Contractual Services - Prior Year	\$0	\$6,131,209	100%	\$6,131,209
Transfer out to BAHA	\$0	\$0	0%	\$0
Total Operating Expense	\$61,430,176	\$68,567,105	12%	\$7,136,929

CAPITAL PROJECTS

	Original BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change % Inc./Dec	Change \$ Inc./Dec
Annual Transfer from Reserve to Capital	\$1,543,000	\$1,543,000	0%	\$0
Annual Capital Expense	\$1,543,000	\$1,543,000	0%	\$0
Hub Signage Program				
Revenue				
Prop. 1B	\$9,856,450	\$0		\$9,856,450
RM2	362,000	0		362,000
Real Time Sign - BART	300,000	0		300,000
Real Flap Sign - STA	166,300	0		166,300
	\$10,684,750	\$0		\$10,684,750
Expense				
Staff	\$1,200,000	\$0		\$1,200,000
Consultants	9,484,750	0		9,484,750
	\$10,684,750	\$0		\$10,684,750

CONTRACTUAL SERVICES DETAIL
New Contractual and Professional Services

Work Element	Description/Purpose	Original BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change \$ Inc./Dec)
1111	Support Commission Standing Committees Planning Programs - Other TOTAL	\$150,000 \$150,000	\$150,000 \$150,000	\$0 \$0
1112	Implement Public Information Program LWV Monitor Photography services for MTC/BATA Design & Production Services On-call Facilitation and Outreach PDA Communication Digital Promotion & Analysis Awards Program MTC web integration/portal TOTAL	\$25,000 50,000 150,000 25,000 50,000 25,000 15,000 125,000 \$465,000	\$25,000 50,000 150,000 25,000 50,000 25,000 15,000 125,000 \$465,000	\$0 0 0 0 0 0 0 0 \$0
1121	Plan Bay Area Develop Public Involvement Event Expenses CBO Outreach Public Opinion/Revenue Polls (2 total) Digital Tools/Visualization EIR Development MTC/ABAG Merger Implementation Plan Express Lane Settlement Agreement Plan Bay Area Implementation Plan Bay Area Future Trends SCS/RTP Plan Development Economic Development Strategy TOTAL	175,000 100,000 50,000 145,000 75,000 370,000 0 50,000 0 0 0 0 0 \$965,000	175,000 100,000 50,000 145,000 75,000 370,000 275,000 50,000 0 0 0 0 0 \$1,240,000	0 0 0 0 0 0 275,000 0 0 0 0 0 0 \$275,000
1122	Analyze Regional Data using GIS and Travel Models Travel Model Assistance Land use Model Research Travel Model Research Technical Support for Web Based Projects Leverage SHRP2 Investment Consolidated household travel Regional Transit on Board Freight Modelling Program Evolving Transport Research Program Development Pilot fare Coordination project Web-Based Projects/Visualization Modeling Hardware & Land use Modeling Software Bay Area Travel Survey Evolving Transport Research Program Development TOTAL	\$150,000 250,000 50,000 100,000 100,000 75,000 750,000 50,000 50,000 0 0 0 0 0 0 0 \$1,575,000	\$150,000 250,000 50,000 100,000 100,000 75,000 1,824,565 50,000 50,000 0 0 0 0 0 0 0 \$2,649,565	\$0 0 0 0 0 0 1,074,565 0 0 0 0 0 0 0 0 0 \$1,074,565
1124	Regional Goods Movement Plan Regional Goods Movement Study HUD Follow-up Efforts Sustainable Transportation Planning Zero Emission Freight Study TOTAL	\$0 150,000 450,000 0 \$600,000	\$0 150,000 450,000 0 \$600,000	\$0 0 0 0 \$0
1132	Advocacy Coalitions Legislative advocates - Sacramento Mineta Transportation Institute Legislative advocates - Washington D.C. TOTAL	\$151,000 100,000 263,000 \$514,000	\$151,000 100,000 263,000 \$514,000	\$0 0 0 \$0
1152	Agency Financial Management Financial Audit Project Audits OPEB Actuary Financial System Upgrade TOTAL	\$400,000 0 15,000 20,000 \$435,000	\$400,000 0 15,000 20,000 \$435,000	\$0 \$0 0 0 \$0
1153	Administrative Services Organizational and Compensation Ergonomics Move related Projects Internship Program TOTAL	\$100,000 75,000 150,000 136,000 \$461,000	\$100,000 75,000 150,000 136,000 \$461,000	\$0 0 0 0 \$0

CONTRACTUAL SERVICES DETAIL

Work Element	Description/Purpose	Original BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change \$ Inc./Dec)
1161	Information Technology Services			
	Network/Security Support	\$0	\$0	\$0
	Web/DB Application Development/Integration	50,000	50,000	0
	Network Assistance	50,000	50,000	0
	Enterprise data and process review	350,000	350,000	0
	Document scanning	50,000	50,000	0
	Move Assistance/Project Management	150,000	150,000	0
	TOTAL	\$650,000	\$650,000	\$0
1212	Performance Measuring and Monitoring			
	State of the Region/Performance Monitoring	\$150,000	\$150,000	\$0
	RTP Performance	75,000	75,000	0
	State of Good Repair Performance Analysis	75,000	75,000	0
	TOTAL	\$300,000	\$300,000	\$0
1222	Regional Rideshare Program			
	511 Ridesharing Program Operations	\$1,000,000	\$1,000,000	\$0
	511 Program Marketing	200,000	200,000	0
	SB 1339 Implementation	0	0	0
	TOTAL	\$1,200,000	\$1,200,000	\$0
1223	Operational Support for Regional Programs			
	TMC Legacy Projects and Contingency	\$0	\$0	\$0
	Park N Ride	150,000	150,000	0
	ITS Architecture	200,000	200,000	0
	TMS Technical Advisor & Guidance Bench	0	0	0
	TOTAL	\$350,000	\$350,000	\$0
1224	Regional Traveler Information			
	511 Traffic/Real Time Translt	\$2,191,500	\$2,191,500	\$0
	HSP:511 Real-Time	127,000	127,000	0
	511 Web Services	121,000	121,000	0
	511 Translt	891,000	891,000	0
	511 ESRI License	5,900	5,900	0
	Trip planner License	14,000	14,000	0
	Connected Vehicle	1,000,000	0	(1,000,000)
	TOTAL	\$4,350,400	\$3,350,400	(\$1,000,000)
1228	Regional Transportation Emergency Operation			
	Satellite Telephone-Annual Operations	\$50,000	\$50,000	\$0
	Translt Emergency Response	0	0	0
	EOC Training & Support	75,000	75,000	0
	TOTAL	\$125,000	\$125,000	\$0
1229	Regional Transportation Emergency Planning			
	Ongoing Emergency Exercise Support	\$300,000	\$300,000	\$0
	Emergency Response Strategies	100,000	100,000	0
	Joint Operations at @ Beale Street	1,100,000	1,100,000	0
	Translt Service Contingency	334,000	334,000	0
	TOTAL	\$1,834,000	\$1,834,000	\$0
1233	Transportation Asset Management			
	Software Development and Maintenance	\$900,000	\$900,000	\$0
	Translt Capital Inventory	100,000	100,000	0
	Software Training Support	34,410	34,410	0
	TAM Plan Development and Performance	75,000	75,000	0
	PTAP Projects	183,976	183,976	0
	Quality Assurance Program	50,000	50,000	0
	TOTAL	\$1,343,386	\$1,343,386	\$0
1234	Arterial Operations			
	Arterial Operations - Next Generation	\$0	\$0	\$0
	TOTAL	\$0	\$0	\$0
1235	Incident Management			
	Incident Management Task Force	\$100,000	\$100,000	\$0
	TOTAL	\$100,000	\$100,000	\$0
1237	Freeway Performance Initiative			
	Managed LANES Master Plan (Study)	\$300,000	\$300,000	\$0
	FPI Traffic Operations/Comidor Analysis	50,000	50,000	0
	Active Traffic Management Strategies	625,000	625,000	0
	TOTAL	\$975,000	\$975,000	\$0
1311	Lifeline Planning			
	Community - Based Transportation Plan Funding Ag	\$360,000	\$360,000	\$0
	CBTP Grant Program	89,000	89,000	0
	Lifeline Cycle 3	800,000	800,000	0
	Coordinated Plan Update	100,000	100,000	0
	TOTAL	\$1,349,000	\$1,349,000	\$0

CONTRACTUAL SERVICES DETAIL

Work Element	Description/Purpose	Original BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change \$ Inc./(Dec)
1413	Climate Initiative			
	Climate Adaption Consulting (BARC)	\$80,000	\$80,000	\$0
	EV Strategic Council	35,000	35,000	0
	Regional Transportation Sea Level Rise	0	0	0
	TOTAL	\$115,000	\$115,000	\$0
1512	Federal TIP Development			
	REMI Financial Forecast Model	\$50,000	\$50,000	\$0
	TOTAL	\$50,000	\$50,000	\$0
1514	Regional Assistance Programs			
	Performance audits - TDA audit & RM2 Oversight	\$250,000	\$250,000	\$0
	TOTAL	\$250,000	\$250,000	\$0
1515	Regional Assistance Programs			
	FMS TIP-RTP Linkage & Mapping	\$0	\$0	0
	FMS User Interface Upgrade	125,000	125,000	0
	TOTAL	\$125,000	\$125,000	\$0
1517	Transit Sustainability			
	Transit Sustainability Planning	\$761,254	\$1,544,159	\$782,905
	West Contra Costa Rapid Transit Study	0	0	0
	SRTP	300,000	300,000	0
	Transit Core Capacity Analysis	0	0	0
	TOTAL	\$1,061,254	\$1,844,159	\$782,905
1518	New Freedom			
	On Call Facilitation for Mobility Management	\$5,000	\$5,000	\$0
	TOTAL	\$5,000	\$5,000	\$0
1511	Transportation and Land Use Coordination			
	ABAG - FHWA/FTA5303/TDA/Prop. 84	\$2,166,091	\$2,166,091	\$0
	Transit Oriented Affordable Housing Fund	10,000,000	10,000,000	0
	PDA Assessment	0	0	0
	Complete Streets Technical Assistance	40,000	40,000	0
	Bike/ Ped Counts Program	60,000	60,000	0
	Conference Sponsorship for Rail-Volution	15,000	15,000	0
	Parking Program	125,000	125,000	0
	TOTAL	\$12,406,091	\$12,406,091	\$0
106	Legal Services	\$800,000	\$800,000	\$0
101	Encumbrances Contracts	\$0	\$0	\$0
	Total consultant contracts:	\$32,554,131	\$33,686,801	\$1,132,470

LTD Federal Grants Budget

Attachment B

Grant # / Fund Source #	Project Description	1	2	3 = (1-2)	4	5	6	7 = (3+4-5-6)
		LTD Grant thru FY 2015	LTD Actual & Enc thru FY 2015	Balance thru FY 2015	New Grant FY 2015-16	staff budget FY 2015-16	Consultant budget FY 2015-16	Balance FY 2015-16
6084-146 1580	Station Area Planning	\$4,256,088	\$2,096,406	\$2,159,682	\$0	\$0	\$358,500	\$1,801,182
6084-156 1585	Regional Streets and Roads	378,695	\$378,695	0	0	0	0	0
6084-162 1590	Freeway Performance Initiative	424,555	\$215,451	209,104	0	0	0	209,104
6160-018 1595	Freeway Performance Initiative	410,412	\$0	410,412	0	410,412	0	(0)
6084-175 1801	CMA Planning	26,270,089	\$10,683,339	15,586,750	0	1,094,186	8,183,000	6,309,554
6084-176 1803	511 Grant	28,112,035	\$8,569,979	19,542,056	0	1,274,193	13,475,377	4,792,486
6084-178 1805	Regional Streets and Roads	736,817	\$111,042	625,775	0	34,410	265,590	325,775
6084-179 1806	Pavement Management	4,136,596	\$1,478,360	2,658,236	0	0	1,420,000	1,238,236
6084-188 1812	OBAG Regional PDA	8,740,305	\$615,735	8,124,570	0	0	2,834,000	5,290,570
6084-187 1811	OBAG Regional PDA - ABAG	1,340,000	\$680,000	680,000	0	0	660,000	20,000
NEW	Arterial Operations	3,000,000	\$500,000	2,500,000	0	0	2,500,000	0
		\$77,805,592	\$25,309,007	\$52,496,585	\$0	\$2,813,211	\$29,886,467	\$19,986,906

CMAQ Grants

6084-139 1584	Incident Management & FPI	\$837,149	\$837,149	\$0	\$0	\$0	\$0	\$0
6084-160 1589	Arterial Operations	5,218,365	1,653,858	3,564,507	0	641,756	1,200,000	1,720,751
6084-164 1591	Climate Initiatives Program Public Outreach	3,700,527	1,654,817	2,045,710	0	0	1,542,678	503,032
6084-165 1592	Climate Initiatives Evaluation	2,040,085	984,831	1,055,254	0	141,788	0	913,466
6160-018 1596	Freeway Performance Initiative	7,153,941	1,767,305	5,386,636	0	1,417,423	1,500,000	2,469,213
6160-020 1800	Incident Management	5,935,774	867,620	5,068,154	0	402,040	2,408,000	2,258,114
6084-176 1804	511 Grant	11,273,187	5,297,216	5,975,971	0	958,147	1,613,623	3,404,201
6084-180 1809	Freeway Performance Corridor Studies	3,833,946	671,234	3,162,712	0	0	1,500,000	1,662,712
6084-188 1814	Regional Bicycle Program	1,725,000	168,253	1,556,747	0	0	1,185,000	371,747
NEW	Incident Management	0	0	0	10,840,000	0	10,840,000	0
NEW	Climate Initiatives CYCLE 2	0	0	0	7,000,000	0	7,000,000	0
		\$41,715,974	\$13,902,283	\$27,813,691	\$17,840,000	\$3,561,164	\$28,789,301	\$13,303,236

FTA GRANTS

90-Y555 1613	JARC	\$16,613	14,064	\$4,549	\$0	\$0	\$4,549	\$0
37-X076 1614	JARC	347,421	0	347,421	0	0	265,248	82,173
37-X043 1620	JARC	29,252	0	29,252	0	0	0	29,252
37-X064 1622	JARC	88,993	0	88,993	0	0	0	88,993
37-X104 1625	JARC	304,533	0	304,533	0	0	0	304,533
37-X133 1627	JARC	369,493	82,311	287,182	0	0	0	287,182
37-X164 1629	JARC	684,619	2,200	682,419	0	15,526	0	666,893
37-X177 1630	JARC	2,430,952	276,685	2,154,267	0	0	0	2,154,267
34-001 1631	FTA 5339	10,506,277	840,438	9,665,839	0	0	9,665,839	0
34-0024 1633	FTA 5339	12,240,015	0	12,240,015	0	0	12,240,015	0
New	FTA 5339	0	0	0	11,565,979	0	11,565,979	0
New	TIGER GRANT	1,000,000	112,140	887,860	0	0	887,860	0
57-X023 1623	New Freedom	150,928	24,334	126,594	0	0	0	126,594
57-X032 1624	New Freedom	41,250	34,157	7,093	0	0	0	7,093
57-X050 1626	New Freedom	375,031	179,106	195,925	0	0	0	195,925
57-X074 1628	New Freedom	1,308,460	1,014,849	293,611	0	0	0	293,611
57-X109 1632	New Freedom	1,383,631	425,793	957,838	0	0	100,166	857,672
		\$31,279,468	\$3,008,077	\$28,271,391	\$11,565,979	\$15,526	\$34,729,656	\$5,094,188

HPP/VPP GRANTS

1739	VPPL Value PRICING	\$482,045	362,769	\$119,276	\$0	\$0	\$0	\$119,276
		\$482,045	\$362,769	\$119,276	\$0	\$0	\$0	\$119,276

HUD Grant

1737	HUD Grant	\$2,997,213	\$2,694,396	\$302,817	\$0	\$0	\$0	\$302,817
------	-----------	-------------	-------------	-----------	-----	-----	-----	-----------

Other Grants

1111	FHWA - Climate Change	\$167,356	167,251	\$105	\$0	\$0	\$0	\$105
1110	HEPP Travel Model (Reobligated)	\$90,000	\$0	\$90,000	0	0	\$90,000	0
1112	FHWA - SHRP2	700,000	41,944	658,056	0	0	0	658,056
NEW	Climate Initiatives CYCLE 2				7,713,000		7,713,000	0
		\$957,356	\$209,195	\$748,161	\$7,713,000	\$0	\$7,803,000	\$658,161

Total Federal Grants Budget

\$155,237,848	\$45,483,727	\$109,753,921	\$37,118,979	\$6,389,891	\$101,018,424	\$39,464,585
----------------------	---------------------	----------------------	---------------------	--------------------	----------------------	---------------------

CONTRACTUAL SERVICES DETAIL Federal Grants

Work Element	Description/Purpose	Original BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change \$ Inc/(Dec)
1122	Analyze Regional Data using GIS and Travel Models Travel Model	\$0	\$90,000	\$90,000
	TOTAL	\$0	\$90,000	\$90,000
1152	Agency Financial Management Project Audits	\$200,000	\$200,000	\$0
	TOTAL	\$200,000	\$200,000	\$0
1222	Regional Rideshare Program 511 Program Operations	\$2,549,000	\$2,549,000	\$0
	511 Program Marketing	\$374,000	\$374,000	\$0
	Rideshare: Employer Services (CMAs)	450,000	450,000	0
	SB 1339	93,000	93,000	0
	TOTAL	\$3,466,000	\$3,466,000	\$0
1223	Operational Support for Regional Programs TMS Technical Advisor & Guidance Bench	\$0	\$0	\$0
	TOTAL	\$0	\$0	\$0
1224	Regional Traveler Information 511 Traffic Real Time Transit	\$6,103,000	\$6,103,000	\$0
	511 Transit	5,302,000	5,302,000	0
	RG	0	0	0
	Connected Vehicles	3,600,000	0	(3,600,000)
	511 ESRI License	111,000	111,000	0
	TOTAL	\$15,116,000	\$11,516,000	(\$3,600,000)
1233	Pavement Management System Software Training Support	\$265,590	\$265,590	\$0
	P-TAP Projects	1,420,000	1,420,000	0
	TOTAL	\$1,685,590	\$1,685,590	\$0
1234	Arterial Operations Coordination Program for Arterial System	\$1,200,000	\$1,200,000	\$0
	Arterial Operations - Next Generation	3,000,000	2,500,000	(500,000)
	TOTAL	\$4,200,000	\$3,700,000	(\$500,000)
1235	Incident Management Incident Management Task Force	\$140,000	\$140,000	\$0
	1-880 ICM	13,108,000	13,108,000	0
	TOTAL	\$13,248,000	\$13,248,000	\$0
1237	Freeway Performance Initiative FPI Implementation and Ramp Metering	\$1,500,000	\$1,500,000	\$0
	FPI Traffic Operations/Corridor Analysis	1,500,000	1,500,000	0
	TOTAL	\$3,000,000	\$3,000,000	\$0
1310	Implement Lifeline Transportation Program Lifeline Planning	\$269,797	\$269,797	\$0
	TOTAL	\$269,797	\$269,797	\$0
1413	Climate Initiative Bike to Work Day	\$0	\$150,000	\$150,000
	Climate Initiative Outreach and Marketing program	\$17,197,678	\$17,197,678	\$0
	TOTAL	\$17,197,678	\$17,347,678	\$150,000
1512	Federal TIP Development Transit Capital Inventory	\$0	\$0	\$0
	Transit Operators	34,312,271	33,471,833	(840,438)
	TOTAL	\$34,312,271	\$33,471,833	(\$840,438)
1517	Transit Sustainability Transit Core Capacity Analysis	\$0	\$0	\$0
	TOTAL	\$0	\$0	\$0
1518	New Freedom New Freedom Projects	\$100,166	\$100,166	\$0
	TOTAL	\$100,166	\$100,166	\$0
1519	Transit Core Transit Core Study	\$1,000,000	\$887,860	(\$112,140)
	TOTAL	\$1,000,000	\$887,860	(\$112,140)
1611	Transportation and Land Use Coordination ABAG - STP	\$1,359,000	\$1,359,000	\$0
	BCDC STP	351,000	351,000	0
	CMAs - STP	7,133,000	7,133,000	0
	Access Public Lands near Transit	500,000	500,000	0
	PDA Implementation Studies	515,000	515,000	0
	SR 82 Study	275,000	275,000	0
	PDA Planning Grant	1,902,500	1,902,500	0
	TOTAL	\$12,035,500	\$12,035,500	\$0
	Total Federal funded Consultants	\$106,831,002	\$101,016,424	(\$4,814,578)

Attachment C

Clipper Operating:

	Original BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change \$ Inc./(Dec)
Revenue:			
CMAQ	\$0	\$0 100%	\$0
RM2	2,825,000	2,825,000 0%	0
STA	17,856,667	17,856,667 0%	0
Transit Operators	17,914,400	17,914,400 0%	0
	<u>\$38,596,067</u>	<u>\$38,596,067 0%</u>	<u>\$0</u>
Expenses:			
Salaries and Benefits	\$1,574,567	\$1,574,567 0%	\$0
Temporary Agency	0	0 0%	0
Travel & Membership	72,100	72,100 0%	0
Promotion/Outreach/Fare Inc.	3,890,000	3,890,000 0%	0
Bad Debt	0	0 0%	0
Clipper Operations	33,059,400	33,059,400 0%	0
	<u>\$38,596,067</u>	<u>\$38,596,067 0%</u>	<u>\$0</u>

Clipper Capital:

	LTD Budget Thru FY2015-16	Amended BUDGET FY 2015-16	LTD Budget Thru FY2015-16
Revenue:			
CMAQ	\$71,675,201	\$0	\$71,675,201
Card Sales	\$4,851,267	0	\$4,851,267
ARRA	11,000,000	0	11,000,000
FTA	25,177,072	0	25,177,072
STP	43,605,002	0	43,605,002
STA	21,207,597	0	21,207,597
Prop 1B	1,000,000	0	1,000,000
SFMTA	3,905,421	0	3,905,421
GGGHTD	2,975,000	0	2,975,000
BART	725,000	0	725,000
MTC Exchange Fund	8,269,158	0	8,269,158
BATA	27,124,813	0	27,124,813
Transit Operators	11,807,000	0	11,807,000
WETA	603,707	0	603,707
Sales Tax	99,311	0	99,311
	<u>\$225,763,898</u>	<u>\$0</u>	<u>\$234,025,549</u>
Expense:			
Staff Costs	\$11,022,524	\$0	\$11,022,524
Travel	3,208	0	3,208
Pilot Equipment Maintenance	3,093,834	0	3,093,834
Transit Agency Funded Projects	11,860,707	0	11,860,707
Design	54,690,574	0	54,690,574
Site Preparation	3,899,437	0	3,899,437
Construction	21,867,682	0	21,867,682
Consultants	22,365,903	0	22,365,903
Engineering	7,953,061	0	7,953,061
Communications	1,583,000	0	1,583,000
Marketing	2,212,029	0	2,212,029
Financial Services	391,600	0	391,600
Equipment	44,074,714	0	44,074,714
Clipper Cards	13,140,095	0	13,140,095
Other	35,867,181	0	35,867,181
	<u>\$225,763,898</u>	<u>\$0</u>	<u>\$225,763,898</u>

CONTRACTUAL SERVICES DETAIL
Prior Year Contractual and Professional Services

Work Element	Description/Purpose	AMENDED BUDGET FY 2015-16
1121	Plan Bay Area	
	Bay Area Council Economic	\$82,775
	Barabary Coast	\$43,707
	Visual Strategies	\$10,000
	Rose Foundation for Communities	\$5,000
	Richmond Main Street	\$5,000
	Southern Hayward Parish	\$5,000
	SELA Learning	\$5,000
	Sound of Hope Radio Network	\$5,000
	TOTAL	\$161,482
1122	Analyze Regional Data using GIS and Travel Models	
	Corsy, Canapary	\$238,410
	ETC Institute	\$145,255
	Redhill Group	\$25,274
	Syntheticity LLC	\$216,000
	Parsons Brinkerhoff	\$142,151
	TOTAL	\$767,090
1124	Regional Goods Movement Plan	
	ACTC	\$137,854
	San Francisco Transp. Authority	\$32,625
	Cambridge Systematics	\$174,920
	TOTAL	\$345,199
1152	Agency Financial Management	
	Pricewaterhouse Coopers	\$184,422
	TOTAL	\$184,422
1153	Administrative Services	
	Pathways for Students	\$5,794
	Carl Warren	\$20,000
	Cushman & Wakefield	\$5,000
	Koff & Associates	\$9,990
	Pamela Hunt	\$18,241
	International Effectiveness	\$4,941
	GovDelivery	\$11,918
	Customized	\$11,666
	Ergonomic	\$855
	Share Squared	\$38,873
	TOTAL	\$127,378
1212	Performance Measuring and Monitoring	
	Lowercase Productions	\$26,025
	TOTAL	\$26,025
1222	Regional Rideshare Program	
	Parsons Brinkerhoff	\$83,626
	TOTAL	\$83,626
1223	Operational Support for Regional Programs	
	Atkins North America Inc. (PBS & J)	\$84
	Iteris, Inc.	\$57,000
	Delcan	\$122,263
	Kimley Horn	\$10,559
	Cambridge Systematics	\$52
	TOTAL	\$189,958
1224	Regional Traveler Information	
	Civic Resource Group	\$41,381
	LEIDOS	\$619,707
	LEIDOS	\$289,457
	Kimley Horn	\$12,366
	CALTRANS	\$4,254
	TOTAL	\$967,165
1229	Regional Transportation Emergency Planning	
	URS	\$39,619
	DKS & Associates	\$41,628
	TOTAL	\$81,247
1233	Pavement Management System	
	Adhara Systems	\$103,908
	Quality Engng Solutions	\$6,918
	DevMacca.com	\$25,017
	Nichols Consulting	\$51
	CA State University Chico	\$50,000
	AMS Consulting	\$31,967
	JG3 Consulting	\$6,446
	Ballecci & Associates	\$2,039
	Capitol Asset & Pavement	\$32,024
	Harris & Associates	\$54,152
	Nichols Consulting	\$35,893
	TOTAL	\$348,513
1234	Arterial Operations Coordination	
	Kimley Horn & Assoc.	\$12,665
	Iteris	\$306,768
	TOTAL	\$319,433
1235	Incident Management	
	Kimley Horn	\$40,000
	TOTAL	\$40,000

1237	Freeway Performance Initiative	
	Fehr & Pears	\$1,859
	Kimley Horn	\$1,346
	Kittleson	\$26,837
	Cambridge	\$27,437
	URS	\$100,000
	TOTAL	\$167,479
1311	Implement Lifeline Program	
	CH2M Hill	\$199,940
	TOTAL	\$199,940
1512	Federal TIP Development	
	CH2M Hill	\$161,865
	TOTAL	\$161,865
1514	Regional Assistance Programs	
	Perfott & Associates	\$18,047
	TOTAL	\$18,047
1517	Transit Sustainability	
	MIG, Inc	\$20,629
	PGJPB	\$40,000
	AC Transit	\$40,000
	Nelson Nygaard	\$100,000
	ARUP North America Ltd.	\$762,669
	WETA	\$30,000
	Sonoma County Transit	\$30,000
	ECCTA	\$30,000
	Marin Transit	\$20,000
	CCCTA	\$30,000
	WCCTA	\$30,000
	Vacaville, City of	\$10,000
	Sonoma Cnty Transp. Authority	\$20,000
	LAVTA	\$30,000
	Union, City of	\$30,000
	West Contra Costa Transit	\$89,921
	TOTAL	\$1,313,219
1611	Transportation for Livable Communities	
	Toole Design	\$53,085
	Economic & Planning	\$62,000
	TOTAL	\$115,085
1161	Information Technology Services	
	Share Squared	\$103,871
	TOTAL	\$103,871
Fund 106		
	Thomas Law Group	\$302,922
	Glynn & Finley	\$80,000
	Hanson Bridgett	\$33,059
	Myers Nave	\$4,184
	TOTAL	\$420,165
	Total Prior Year Contractual and Professional Services	\$6,131,209



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-1070 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 11/16/2015 **In control:** Metropolitan Transportation Commission
On agenda: 11/18/2015 **Final action:**
Title: MTC Resolution No. 4202. Proposal for second round of the One Bay Area Grant Program.

Proposed Project Selection Criteria and Programming Policy for the second round of the One Bay Area Grant Program (OBAG 2) for the Surface Transportation Program / Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funds covering FY2017-18 through FY2021-22.

Sponsors:

Indexes:

Code sections:

Attachments: [8 OBAG Memorandum to Commission rev.pdf](#)
[8 Reso-4202 OBAG2 Grant Program rev.pdf](#)
[8 Correspondence-Handouts.pdf](#)

Date	Ver.	Action By	Action	Result
11/18/2015	1	Metropolitan Transportation Commission		

Subject:

MTC Resolution No. 4202. Proposal for second round of the One Bay Area Grant Program.

Proposed Project Selection Criteria and Programming Policy for the second round of the One Bay Area Grant Program (OBAG 2) for the Surface Transportation Program / Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funds covering FY2017-18 through FY2021-22.

Presenter:

Anne Richman

Recommended Action:

Commission Approval



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 8

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Commission

DATE: November 12, 2015

FR: Deputy Executive Director, Policy

RE: Proposal for Second Round of the One Bay Area Grant Program (OBAG 2)

The Programming and Allocations Committee referred to the Commission for approval MTC Resolution No. 4202, the project selection criteria and programming policy for the second round of the One Bay Area Grant Program (OBAG 2) covering Fiscal Years 2017-18 through 2021-22. The Committee recommended several revisions to the resolution and requested additional information from staff on several issues, discussed below.

Committee Actions

- ***Refer MTC Resolution No. 4202 to the Commission for approval with the following revisions:***

1) Extend the deadline for four jurisdictions that did not have their housing elements certified by the California Department of Housing and Community Development (HCD) by May 31, 2015 to June 30, 2016.

Four jurisdictions in the Bay Area did not meet the 2015 deadline for a state-certified housing element: Fairfax, Dixon, Monte Sereno, and Half Moon Bay. Since that time, HCD fully certified the housing element for Half Moon Bay, and conditionally certified the housing elements for the other three cities. Given the progress made to date and the limited resources of these smaller jurisdictions, the Committee approved a revision to the proposal to extend the deadline for the four jurisdictions to have their housing elements certified by HCD to June 30, 2016 in order to be eligible to receive OBAG 2 funding. This revision has been incorporated into Resolution No. 4202, where appropriate.

2) Develop recommendation for anti-displacement policies and provide additional information on housing preservation funding.

The Committee asked staff to develop potential anti-displacement and affordable housing policies for possible consideration for OBAG 2, and return to the Committee in February 2016. A placeholder has been added to Resolution No. 4202. The Committee also requested that staff investigate the possibility of a housing preservation fund that could potentially be used to keep affordable units affordable. In early 2016, staff will convene a workshop with local jurisdictions and stakeholders to further consider anti-displacement strategies, and will also develop options for a "Naturally Occurring Affordable Housing" (NOAH) fund. Given that this addition will affect the counties' call for projects, the resolution has also been modified to delay the schedule for project submittal by 3 months.

3) *Defer decision on a county distribution formula to the full Commission.*

Three alternative county distribution formulas were presented to the Committee for consideration (see Tables 1 and 2 below). After discussion, the Committee referred the county distribution formula to the full Commission without recommendation.

County Distribution Formula

The three formulas that were presented to the Committee are summarized in Table 1.

Table 1. OBAG Distribution Factor Alternatives

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1	50%	25%	25%	50%
OBAG 2 1. Affordable Housing	50%	30%	20%	60%
OBAG 2 2. Affordable + Moderate	50%	30%	20%	60% *
OBAG 2 3. Housing Production	50%	50%	0%	60%

*Includes moderate as well as low and very low income levels for RHNA and housing production.

In response to Committee questions, Table 2 summarizes the percentage distribution and dollar amount for each county under the three scenarios. As a reminder, the figures below reflect uncapped housing production. For reference, page 4 of Attachment 2 includes both uncapped and capped figures.

Table 2. OBAG 2 County Distribution Formula Options

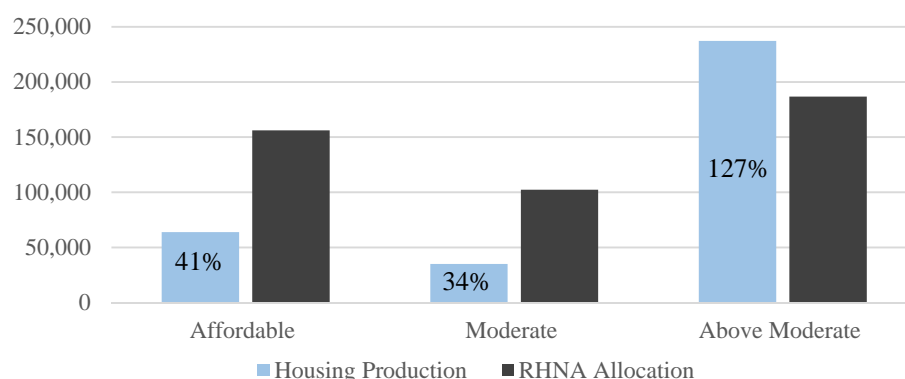
County	OBAG 2 1. Affordable Housing		OBAG 2 2. Affordable + Moderate		OBAG 2 3. Housing Production	
	% Share	Amount \$ in millions	% Share	Amount \$ in millions	% Share	Amount \$ in millions
Alameda	20.1%	\$71	19.8%	\$70	19.2%	\$68
Contra Costa	13.7%	\$48	14.7%	\$52	14.1%	\$50
Marin	2.8%	\$10	2.8%	\$10	3.0%	\$11
Napa	2.2%	\$8	2.2%	\$8	2.2%	\$8
San Francisco	12.9%	\$45	12.3%	\$43	13.4%	\$47
San Mateo	8.5%	\$30	8.5%	\$30	7.9%	\$28
Santa Clara	27.7%	\$98	27.1%	\$96	27.3%	\$97
Solano	5.2%	\$18	5.5%	\$19	5.4%	\$19
Sonoma	7.1%	\$25	7.2%	\$26	7.7%	\$27

- Additional detail on housing production and RHNA allocations by county and jurisdiction.***

Attachment 1 provides additional detail on the housing production data that is used in the county distribution formula. The information, which is provided by ABAG staff, comes primarily from annual housing element reports, and information from adopted and certified housing elements, draft housing elements, or permitting information.

Over the last two RHNA periods (1999-2006 and 2007-2014), Bay Area jurisdictions have produced more than 330,000 total housing units or 75% of the total RHNA allocations (capping units to RHNA results in nearly 300,000 in total housing units, or 67% of RHNA allocations). Unfortunately, the level of housing production has not been uniform across income levels. While jurisdictions have exceeded their RHNA allocations for above moderate-income units overall, they have fallen short on the production of affordable and moderate-income housing (see Figure 1).

Figure 1. Bay Area Housing Production and Regional Housing Needs Assessment (RHNA) Allocation* | 1999-2014



*Production is not capped to RHNA allocations.

- Information on Bay Area household income limits and associated housing unit costs.***

Committee members also requested information on household income and affordability by county. The California Department of Housing and Community Development (HCD) develops State Income Limits each year which define the median income and household income levels for very low-, low- and moderate-income households for each county. The 2015 income limits and Area Median Income (AMI) for the nine Bay Area counties are shown in Table 3, below.

Table 3. 2015 Bay Area Counties Income Limits and Area Median Incomes

County	Very Low Income (50% AMI) 4-Person HH	Low Income (80% AMI) 4-Person HH	Area Median Income (AMI) 4-Person HH	Moderate Income (120% AMI) 4-Person HH
Alameda	\$46,750	\$71,600	\$93,500	\$112,200
Contra Costa	\$46,750	\$71,600	\$93,500	\$112,200
Marin	\$58,600	\$93,850	\$103,000	\$123,600
Napa	\$43,650	\$69,800	\$86,100	\$103,300
San Francisco	\$58,600	\$93,850	\$103,000	\$123,600
San Mateo	\$58,600	\$93,850	\$103,000	\$123,600
Santa Clara	\$53,150	\$84,900	\$106,300	\$127,550
Solano	\$41,300	\$65,000	\$82,600	\$99,100
Sonoma	\$41,300	\$65,000	\$82,600	\$99,100

Note that all three alternative county distribution formulas under consideration include very low- and low-incomes in the affordability weighting. Alternative 2 (Affordable + Moderate) includes moderate-income as well as very low- and low-income.

Jurisdiction Performance/Incentive

The Committee also discussed whether county funds should be distributed to jurisdictions within a county on a formula basis. Staff did not recommend doing this for a few reasons. First, CMAs usually strive to balance funding programs and may use several programs to deliver project throughout their counties. So for instance, a project in one area might be funded with OBAG funds, and in another area a project might be funded with local sales tax funds. This gives the counties and the jurisdictions the flexibility to account for eligibility or other local issues. Additionally, CMAs generally consider project readiness when making funding decisions; if funds were distributed solely on a formula basis, this consideration would not be as possible as funds could either sit unused while a project develops, or could be insufficient to fund a ready to go project in a smaller jurisdiction. Finally, direct distribution would also detract from the primary purpose of the program, which is to fund priority, transformative transportation projects focused in Priority Development Areas (PDAs) throughout the region.

- ***Information on jurisdictions' RHNA housing allocations compared to their OBAG 1 grant awards.***

The OBAG Report Card, located at: http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf, provides information on the sixteen jurisdictions with the largest housing unit allocations, comparing their potential “jurisdiction share” based on the OBAG 1 formula, to their actual OBAG 1 grants received. As discussed in the report, jurisdictions with high percentages in the OBAG 1 formula generally received high shares of OBAG 1 grant funding, see Table 4 below. In aggregate, the sixteen jurisdictions received higher shares of funding than in the previous round (“Cycle 1”).

Table 4. OBAG 1 Formula Compared to Grant Distribution for Jurisdictions Taking on the Most Housing | Reproduced from OBAG Report Card, February 2014

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

Other Committee Requests for Information

- *Additional detail on the Regional Active Operations Management Program and Regional Transit Priority Programs.*

The Committee requested additional detail on the regional transit and operations programs. The funding frameworks anticipated for each program are provided in Table 5 and Table 6 for informational purposes. The Commission will be asked to approve the actual projects funded under these programs as part of the OBAG 2 regional programming action, anticipated at a later date.

Table 5. OBAG 2 Transit Priorities Program Framework

Program	Potential Funding Level \$ in millions
BART Car Replacement	\$150
Clipper Next Generation System	\$20
Transit Performance Initiative (TPI)/ Transit Capital Priorities Program (TCP)	\$19
Total	\$189

Table 6. OBAG 2 Regional Active Operational Management Framework

Program	Potential Funding Level \$ in millions
511 Next Generation	\$39
Rideshare	\$10
Columbus Day Initiative	
Freeway Performance	\$66
Arterial/Transit Performance	\$18
Connected Vehicles/Shared Mobility	\$5
Transportation System Management	
Field Equipment Devices O&M	\$19
Incident Management	\$13
Total	\$170

- ***NACTO-designed projects are eligible to receive OBAG 2 funds.***

Caltrans and the Federal Highway Administration (FHWA) have both endorsed the use of National Association of City Transportation Officials' (NACTO) Urban Bikeway Design Guide to design bicycle and pedestrian facilities. Therefore, NACTO designed projects would be eligible for OBAG2 funding under current rules.


Alix Bockelman

Attachments:

Attachment 1 – Bay Area Housing Production and RHNA, 1999-2006 and 2007-2014

Attachment 2 – Power Point Presentation

Attachment 3 – MTC Resolution No. 4202 (with revisions made since the November 4 Programming and Allocations Committee)

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 2007-2014

Attachment 1

The following is a summary of housing permits issued for all Bay Area jurisdictions for the period between 2007 and 2014. This data was compiled primarily from Annual Housing Element Progress Reports (APRs) filed by jurisdictions with the California Department of Housing and Community Development. In certain instances when APR data was not available but could be found through other sources ABAG made use of the data sources below (whose use is noted in the spreadsheet):

- Adopted and certified housing elements for the period between 2007 and 2014
- Draft housing elements for the period between 2014-2022 or 2015-2023 depending on the jurisdiction
- Permitting information sent to ABAG directly by local planning staff
- Asterisks (*) are used to signify that no residential permitting data was available from a jurisdiction.

Source: http://abag.ca.gov/files/RHNAProgress2007_2014_082815.pdf

	Very Low			Low			Moderate			Above Moderate			Total		
Bay Area	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Alameda	10,017	3,095	31%	7,616	1,699	22%	9,078	1,140	13%	18,226	13,681	75%	44,937	19,615	44%
Contra Costa	6,512	1,353	21%	4,325	1,035	24%	4,996	3,654	73%	11,239	10,758	96%	27,072	16,800	62%
Marin	1,095	250	23%	754	256	34%	977	219	22%	2,056	818	40%	4,882	1,543	32%
Napa	879	135	15%	574	71	12%	713	268	38%	1,539	960	62%	3,705	1,434	39%
San Francisco	6,589	3,920	59%	5,535	1,481	27%	6,754	1,234	18%	12,315	13,468	109%	31,193	20,103	64%
San Mateo	3,588	702	20%	2,581	641	25%	3,038	746	25%	6,531	6,080	93%	15,738	8,169	52%
Santa Clara	13,878	3,798	27%	9,567	2,692	28%	11,007	2,371	22%	25,886	35,962	139%	60,338	44,823	74%
Solano	3,038	283	9%	1,996	481	24%	2,308	1,067	46%	5,643	3,141	56%	12,985	4,972	38%
Sonoma	3,244	715	22%	2,154	826	38%	2,445	1,033	42%	5,807	3,065	53%	13,650	5,639	41%
Bay Area Totals	48,840	14,251	29%	35,102	9,182	26%	41,316	11,732	28%	89,242	87,933	99%	214,500	123,098	57%

	Very Low			Low			Moderate			Above Moderate			Total		
ALAMEDA COUNTY	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Alameda	482	80	17%	329	2	1%	392	3	1%	843	80	9%	2,046	165	8%
Albany ¹	64	0	0%	43	6	14%	52	176	338%	117	13	11%	276	195	71%
Berkeley	328	83	25%	424	87	21%	549	23	4%	1,130	1,055	93%	2,431	1,248	51%
Dublin	1,092	189	17%	661	85	13%	653	69	11%	924	3,394	367%	3,330	3,737	112%
Emeryville	186	110	59%	174	3	2%	219	28	13%	558	588	105%	1,137	729	64%
Fremont	1,348	198	15%	887	54	6%	876	240	27%	1,269	2,061	162%	4,380	2,553	58%
Hayward	768	246	32%	483	0	0%	569	50	9%	1,573	1,719	109%	3,393	2,015	59%
Livermore	1,038	72	7%	660	50	8%	683	196	29%	1,013	637	63%	3,394	955	28%
Newark	257	0	0%	160	0	0%	155	0	0%	291	14	5%	863	14	2%
Oakland	1,900	1,282	67%	2,098	385	18%	3,142	22	1%	7,489	2,342	31%	14,629	4,031	28%
Piedmont	13	16	123%	10	2	20%	11	15	136%	6	13	217%	40	46	115%
Pleasanton	1,076	59	5%	728	29	4%	720	79	11%	753	794	105%	3,277	961	29%
San Leandro	368	195	53%	228	759	333%	277	19	7%	757	83	11%	1,630	1,056	65%
Union City	561	177	32%	391	50	13%	380	32	8%	612	692	113%	1,944	951	49%
Alameda County	536	388	72%	340	187	55%	400	188	47%	891	196	22%	2,167	959	44%
County Totals	10,017	3,095	31%	7,616	1,699	22%	9,078	1,140	13%	18,226	13,681	75%	44,937	19,615	44%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 2007-2014

	Very Low			Low			Moderate			Above Moderate			Total		
CONTRA COSTA COUNTY	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Antioch	516	8	2%	339	20	6%	381	834	219%	1,046	381	36%	2,282	1,243	54%
Brentwood	717	192	27%	435	58	13%	480	175	36%	1,073	1,608	150%	2,705	2,033	75%
Clayton	49	0	0%	35	1	3%	33	2	6%	34	46	135%	151	49	32%
Concord	639	2	0%	426	0	0%	498	8	2%	1,480	216	15%	3,043	226	7%
Danville ²	196	2	1%	130	84	65%	146	101	69%	111	287	259%	583	474	81%
El Cerrito	93	142	153%	59	38	64%	80	13	16%	199	163	82%	431	356	83%
Hercules ³	143	0	0%	74	0	0%	73	0	0%	163	153	94%	453	153	34%
Lafayette ²	113	47	42%	77	8	10%	80	8	10%	91	170	187%	361	233	65%
Martinez	261	48	18%	166	0	0%	179	4	2%	454	148	33%	1,060	200	19%
Moraga	73	0	0%	47	0	0%	52	0	0%	62	9	15%	234	9	4%
Oakley	219	242	111%	120	191	159%	88	874	993%	348	331	95%	775	1,638	211%
Orinda	70	72	103%	48	20	42%	55	22	40%	45	137	304%	218	251	115%
Pinole	83	2	2%	49	1	2%	48	10	21%	143	59	41%	323	72	22%
Pittsburg	322	79	25%	223	126	57%	296	666	225%	931	839	90%	1,772	1,710	97%
Pleasant Hill	160	9	6%	105	1	1%	106	8	8%	257	194	75%	628	212	34%
Richmond	391	74	19%	339	153	45%	540	243	45%	1,556	892	57%	2,826	1,362	48%
San Pablo	22	0	0%	38	1	3%	60	35	58%	178	0	0%	298	36	12%
San Ramon	1,174	196	17%	715	255	36%	740	302	41%	834	2,247	269%	3,463	3,000	87%
Walnut Creek	456	150	33%	302	25	8%	374	19	5%	826	1,206	146%	1,958	1,400	72%
Contra Costa County	815	88	11%	598	53	9%	687	330	48%	1,408	1,672	119%	3,508	2,143	61%
County Totals	6,512	1,353	21%	4,325	1,035	24%	4,996	3,654	73%	11,239	10,758	96%	27,072	16,800	62%

	Very Low			Low			Moderate			Above Moderate			Total		
MARIN COUNTY	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Belvedere	5	2	40%	4	5	125%	4	2	50%	4	11	275%	17	20	118%
Corte Madera	68	64	94%	38	30	79%	46	4	9%	92	165	179%	244	263	108%
Fairfax	23	0	0%	12	0	0%	19	5	26%	54	8	15%	108	13	12%
Larkspur	90	25	28%	55	10	18%	75	9	12%	162	92	57%	382	136	36%
Mill Valley	74	23	31%	54	50	93%	68	23	34%	96	67	70%	292	163	56%
Novato	275	72	26%	171	13	8%	221	118	53%	574	119	21%	1,241	322	26%
Ross	8	1	13%	6	3	50%	5	3	60%	8	1	13%	27	8	30%
San Anselmo ⁸	26	12	0%	19	15	0%	21	1	0%	47	8	0%	113	36	32%
San Rafael	262	32	12%	207	26	13%	288	0	0%	646	109	17%	1,403	167	12%
Sausalito	45	8	18%	30	17	57%	34	3	9%	56	20	36%	165	48	29%
Tiburon	36	0	0%	21	3	14%	27	0	0%	33	9	27%	117	12	10%
Marin County	183	11	6%	137	84	61%	169	51	30%	284	209	74%	773	355	46%
County Totals	1,095	250	23%	754	256	34%	977	219	22%	2,056	818	40%	4,882	1,543	32%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 2007-2014

	Very Low			Low			Moderate			Above Moderate			Total		
NAPA COUNTY	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
American Canyon	169	0	0%	116	0	0%	143	2	1%	300	86	29%	728	88	12%
Calistoga	17	14	82%	11	9	82%	18	2	11%	48	8	17%	94	33	35%
Napa	466	88	19%	295	26	9%	381	162	43%	882	495	56%	2,024	771	38%
St. Helena	30	2	7%	21	8	38%	25	16	64%	45	25	56%	121	51	42%
Yountville ²	16	20	125%	15	22	147%	16	12	75%	40	20	50%	87	74	85%
Napa County	181	11	6%	116	6	5%	130	74	57%	224	326	146%	651	417	64%
County Totals	879	135	15%	574	71	12%	713	268	38%	1,539	960	62%	3,705	1,434	39%

	Very Low			Low			Moderate			Above Moderate			Total		
SAN FRANCISCO COUNTY	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
San Francisco ⁵	6,589	3,920	59%	5,535	1,481	27%	6,754	1,234	18%	12,315	13,468	109%	31,193	20,103	64%
County Totals	6,589	3,920	59%	5,535	1,481	27%	6,754	1,234	18%	12,315	13,468	109%	31,193	20,103	64%

	Very Low			Low			Moderate			Above Moderate			Total		
SAN MATEO COUNTY	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Atherton	19	18	95%	14	0	0%	16	0	0%	34	-8	-24%	83	10	12%
Belmont	91	0	0%	65	0	0%	77	4	5%	166	45	27%	399	49	12%
Brisbane ⁵	91	0	0%	66	0	0%	77	7	9%	167	137	82%	401	144	36%
Burlingame	148	0	0%	107	0	0%	125	9	7%	270	93	34%	650	102	16%
Colma	15	0	0%	11	0	0%	13	0	0%	26	2	8%	65	2	3%
Daly City ²	275	76	28%	198	51	26%	233	43	18%	501	386	77%	1,207	556	46%
East Palo Alto	144	4	3%	103	0	0%	122	74	61%	261	119	46%	630	197	31%
Foster City	111	15	14%	80	40	50%	94	5	5%	201	248	123%	486	308	63%
Half Moon Bay ⁸	63	0	0%	45	0	0%	53	0	0%	115	18	0%	276	18	7%
Hillsborough	20	76	380%	14	10	71%	17	8	47%	35	22	63%	86	116	135%
Menlo Park	226	66	29%	163	11	7%	192	24	13%	412	188	46%	993	289	29%
Millbrae	103	2	2%	74	3	4%	87	18	21%	188	461	245%	452	484	107%
Pacifica	63	5	8%	45	1	2%	53	44	83%	114	158	139%	275	208	76%
Portola Valley ⁸	17	0	0%	12	0	0%	14	0	0%	31	0	0%	74	0	0%
Redwood City	422	82	19%	304	84	28%	358	94	26%	772	2,442	316%	1,856	2,702	146%
San Bruno	222	16	7%	160	299	187%	188	281	149%	403	170	42%	973	766	79%
San Carlos	137	2	1%	98	5	5%	116	14	12%	248	121	49%	599	142	24%
San Mateo	695	163	23%	500	56	11%	589	105	18%	1,267	863	68%	3,051	1,187	39%
South San Francisco	373	108	29%	268	7	3%	315	10	3%	679	128	19%	1,635	253	15%
Woodside	10	7	70%	7	5	71%	8	5	63%	16	42	263%	41	59	144%
San Mateo County ²	343	62	18%	247	69	28%	291	1	0%	625	445	71%	1,506	577	38%
County Totals	3,588	702	20%	2,581	641	25%	3,038	746	25%	6,531	6,080	93%	15,738	8,169	52%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 2007-2014

	Very Low			Low			Moderate			Above Moderate			Total		
SANTA CLARA COUNTY	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Campbell	199	32	16%	122	300	246%	158	67	42%	413	217	53%	892	616	69%
Cupertino	341	38	11%	229	31	14%	243	58	24%	357	657	184%	1,170	784	67%
Gilroy	319	29	9%	217	70	32%	271	65	24%	808	1,262	156%	1,615	1,426	88%
Los Altos	98	23	23%	66	22	33%	79	12	15%	74	784	1059%	317	841	265%
Los Altos Hills	27	25	93%	19	10	53%	22	5	23%	13	76	585%	81	116	143%
Los Gatos	154	2	1%	100	41	41%	122	5	4%	186	180	97%	562	228	41%
Milpitas	689	336	49%	421	109	26%	441	264	60%	936	6,442	688%	2,487	7,151	288%
Monte Sereno	13	6	46%	9	12	133%	11	3	27%	8	14	175%	41	35	85%
Morgan Hill	317	98	31%	249	100	40%	246	43	17%	500	1,286	257%	1,312	1,527	116%
Mountain View	571	237	42%	388	28	7%	488	4	1%	1,152	2,387	207%	2,599	2,656	102%
Palo Alto	690	156	23%	543	9	2%	641	128	20%	986	787	80%	2,860	1,080	38%
San Jose	7,751	1,774	23%	5,322	1,038	20%	6,198	144	2%	15,450	13,073	85%	34,721	16,029	46%
Santa Clara	1,293	412	32%	914	111	12%	1,002	198	20%	2,664	5,952	223%	5,873	6,673	114%
Saratoga	90	0	0%	68	13	19%	77	5	6%	57	20	35%	292	38	13%
Sunnyvale	1,073	572	53%	708	402	57%	776	1,204	155%	1,869	2,403	129%	4,426	4,581	104%
Santa Clara County	253	58	23%	192	396	206%	232	166	72%	413	422	102%	1,090	1,042	96%
County Totals	13,878	3,798	27%	9,567	2,692	28%	11,007	2,371	22%	25,886	35,962	139%	60,338	44,823	74%

	Very Low			Low			Moderate			Above Moderate			Total		
SOLANO COUNTY	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Benicia	147	0	0%	99	3	3%	108	0	0%	178	94	53%	532	97	18%
Dixon	197	117	59%	98	4	4%	123	2	2%	310	20	6%	728	143	20%
Fairfield	873	0	0%	562	0	0%	675	33	5%	1,686	1,529	91%	3,796	1,562	41%
Rio Vista	213	23	11%	176	213	121%	207	426	206%	623	427	69%	1,219	1,089	89%
Suisun City	173	112	65%	109	81	74%	94	21	22%	234	206	88%	610	420	69%
Vacaville	754	14	2%	468	150	32%	515	582	113%	1,164	644	55%	2,901	1,390	48%
Vallejo	655	16	2%	468	13	3%	568	0	0%	1,409	210	15%	3,100	239	8%
Solano County ^{5,6,7}	26	1	4%	16	17	106%	18	3	17%	39	11	28%	99	32	32%
County Totals	3,038	283	9%	1,996	481	24%	2,308	1,067	46%	5,643	3,141	56%	12,985	4,972	38%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 2007-2014

	Very Low			Low			Moderate			Above Moderate			Total		
SONOMA COUNTY	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Cloverdale	71	2	3%	61	1	2%	81	39	48%	204	0	0%	417	42	10%
Cotati	67	0	0%	36	2	6%	45	5	11%	109	11	10%	257	18	7%
Healdsburg	71	60	85%	48	23	48%	55	8	15%	157	91	58%	331	182	55%
Petaluma	522	136	26%	352	53	15%	370	28	8%	701	645	92%	1,945	862	44%
Rohnert Park ³	371	24	6%	231	0	0%	273	1	0%	679	6	1%	1,554	31	2%
Santa Rosa	1,520	323	21%	996	481	48%	1,122	646	58%	2,896	1,100	38%	6,534	2,550	39%
Sebastopol	32	37	116%	28	62	221%	29	9	31%	87	35	40%	176	143	81%
Sonoma	73	40	55%	55	32	58%	69	29	42%	156	84	54%	353	185	52%
Windsor	198	52	26%	130	36	28%	137	28	20%	254	53	21%	719	169	24%
Sonoma County	319	41	13%	217	136	63%	264	240	91%	564	1,040	184%	1,364	1,457	107%
County Totals	3,244	715	22%	2,154	826	38%	2,445	1,033	42%	5,807	3,065	53%	13,650	5,639	41%

1 No data available permits issued in 2013 or 2014

2 Data provided by local staff. Building permits finalized.

3 Data from RHNA 4 (2007-2014) Housing Element.

4 No data available for this jurisdiction

5 Data is for Certificates of Occupancy issued.

6 Jurisdiction did not specify very low income units; ABAG counted all units affordable to below 80% AMI as low income

7 Data from RHNA 5 Housing Element (2014-2022).

8 Data is available only for 2014

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 1999-2006

The following is a summary of housing permits issued for all Bay Area jurisdictions for the period between 2007 and 2014. This data was compiled primarily from Annual Housing Element Progress Reports (APRs) filed by jurisdictions with the California Department of Housing and Community Development. In certain instances when APR data was not available but could be found through other sources ABAG made use of the data sources below (whose use is noted in the spreadsheet):

- Adopted and certified housing elements for the period between 2007 and 2014
- Draft housing elements for the period between 2014-2022 or 2015-2023 depending on the jurisdiction
- Permitting information sent to ABAG directly by local planning staff
- Asterisks (*) are used to signify that no residential permitting data was available from a jurisdiction.

Source: http://abag.ca.gov/planning/housingneeds/pdf/resources/A_Place_to_Call_Home_2007.pdf

	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
Bay Area	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Alameda	9,910	2,676	27%	5,138	2,442	48%	12,476	3,310	27%	19,269	25,517	132%	46,793	33,945	73%
Contra Costa	6,481	2,852	44%	3,741	3,480	93%	8,551	7,076	83%	15,937	34,548	217%	34,710	47,956	138%
Marin	1,241	528	43%	618	751	122%	1,726	1,040	60%	2,930	3,453	118%	6,515	5,772	89%
Napa	1,434	334	23%	1,019	483	47%	1,775	737	42%	2,835	3,691	130%	7,063	5,245	74%
San Francisco	5,244	4,203	80%	2,126	1,101	52%	5,639	661	12%	7,363	11,474	156%	20,372	17,439	86%
San Mateo	3,214	650	20%	1,567	818	52%	4,305	353	8%	7,219	8,468	117%	16,305	10,289	63%
Santa Clara	11,496	6,624	58%	5,209	6,435	124%	15,870	4,072	26%	25,416	35,704	140%	57,991	52,835	91%
Solano	3,697	548	15%	2,638	1,404	53%	4,761	2,314	49%	7,585	14,306	189%	18,681	18,572	99%
Sonoma	4,411	2,310	52%	3,029	2,800	92%	5,879	3,733	63%	8,994	12,128	135%	22,313	20,971	94%
Bay Area Totals	47,128	20,725	44%	25,085	19,714	79%	60,982	23,296	38%	97,548	149,289	153%	230,743	213,024	92%

	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
ALAMEDA COUNTY	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Alameda ¹	443	300	68%	265	36	14%	611	120	20%	843	496	59%	2,162	952	44%
Albany ¹	64	5	8%	33	10	30%	77	54	70%	103	91	88%	277	160	58%
Berkeley ¹	354	239	68%	150	257	171%	310	94	30%	455	762	167%	1,269	1,352	107%
Dublin ¹	796	263	33%	531	243	46%	1,441	378	26%	2,668	2,948	110%	5,436	3,832	70%
Emeryville ¹	178	124	70%	95	63	66%	226	183	81%	278	1,452	522%	777	1,822	234%
Fremont ¹	1,079	361	33%	636	142	22%	1,814	340	19%	3,179	2,128	67%	6,708	2,971	44%
Hayward ¹	625	117	19%	344	24	7%	834	833	100%	1,032	1,876	182%	2,835	2,850	101%
Livermore ¹	875	202	23%	482	259	54%	1,403	657	47%	2,347	2,628	112%	5,107	3,746	73%
Newark ¹	205	0	0%	111	0	0%	347	0	0%	587	314	53%	1,250	314	25%
Oakland ¹	2,238	610	27%	969	690	71%	1,959	155	8%	2,567	6,847	267%	7,733	8,302	107%
Piedmont ¹	6	0	0%	4	0	0%	10	0	0%	29	9	31%	49	9	18%
Pleasanton ¹	729	120	16%	455	410	90%	1,239	272	22%	2,636	1,589	60%	5,059	2,391	47%
San Leandro ¹	195	108	55%	107	0	0%	251	161	64%	317	1,245	393%	870	1,514	174%
Union City ¹	338	177	52%	189	55	29%	559	59	11%	865	1,561	180%	1,951	1,852	95%
Alameda County ¹	1,785	50	3%	767	253	33%	1,395	4	0%	1,363	1,571	115%	5,310	1,878	35%
County Totals	9,910	2,676	27%	5,138	2,442	48%	12,476	3,310	27%	19,269	25,517	132%	46,793	33,945	73%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 1999-2006

	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
CONTRA COSTA COUNTY	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Antioch ¹	921	435	47%	509	403	79%	1,156	1,923	166%	1,873	3,213	172%	4,459	5,974	134%
Brentwood ¹	906	376	42%	476	238	50%	958	2,166	226%	1,733	7,687	444%	4,073	10,467	257%
Clayton ¹	55	67	122%	33	17	52%	84	16	19%	274	119	43%	446	219	49%
Concord ¹	453	171	38%	273	115	42%	606	76	13%	987	2,411	244%	2,319	2,773	120%
Danville ³	140	85	61%	88	56	64%	216	84	39%	666	496	74%	1,110	721	65%
El Cerrito ¹	37	0	0%	23	5	22%	48	19	40%	77	210	273%	185	234	126%
Hercules ¹	101	96	95%	62	68	110%	195	93	48%	434	1,818	419%	792	2,075	262%
Lafayette ¹	30	15	50%	17	2	12%	42	0	0%	105	186	177%	194	203	105%
Martinez ²	248	0	0%	139	0	0%	341	0	0%	613	424	69%	1,341	424	32%
Moraga ¹	32	21	66%	17	0	0%	45	0	0%	120	65	54%	214	86	40%
Oakley ¹	209	168	80%	125	293	234%	321	51	16%	553	1,888	341%	1,208	2,400	199%
Orinda ²	31	0	0%	18	0	0%	43	0	0%	129	157	122%	221	157	71%
Pinole ¹	48	34	71%	35	6	17%	74	80	108%	131	52	40%	288	172	60%
Pittsburg ¹	534	247	46%	296	381	129%	696	800	115%	987	2,477	251%	2,513	3,905	155%
Pleasant Hill ¹	129	95	74%	79	69	87%	175	226	129%	331	362	109%	714	752	105%
Richmond ¹	471	200	42%	273	1,093	400%	625	131	21%	1,234	805	65%	2,603	2,229	86%
San Pablo ¹	147	214	146%	69	70	101%	123	16	13%	155	366	236%	494	666	135%
San Ramon ¹	599	157	26%	372	407	109%	984	1,143	116%	2,492	5,538	222%	4,447	7,245	163%
Walnut Creek ¹	289	99	34%	195	80	41%	418	175	42%	751	1,123	150%	1,653	1,477	89%
Contra Costa County ¹	1,101	372	34%	642	177	28%	1,401	77	5%	2,292	5,151	225%	5,436	5,777	106%
County Totals	6,481	2,852	44%	3,741	3,480	93%	8,551	7,076	83%	15,937	34,548	217%	34,710	47,956	138%

	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
MARIN COUNTY	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Belvedere ¹	1	0	0%	1	0	0%	2	2	100%	6	7	117%	10	9	90%
Corte Madera ¹	29	0	0%	17	0	0%	46	0	0%	87	99	114%	179	99	55%
Fairfax ¹	12	0	0%	7	0	0%	19	0	0%	26	18	69%	64	18	28%
Larkspur ¹	56	7	13%	29	6	21%	85	3	4%	133	37	28%	303	53	17%
Mill Valley ¹	40	69	173%	21	28	133%	56	41	73%	108	32	30%	225	170	76%
Novato ¹	476	297	62%	242	527	218%	734	496	68%	1,130	1,646	146%	2,582	2,966	115%
Ross ²	3	0	0%	2	0	0%	5	0	0%	11	22	200%	21	22	105%
San Anselmo ²	32	0	0%	13	0	0%	39	0	0%	65	70	108%	149	70	47%
San Rafael ¹	445	25	6%	207	87	42%	562	388	69%	876	684	78%	2,090	1,184	57%
Sausalito ¹	36	22	61%	17	0	0%	50	0	0%	104	51	49%	207	73	35%
Tiburon ¹	26	4	15%	14	3	21%	32	0	0%	92	144	157%	164	151	92%
Marin County ¹	85	104	122%	48	100	208%	96	110	115%	292	643	220%	521	957	184%
County Totals	1,241	528	43%	618	751	122%	1,726	1,040	60%	2,930	3,453	118%	6,515	5,772	89%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 1999-2006

	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
NAPA COUNTY	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
American Canyon ¹	230	114	50%	181	60	33%	353	51	14%	559	2,110	377%	1,323	2,335	176%
Calistoga ³	44	3	7%	31	15	48%	41	0	0%	57	60	105%	173	78	45%
Napa ¹	703	177	25%	500	351	70%	859	582	68%	1,307	1,287	98%	3,369	2,397	71%
St. Helena ¹	31	10	32%	20	10	50%	36	22	61%	55	82	149%	142	124	87%
Yountville ¹	21	0	0%	15	2	13%	20	19	95%	31	46	148%	87	67	77%
Napa County ¹	405	30	7%	272	45	17%	466	63	14%	826	106	13%	1,969	244	12%
County Totals	1,434	334	23%	1,019	483	47%	1,775	737	42%	2,835	3,691	130%	7,063	5,245	74%

	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
SAN FRANCISCO COUNTY	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
San Francisco ¹	5,244	4,203	80%	2,126	1,101	52%	5,639	661	12%	7,363	11,474	156%	20,372	17,439	86%
County Totals	5,244	4,203	80%	2,126	1,101	52%	5,639	661	12%	7,363	11,474	156%	20,372	17,439	86%

	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
SAN MATEO COUNTY	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Atherton ¹	22	0	0%	10	0	0%	27	0	0%	107	5	5%	166	5	3%
Belmont ¹	57	24	42%	30	20	67%	80	10	13%	150	287	191%	317	341	108%
Brisbane ¹	107	7	7%	43	1	2%	112	7	6%	164	93	57%	426	108	25%
Burlingame ¹	110	0	0%	56	0	0%	157	72	46%	242	32	13%	565	104	18%
Colma ²	17	0	0%	8	73	913%	21	0	0%	28	14	50%	74	87	118%
Daly City ¹	282	11	4%	139	22	16%	392	0	0%	578	383	66%	1,391	416	30%
East Palo Alto ³	358	57	16%	148	155	105%	349	15	4%	427	492	115%	1,282	719	56%
Foster City ¹	96	88	92%	53	0	0%	166	44	27%	375	401	107%	690	533	77%
Half Moon Bay ²	86	0	0%	42	106	252%	104	0	0%	226	250	111%	458	356	78%
Hillsborough ³	11	0	0%	5	15	300%	14	19	136%	54	109	202%	84	143	170%
Menlo Park ²	184	0	0%	90	0	0%	245	11	4%	463	204	44%	982	215	22%
Millbrae ¹	67	0	0%	32	0	0%	90	0	0%	154	262	170%	343	262	76%
Pacifica ¹	120	0	0%	60	10	17%	181	0	0%	305	169	55%	666	179	27%
Portola Valley ¹	13	12	92%	5	3	60%	13	2	15%	51	44	86%	82	61	74%
Redwood City ¹	534	36	7%	256	70	27%	660	18	3%	1,094	341	31%	2,544	465	18%
San Bruno ¹	72	138	192%	39	187	479%	110	0	0%	157	542	345%	378	867	229%
San Carlos ²	65	0	0%	32	0	0%	89	1	1%	182	207	114%	368	208	57%
San Mateo ¹	479	125	26%	239	85	36%	673	50	7%	1,046	1,511	144%	2,437	1,771	73%
South San Francisco ¹	277	121	44%	131	71	54%	360	104	29%	563	1,014	180%	1,331	1,310	98%
Woodside ²	5	0	0%	3	0	0%	8	0	0%	25	126	504%	41	126	307%
San Mateo County ¹	252	31	12%	146	0	0%	454	0	0%	828	1,982	239%	1,680	2,013	120%
County Totals	3,214	650	20%	1,567	818	52%	4,305	353	8%	7,219	8,468	117%	16,305	10,289	63%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 1999-2006

	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
SANTA CLARA COUNTY	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Campbell ¹	165	23	14%	77	14	18%	214	98	46%	321	482	150%	777	617	79%
Cupertino ¹	412	36	9%	198	12	6%	644	79	12%	1,466	1,212	83%	2,720	1,339	49%
Gilroy ¹	906	189	21%	334	327	98%	1,030	425	41%	1,476	1,636	111%	3,746	2,577	69%
Los Altos ¹	38	24	63%	20	16	80%	56	2	4%	147	705	480%	261	747	286%
Los Altos Hills ¹	10	26	260%	5	6	120%	15	5	33%	53	195	368%	83	232	280%
Los Gatos ¹	72	13	18%	35	73	209%	97	16	16%	198	505	255%	402	607	151%
Milpitas ¹	698	524	75%	351	177	50%	1,146	464	40%	2,153	2,153	100%	4,348	3,318	76%
Monte Sereno ¹	10	12	120%	5	7	140%	13	15	115%	48	59	123%	76	93	122%
Morgan Hill ¹	455	258	57%	228	298	131%	615	313	51%	1,186	1,466	124%	2,484	2,335	94%
Mountain View ¹	698	118	17%	331	5	2%	991	128	13%	1,403	1,233	88%	3,423	1,484	43%
Palo Alto ¹	265	214	81%	116	130	112%	343	134	39%	673	1,955	290%	1,397	2,433	174%
San Jose ¹	5,337	4,415	83%	2,364	3,886	164%	7,086	776	11%	11,327	18,184	161%	26,114	27,261	104%
Santa Clara ¹	1,294	279	22%	590	479	81%	1,786	665	37%	2,669	3,340	125%	6,339	4,763	75%
Saratoga ¹	75	60	80%	36	1	3%	108	108	100%	320	455	142%	539	624	116%
Sunnyvale ¹	736	108	15%	361	846	234%	1,075	692	64%	1,664	1,338	80%	3,836	2,984	78%
Santa Clara County ¹	325	325	100%	158	158	100%	651	152	23%	312	786	252%	1,446	1,421	98%
County Totals	11,496	6,624	58%	5,209	6,435	124%	15,870	4,072	26%	25,416	35,704	140%	57,991	52,835	91%

	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
SOLANO COUNTY	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Benicia ⁴	70	54	77%	49	128	261%	90	165	183%	204	385	189%	413	732	177%
Dixon ³	268	0	0%	237	0	0%	379	15	4%	580	1,002	173%	1,464	1,017	69%
Fairfield ¹	761	57	7%	573	192	34%	972	631	65%	1,506	5,421	360%	3,812	6,301	165%
Rio Vista ²	357	12	3%	190	27	14%	342	0	0%	502	1,679	334%	1,391	1,718	124%
Suisun City ¹	191	16	8%	123	64	52%	256	36	14%	434	890	205%	1,004	1,006	100%
Vacaville ¹	860	87	10%	629	691	110%	1,172	1,463	125%	1,975	2,165	110%	4,636	4,406	95%
Vallejo ¹	690	322	47%	474	231	49%	779	4	1%	1,299	2,408	185%	3,242	2,965	91%
Solano County ¹	500	0	0%	363	71	20%	771	0	0%	1,085	356	33%	2,719	427	16%
County Totals	3,697	548	15%	2,638	1,404	53%	4,761	2,314	49%	7,585	14,306	189%	18,681	18,572	99%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 1999-2006

SONOMA COUNTY	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Cloverdale ¹	95	104	109%	51	59	116%	128	138	108%	149	721	484%	423	1,022	242%
Cotati ¹	113	74	65%	63	40	63%	166	59	36%	225	347	154%	567	520	92%
Healdsburg ¹	112	76	68%	78	112	144%	171	31	18%	212	297	140%	573	516	90%
Petaluma ¹	206	250	121%	124	201	162%	312	361	116%	502	944	188%	1,144	1,756	153%
Rohnert Park ¹	401	293	73%	270	467	173%	597	546	91%	856	1,551	181%	2,124	2,857	135%
Santa Rosa ¹	1,539	591	38%	970	1,338	138%	2,120	2,154	102%	3,025	4,241	140%	7,654	8,324	109%
Sebastopol ¹	58	0	0%	35	5	14%	75	28	37%	106	88	83%	274	121	44%
Sonoma ¹	146	111	76%	90	68	76%	188	66	35%	260	587	226%	684	832	122%
Windsor ¹	430	161	37%	232	171	74%	559	33	6%	850	1,516	178%	2,071	1,881	91%
Sonoma County ¹	1,311	650	50%	1,116	339	30%	1,563	317	20%	2,809	1,836	65%	6,799	3,142	46%
County Totals	4,411	2,310	52%	3,029	2,800	92%	5,879	3,733	63%	8,994	12,128	135%	22,313	20,971	94%

1 Data was provided by local planning or housing staff.

2 Data was estimated by ABAG staff. Total housing units based on data from the Construction Industry Research Board. Estimates of affordable units in the low- and very low-income categories were based on data from the Construction Industry Research Board, the Regional Housing Debt Limit Allocation Committee and California Tax Allocation Committee data. Projects were identified as "Placed in Service" and having received funding between 1998 and 2005. ABAG staff reports that projects that received funding from both sources were not double counted. Redevelopment Agency reports to the State Department of Housing and Community Development were used to estimate production. This data may include rehabilitated units as well as new construction.

3 Data for 1999-2005 was provided by local planning or housing staff. ABAG staff estimated data for 2006.

4 Partial data provided by local planning or housing staff. Other data estimated by ABAG staff.

OneBayArea Grant

OBAG 2 Proposal

Metropolitan Transportation Commission

November 18, 2015



OBAG 2: County Distribution Formula Options

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1	50%	25%	25%	50%
OBAG 2 <i>1. Affordable Housing</i>	50%	30%	20%	60%
OBAG 2 <i>2. Affordable + Moderate</i>	50%	30%	20%	60%*
OBAG 2 <i>3. Housing Production</i>	50%	50%	0%	60%

Note: OBAG 2 based on housing over a longer time frame, considering housing production between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%).

*Includes moderate as well as low and very low income levels for RHNA and housing production.

OBAG 2: Formula Shares by County

County	OBAG 2 <i>1. Affordable Housing</i>		OBAG 2 <i>2. Affordable + Moderate</i>		OBAG 2 <i>3. Housing Production</i>	
	% Share	Amount \$ in millions	% Share	Amount \$ in millions	% Share	Amount \$ in millions
Alameda	20.1%	\$71	19.8%	\$70	19.2%	\$68
Contra Costa	13.7%	\$48	14.7%	\$52	14.1%	\$50
Marin	2.8%	\$10	2.8%	\$10	3.0%	\$11
Napa	2.2%	\$8	2.2%	\$8	2.2%	\$8
San Francisco	12.9%	\$45	12.3%	\$43	13.4%	\$47
San Mateo	8.5%	\$30	8.5%	\$30	7.9%	\$28
Santa Clara	27.7%	\$98	27.1%	\$96	27.3%	\$97
Solano	5.2%	\$18	5.5%	\$19	5.4%	\$19
Sonoma	7.1%	\$25	7.2%	\$26	7.7%	\$27

Note: Distributions include SRTS and FAS and an adjustment to ensure a county's CMA base planning is no more than 50% of the county's total

OBAG 2: Formula Shares by County

County	OBAG 2 <i>1. Affordable Housing</i>		OBAG 2 <i>2. Affordable + Moderate</i>		OBAG 2 <i>3. Housing Production</i>	
	1b. Uncapped % Share	1a. Capped % Share	2b. Uncapped % Share	2a. Capped % Share	3b. Uncapped % Share	3a. Capped % Share
Alameda	20.1%	20.2%	19.8%	19.9%	19.2%	19.3%
Contra Costa	13.7%	13.5%	14.7%	14.6%	14.1%	13.9%
Marin	2.8%	2.8%	2.8%	2.8%	3.0%	3.0%
Napa	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%
San Francisco	12.9%	13.0%	12.3%	12.4%	13.4%	13.6%
San Mateo	8.5%	8.5%	8.5%	8.4%	7.9%	7.8%
Santa Clara	27.7%	27.5%	27.1%	26.9%	27.3%	27.1%
Solano	5.2%	5.2%	5.5%	5.5%	5.4%	5.4%
Sonoma	7.1%	7.1%	7.2%	7.2%	7.7%	7.7%

Note: Distributions include SRTS and FAS and an adjustment to ensure a county's CMA base planning is no more than 50% of the county's total

Date: November 18, 2015
W.I.: 1512
Referred by: P&A

Attachment A
Resolution No. 4202

OBAG 2
One Bay Area Grant Program
Project Selection Criteria and Programming Policy

This page intentionally left blank

**OBAG 2 – One Bay Area Grant Program
Project Selection Criteria and Programming Policy**

TABLE OF CONTENTS

Background.....	1
Revenue Estimates and Program Architecture.....	1
Program Categories and Project List.....	5
General Programming Policies	6
Regional Programs.....	11
County Programming Policies	14
County Programs.....	18

Appendices

Appendix A-1 Regional and County Program Categories	
Appendix A-2 County Program Fund Distribution	
Appendix A-3 Regional and County Planning Activities	
Appendix A-4 County Federal-Aid Secondary (FAS)	
Appendix A-5 County Safe Routes to School (SRTS)	
Appendix A-6 Priority Conservation Area (PCA)	
Appendix A-7 CMA Call for Projects Guidance	
Appendix A-8 County PDA Investment and Growth Strategy	
Appendix A-9 Priority Conservation Area (PCA) Implementation	
Appendix A-10 Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution 4202	

The One Bay Area Grant Program (OBAG 2) is the second round of the federal funding program designed to support the implementation of *Plan Bay Area*, the region's first Sustainable Communities Strategy (SCS). OBAG 2 covers the five-year period from FY 2017-18 to FY 2021-22. The proposed revenue estimates, funding approach, programming policies, project guidance, and timeline for OBAG 2 are outlined in this attachment.

BACKGROUND

The inaugural One Bay Area Grant Program (OBAG 1) was approved by the Commission in May 2012 (MTC Resolution 4035). The OBAG 1 program incorporated the following program features:

- Targeting project investments to the region's Priority Development Areas (PDAs);
- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing;
- Supporting open space preservation in Priority Conservation Areas (PCAs); and
- Providing a larger and more flexible funding pot to deliver transportation projects in categories such as Transportation for Livable Communities (TLC), bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing dedicated funding opportunities for Safe Routes to School activities and PCAs.

The early outcomes of the OBAG 1 program are documented in the One Bay Area Grant Report Card located at: (http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf). The key findings of the report highlight a variety of improvements as compared to previous federal highway funding programs, including: increased grant and project size, complexity, and multi-modality; significant investments in active transportation and TLC projects; region wide achievement of PDA investment targets; and compliance with local performance and accountability requirements. Considering the positive results achieved in OBAG 1, and in order to further extend the timeframe for OBAG to meet its policy goals, OBAG 2 maintains largely the same framework and policies.

REVENUE ESTIMATES AND PROGRAM ARCHITECTURE

OBAG 2 funding is based on anticipated future federal transportation program apportionments from the regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Programs. The programming capacity estimated for OBAG 2 amounts to \$790 million (down from \$827 million programmed with OBAG 1). The decrease in revenues between program cycles reflects annual apportionment amounts in the federal surface transportation act (Moving Ahead for Progress in the 21st Century Act, or MAP-21) authorized after approval of OBAG 1 not keeping pace with estimated growth rates, as well as changes in state and federal programs that impacted estimated regional funding levels (such as the elimination of the Transportation Enhancements (TE) program).

The OBAG 2 program continues to integrate the region's federal transportation program with California's climate statutes and the Sustainable Communities Strategy (SCS), and contributes to

the implementation of the goals and objectives of the Regional Transportation Plan. Funding distribution formulas to the counties will continue to encourage land-use, housing and complete streets policies that support the production of housing with supportive transportation investments. This is accomplished through the following principles:

1. Realistic Revenue Assumptions:

OBAG 2 funding is based on anticipated future federal transportation program apportionments. In recent years, the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement programs (STP/CMAQ) have not grown, and changes in the federal and state programs (such as elimination of the Transportation Enhancement (TE) program) have resulted in decreases that were not anticipated when OBAG 1 was developed. For OBAG 2, a 2% annual escalation rate above current federal revenues is assumed, consistent with the mark-up of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act by the Senate Environment and Public Works Committee. Even with the 2% escalation, revenues for OBAG 2 are 4% less than OBAG 1 revenues.

If there are significant changes in federal apportionments over the OBAG 2 time period, MTC will return to the Commission to recommend adjustments to the program. These adjustments could include increasing or decreasing funding amounts for one or more programs, postponement of projects, expansion of existing programs, development of new programs, or adjustments to subsequent programming cycles.

Upon enactment and extension of the federal surface transportation authorizations expected during the OBAG funding period, MTC will need to closely monitor any new federal programs, their eligibility rules, and how funding is distributed to the states and regions. It is anticipated that any changes to the current federal programs would likely overlap to a large extent with projects that are currently eligible for funding under 23 U.S.C., although the actual fund sources may no longer mirror the current STP and CMAQ programs. Therefore, any reference to a specific fund source in the OBAG 2 programming serves as a proxy for replacement fund sources for which MTC has discretionary project selection and programming authority.

OBAG 2 programming capacity is based on apportionment rather than obligation authority. Because obligation authority (the amount actually received) is less than the apportionment level, there is typically a carryover balance from year to year of unfunded commitments. MTC's current negative obligation authority imbalance is \$51 million, and has held steady the past few years as a result of the region's excellent delivery record. Successful project delivery has allowed MTC to capture additional, unused obligation authority (OA) from other states, enabling the region to deliver additional projects each year. Because this negative balance has held steady, there does not appear to be a need to true-up the difference at this time. MTC staff will continue to monitor this OA shortfall throughout the OBAG 2 period and make adjustments as necessary in the next round of programming.

2. Support Existing Programs:

The OBAG program as a whole is expected to face declining revenues from \$827 million in OBAG 1 to \$790 million in OBAG 2. Therefore, no new programs are introduced with OBAG 2 and the funding reduction is spread among the various transportation needs supported in OBAG 1.

- The regional pot of funding decreases by 4%. With the exception of regional planning activities (which grows to account for escalation) and the Priority Conservation Area (PCA) program (which receives additional funds redirected from an OBAG 1 project), all other funding programs are either maintained at, or decreased from, their OBAG 1 funding levels.
- The base OBAG 2 county program decreases by 4%, primarily due to the elimination of the federal Transportation Enhancement (TE) program which contributed to the OBAG 1 funding pot. As compared to the county program under OBAG 1, largely the same planning and project type activities are proposed to be eligible under OBAG 2.

The OBAG 2 program categories and commitments for the regional and county programs are outlined in Appendix A-1.

3. Support Plan Bay Area's Sustainable Communities Strategy by Linking OBAG Funding to Housing:

County Program Distribution Formula

OBAG 1's county distribution formula leveraged transportation dollars to reward jurisdictions that produce housing and accept housing allocations through the Regional Housing Need Allocation (RHNA) process. The formula also considered the share of affordable housing within housing production and RHNA allocations.

In OBAG 2, the county distribution formula is updated to use the latest housing data from the Association of Bay Area Government (ABAG). The formula is also based on housing over a longer time frame, considering housing production between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%) in order to mitigate the effect of the recent recession and major swings in housing permit approvals.

At the request of the Commission at the July 2015 meeting of the Programming and Allocations Committee, staff developed three alternative OBAG 2 county distribution formulas for consideration (the alternatives are depicted in Attachment 2 to the November 4, 2015 Programming and Allocations Committee item). In comparison to the OBAG 1 formula, each of these alternatives place an additional emphasis on affordable housing. One of the alternatives expands the definition of affordable housing to include housing for moderate income households. Another alternative focuses on housing production, removing consideration of RHNA from the formula. This section will be updated to reflect the county distribution adopted by the Commission.

The distribution formula is further adjusted to ensure that CMA base planning funds are no more than 50% of the total distribution for that county. The resulting proposed county program formula distributions are presented in Appendix A-2.

Priority Development Areas (PDAs)

OBAG 2 continues to support the SCS for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs).

- PDA Investment targets remain at OBAG 1 levels: 50% for the four North Bay counties and 70% for the remaining counties.
- PDA Investment and Growth Strategies should play a strong role in guiding the County CMA project selection and be aligned with the Plan Bay Area update cycle.

Priority Conservation Areas (PCAs)

OBAG 2 maintains the two separate Priority Conservation Area (PCA) programs as introduced in OBAG 1, with one program dedicating funding to the four North Bay counties and one competitive program for the remaining counties.

4. Continue Flexibility and Local Transportation Investment Decision Making:

OBAG 2 continues to provide the same base share of the funding pot (40%) to the county CMAs for local decision-making. The program allows CMAs the flexibility to invest in various transportation categories, such as Transportation for Livable Communities (TLC), bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities.

In addition to the base county program, two previously regional programs, Safe Routes to School and the Federal-Aid Secondary (rural roads), have been consolidated into the county program with guaranteed minimum funding amounts to ensure the programs continue to be funded at specified levels.

5. Cultivate Linkages with Local Land-Use Planning:

As a condition to access funds, local jurisdictions need to continue to align their general plans' housing and complete streets policies as a part of OBAG 2 and as separately required by state law.

Complete Streets Requirements

Jurisdictions must adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC, incorporating MTC's required complete streets elements as outlined in [MTC's Complete Streets Guidance](#).

Alternatively, to recognize local jurisdictions' efforts to update their general plan circulation element to incorporate the provisions of the 2008 Complete Streets Act in response to the provisions stated in OBAG 1, a jurisdiction may adopt a significant revision to the circulation element of the general plan that complies with the Act after January 1, 2010 and before the date the CMAs submit their OBAG 2 project recommendations to MTC.

The approach above focuses on the adoption of local complete streets resolutions, while acknowledging the jurisdictions that took efforts to update their circulation element in anticipation of future OBAG requirements.

Housing Elements Requirements

Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive OBAG 2 funding.

Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this requirement during the entire OBAG 2 funding period or risk deprogramming of OBAG 2 funding.

The complete streets and housing requirements are not required for jurisdictions with no general plan or land use authority such as Caltrans, CMAs or transit agencies under a JPA or district (not under the governance of a local jurisdiction). However, in such instances the jurisdiction in which the project is physically located must meet these requirements, except for transit/rail agency property such as, track, rolling stock or a maintenance facility.

Anti-Displacement Policies

Staff will return in February 2016 with recommendations related to anti-displacement policies for possible consideration.

6. Continue Transparency and Outreach to the Public Throughout the Process:

CMAs will continue to report on their outreach process as part of their solicitation and selection of projects for OBAG. Each CMA will develop a memorandum addressing outreach efforts, agency coordination, distribution methodology and Title VI compliance. CMA reporting requirements are provided in Appendix A-10, the Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution 4202.

PROGRAM CATEGORIES AND PROJECT LIST

Appendix A-1 outlines the OBAG 2 program categories and commitments.

Attachment B of Resolution 4202 contains the list of projects to be programmed under the OBAG 2 program. Attachments B-1 and B-2 list the projects receiving OBAG 2 funding through the regional programs and county programs respectively. The project lists are subject to project selection actions (conducted by MTC for most of the regional programs and by the CMAs for the county programs and other funds distributed to them). MTC staff will update Attachments B-1 and B-2 as projects are selected or revised by the Commission and CMAs and are included in the federal Transportation Improvement Program (TIP).

GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in OBAG 2:

- 1. Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 4174. The Commission's adoption of the OBAG 2 program, including policy and procedures, meets the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities to comment have been provided to other stakeholders and members of the public.

Furthermore, investments made in the OBAG 2 program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when CMAs select projects for funding at the county level, they must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements (as set forth in Appendix A-7).

- 2. Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the OBAG 2 program must be amended into the TIP. The federally-required TIP is a comprehensive listing of all San Francisco Bay Area surface transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is the project sponsor's responsibility to ensure their project is properly programmed in the TIP in a timely manner. Where CMAs are responsible for project selection, the Commission will revise the TIP to include the resulting projects and Attachment B to this Resolution may be updated by MTC staff to reflect these revisions. Where responsibility for project selection is assigned to MTC, TIP amendments and a revision to Attachment B to add or delete a project will be reviewed and approved by the Commission. Changes to existing projects in Attachment B may be made by MTC staff following approval of a related TIP revision.
- 3. Minimum Grant Size.** Funding grants per project must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). The objective of a grant minimum requirement is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CMAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff.

To provide flexibility, an alternative averaging approach may be used. For this approach, a CMA may program grant amounts no less than \$100,000 for any project, provided that the overall average of all grant amounts within their County CMA Program meets the county minimum grant amount threshold. This lower threshold of \$100,000 also applies to Safe Routes to School projects, which are typically of smaller scale.

Furthermore, all OBAG 2 programming amounts must be rounded to thousands.

- 4. Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make a regional air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the update of the TIP. Non-exempt projects that are not incorporated in the current finding for the TIP will not be considered for funding in the OBAG 2 program until the development of a subsequent air quality finding for the TIP. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for fine particulate matter (PM_{2.5}). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) must complete a hot-spot analysis as required by the Transportation Conformity Rule. Generally, POAQC are those projects that result in significant increases in, or concentrations of, emissions from diesel vehicles.
- 5. Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section § 15000 et seq.), and the National Environmental Protection Act (42 U.S.C. § 4321 et seq.) standards and procedures for all projects with federal funds.
- 6. Application and Resolution of Local Support.** Once a project has been selected for funding, project sponsors must submit a completed project application for each project through MTC's Funding Management System (FMS). The project application consists of two parts: 1) a project submittal and/or TIP revision request to MTC staff through FMS, and 2) a Resolution of Local Support approved by the project sponsor's governing board or council and submitted in FMS. A template for the Resolution of Local Support can be downloaded from the MTC website using the following link: <http://www.mtc.ca.gov/funding/obag2>
- 7. Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for OBAG 2 to ensure 1) eligibility; 2) consistency with the region's long-range plan; and 3) project readiness. In addition, project sponsors must adhere to directives such as the Complete Streets Requirements, Housing Element Requirements, and the Regional Project Funding Delivery Policy (MTC Resolution No. 3606), as outlined below, and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.

- Federal Project Eligibility: STP is the most flexible source of federal funding, with a wide range of projects that may be considered eligible. Eligible projects include roadway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration), public transit capital improvements, pedestrian and bicycle facilities, transportation system management, transportation demand management, transportation control measures, mitigation related to an STP project, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in 23 U.S.C § 133 and at: <http://www.fhwa.dot.gov/map21/factsheets/stp.cfm>.

CMAQ is a more targeted funding source. In general, CMAQ funds may be used for new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in an approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, new bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, and experimental pilot projects. For more detailed information, refer to FHWA's revised guidance provided at: http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/.

MTC reserves the right to assign specific fund sources to projects based on availability and eligibility requirements. In the event that a new surface transportation authorization is enacted during implementation of OBAG 2 that materially alters these programs, MTC staff will work with the CMAs and project sponsors to match projects with appropriate federal fund programs.

- RTP Consistency: Projects funded through OBAG 2 must be consistent with the adopted Regional Transportation Plan (currently *Plan Bay Area*). Project sponsors must identify each project's relationship with meeting the goals and objectives of the RTP, including the specific RTP ID number or reference. RTP consistency will be verified by MTC staff for all OBAG 2 projects. Projects in the County program will also be reviewed by CMA staff prior to submitting selected projects to MTC.
- Complete Streets Policy: Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets Policy (MTC Resolution No. 3765) created a checklist that is intended for use on projects to ensure the accommodation of non-motorized travelers is considered at the earliest conception or design phase. The county CMAs ensure that project sponsors complete the checklist before projects are considered by the county for OBAG 2 funding and submitted to MTC. The CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions.

Related state policies include: Caltrans Complete Streets Policy Deputy Directive 64 R1, which stipulates pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products; and the California Complete Streets Act of 2008, which requires local agency general plan circulation elements to address all travel modes.

- Project Delivery and Monitoring: OBAG 2 funding is available in the following five federal fiscal years: 2017-18, 2018-19, 2019-20, 2020-21, and 2021-22. Funds may be programmed in any of these years, conditioned upon the availability of federal apportionment and obligation authority (OA), and subject to TIP financial constraint requirements. In addition, in order to provide uninterrupted funding to ongoing efforts and to provide more time to prepare for the effective delivery of capital projects, priority of funding for the first year of programming apportionment (FY 2017-18) will be provided to ongoing programs, such as regional and CMA planning, non-infrastructure projects, and the preliminary engineering phase of capital projects.

Specific programming timelines will be determined through the development of the Annual Obligation Plan, which is developed by MTC staff in collaboration with the Bay Area Partnership technical working groups and project sponsors. Once programmed in the TIP, the funds must be obligated by FHWA or transferred to the Federal Transit Administration (FTA) within the federal fiscal year the funds are programmed in the TIP. Additionally, all OBAG 2 funds must be obligated no later than January 31, 2023.

Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy (MTC Resolution No. 3606 and any subsequent revisions). All funds are subject to obligation, award, invoicing, reimbursement and project close-out requirements. The failure to meet these deadlines may result in the de-programming and redirection of funds to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of OBAG 2 funding is required to identify and maintain a staff position that serves as the single point of contact (SPOC) for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the TIP, and to notify MTC immediately when the position contact has changed. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate, if requested, in a consultation meeting with the county CMA, MTC and Caltrans prior to MTC approving future programming or including any funding revisions for the agency in the TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

By applying for and accepting OBAG 2 funding, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the project-funding timeframe.

- ▶ Funding Exchange: Sometimes federal funds may not be the best fit for projects being implemented to meet plan and program goals and objectives. In such cases, federal OBAG funding may be exchanged with non-federal funds. MTC staff will work with the CMAs when such opportunities arise. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331) and the locally-funded project must be included in the federal TIP.
- ▶ Local Match: Projects funded with STP or CMAQ funding require a non-federal local match. Although local match requirements are subject to change, the current local match requirement for STP and CMAQ funded projects in California is 11.47% of the total project cost, with FHWA providing up to 88.53% of the total project cost through reimbursements. For capital projects, sponsors that fully fund the project development or Preliminary Engineering (PE) phase with non-federal funds may use toll credits in lieu of a match for the construction phase. For these projects, sponsors must still meet all federal requirements for the PE phase.
- ▶ Fixed Program and Specific Project Selection: Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The OBAG 2 program is project-specific and the funds programmed to projects are for those projects alone.

The OBAG 2 program funding is fixed at the programmed amount; therefore, any project cost increases may not be covered by additional OBAG 2 funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project, including contingencies.

REGIONAL PROGRAMS

The programs below comprise the OBAG 2 Regional Programs, managed by MTC. Funding amounts for each program are included in Appendix A-1. Individual projects will be added to Attachment B-1 and B-2 as they are selected and included in the federal TIP.

1. Regional Planning Activities

This program provides funding to support regional planning and outreach activities.

Appendix A-3 details the funding amounts and distribution for planning and outreach activities.

2. Pavement Management Program

This continues the region's acclaimed Pavement Management Program (PMP) and related activities including the Pavement Technical Assistance Program (PTAP), training, and regional and statewide local streets and roads needs assessment. MTC provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems which is a requirement to receive certain funding. MTC also assists local jurisdictions in conducting associated data collection and analysis efforts including local roads needs assessments and inventory surveys and asset management analysis that feed into regional planning efforts. MTC provides, training, research and development of pavement and non-pavement preservation management techniques, and participates in the statewide local streets and roads needs assessment effort.

To support the collection and analysis of local roads asset conditions for regional planning efforts and statewide funding advocacy, to be eligible for OBAG 2 funding for local streets and roads, a jurisdiction must:

- Have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed); and
- Fully participate in the statewide local streets and road needs assessment survey (including any assigned funding contribution); and
- Provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed).

3. Regional Priority Development Area (PDA) Planning & Implementation

Funding in this program implements the following:

Regional PDA Planning and Implementation: The PDA Planning Program places an emphasis on intensifying land uses at and near transit stations and along transit corridors in PDAs. The key goals of the program are to: increase supply of affordable and market rate housing, jobs and services within the PDA planning area; boost transit ridership and thereby reduce vehicle miles traveled by PDA residents, employees and visitors; increase walking and bicycling by improving multi-modal access and effectively managing parking; and locate key services and retail within the PDA planning area. Funding is available for regional planning and implementation efforts and grants to jurisdictions to provide PDA planning support, and typically fund specific plans and programmatic Environmental Impact Reports. PDA plans funded through the program focus on a range of transit-supportive elements including market demand analysis, affordable housing strategies, multi-modal connectivity including pedestrian-friendly design standards, parking

demand analysis, infrastructure development, implementation planning and financing strategies and strategies to advance the Air District's Planning Healthy Places guidelines¹. The PDA Planning Program will give priority to cities with high risk of displacement in order to support the development of local policies and programs.

4. Climate Initiatives Program

The purpose of the OBAG 2 Climate Initiatives Program is to support the implementation of strategies identified in Plan Bay Area to achieve the required CO₂ emissions reductions per SB375 and federal criteria pollutant reductions. Investments focus on projects and programs with effective greenhouse gas emission reduction results.

5. Priority Conservation Area (PCA) Program

The Priority Conservation Area (PCA) Program provides funding for the development of plans and projects to assist in the preservation and enhancement of rural lands. Specifically, projects must support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands and open space amidst a growing population across the Bay Area, for residents and businesses. The PCA program includes one approach for the North Bay counties (Marin, Napa, Solano, and Sonoma) and a second approach for the remaining five counties.

In the North Bay, each of the four CMAs will take the lead to develop a county-wide program, building on PCA planning conducted to date to select projects for funding.

For the remaining counties, MTC will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. MTC will provide federal funding which will be combined with the Coastal Conservancy's own program funds in order to support a broader range of projects (i.e. land acquisition and easement projects) than can be accommodated with federal transportation dollars alone. The Coastal Conservancy, MTC, and ABAG staff will cooperatively manage the call for proposals.

The minimum non-federal match required for PCA-program funding is 2:1.

As a part of the update to *Plan Bay Area*, MTC is exploring implementing a Regional Advance Mitigation Planning (RAMP) Program. RAMP would mitigate certain environmental impacts from multiple planned transportation projects, rather than mitigating on a less-efficient per-project level. Partnering arrangements can be established to leverage multiple fund sources in order to maximize benefits of the RAMP and PCA programs. As such, PCA funds may be used to deliver net environmental benefits to a RAMP program project.

In instances where federal funds may not be used for this purpose, sponsors may exchange OBAG 2 funds with eligible non-federal funds. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).

Appendix A-9 outlines the framework for this program including goals, project screening, eligibility, eligible sponsors, and project selection.

¹ Guidance will be developed in partnership with BAAQMD, CMAs, ABAG, and city staff pending the release of these guidelines in early 2016.

6. Regional Active Operational Management

This program is administered at the regional level by MTC to actively manage congestion through cost-effective operational strategies that improve mobility and system efficiency across freeways, arterials and transit modes. Funding continues to be directed to evolving MTC operational programs such as next generation 511, Freeway Service Patrol (FSP), incident management program, managed lanes and regional rideshare program. Funding will also be directed to new initiatives such as the Columbus Day Initiative that deploys advanced technologies and Transportation Management Systems that ensures the existing and new technology infrastructure is operational and well-maintained.

Columbus Day Initiative

The Columbus Day Initiative (CDI) builds on the proven success of its predecessor program (the Freeway Performance Initiative), which implemented traditional fixed time-of-day freeway ramp metering and arterial signal timing projects that achieved significant delay reduction and safety on Bay Area freeways and arterials at a fraction of the cost of traditional highway widening projects. The CDI aims to deliver cost-effective, technology-driven operational improvement projects such as, adaptive ramp metering, hard shoulder running lanes, queue warning signs, connected vehicle technologies, shared mobility technologies, and regional arterial operations strategies. Projects would target priority freeway and arterial corridors with significant congestion. Funding for performance monitoring activities and corridor studies is included to monitor the state of the system and to identify and assess the feasibility of operational strategies to be deployed.

Transportation Management Systems

This program includes the operations and management of highway operations field equipment; critical freeway and incident management functions; and Transportation Management Center (TMC) staff resources needed to actively operate and maintain the highway system.

7. Transit Priorities Program

The objective of the Transit Priorities Program is to assist transit operators to fund major fleet replacements, including the BART Car Replacement Phase 1 project, fixed guideway rehabilitation and other high-scoring capital needs, including replacement of Clipper equipment and development of Clipper 2.0, that are consistent with MTC's Transit Capital Priorities policy for programming federal transit funds (MTC Resolution 4140 or successor resolution).

The program also implements elements of the Transit Sustainability Project by making transit-supportive investments in major transit corridors that can be carried out within two years through the Transit Performance Initiative (TPI). The focus of TPI is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, boarding/stop improvements and other improvements to improve the passenger experience.

COUNTY PROGRAMMING POLICIES

The policies below apply to the programs managed by the county Congestion Management Agencies (CMAs) or substitute agency:

- ▶ Program Eligibility: The CMA, or substitute agency, may program funds from its OBAG 2 county fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
 - Planning and Outreach Activities
 - Local Streets and Roads Preservation
 - Bicycle and Pedestrian Improvements
 - Transportation for Livable Communities
 - Safe Routes To School
 - Priority Conservation Areas
 - Federal Aid Secondary (FAS) Improvements

- ▶ Fund Sources & Formula Distribution: OBAG 2 is funded primarily from two federal fund sources: STP and CMAQ. The CMAs will be provided a breakdown of specific OBAG 2 fund sources, with the understanding that actual fund sources are subject to change. Should there be significant changes to federal fund sources, MTC staff will work with the CMAs to identify and realign new fund sources with the funding commitments approved by the Commission. Furthermore, due to strict funding availability and eligibility requirements, the CMAs must adhere to the fund source limitations provided. Exceptions may be granted by MTC staff based on actual fund source availability and final federal apportionment levels.

Consistent with OBAG 1, 60% of available OBAG 2 funding is assigned to Regional Programs and 40% assigned to the base County CMA Programs. The Safe Routes to School (SRTS) and Federal Aid Secondary (FAS) programs augment the county base funding, bringing the final proportionate share to 55% regional and 45% county. The Base county funds (SRTS & FAS have their own formula distribution) are distributed to each county based on the OBAG 2 county distribution formula (see page 3). Counties are further guaranteed that the funding amount for planning purposes will not exceed 50% of their total distribution. This results in the county of Napa receiving additional funding. This planning guarantee clause results in a slight deviation in the final OBAG 2 fund distribution for each county. The base County CMA Program fund distribution after the planning guarantee adjustment is shown in Appendix A-2.

- ▶ Priority Development Area (PDA) Policies
 - PDA minimum investment: CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their OBAG 2 investments to PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) this minimum target is 50% to reflect the more rural nature of these counties. CMA planning and outreach costs partially count towards PDA minimum investment targets (70% or 50%, in line with each county's PDA

minimum investment target). The guaranteed minimum for Priority Conservation Area (PCA), Safe Routes to School (SRTS), and Federal Aid Secondary (FAS) do not count towards PDA targets. The PDA/non-PDA funding split is shown in Appendix A-2.

- PDA boundary delineation: Refer to http://gis.mtc.ca.gov/interactive_maps/ which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. This map is updated as ABAG approves new PDA designations.
 - Defining proximate access to PDAs: The CMAs may determine that a project located outside of a PDA provides proximate access to the PDA, and thus counts towards the county's minimum PDA investment target. The CMA is required to map these projects along with the associated PDA(s) and provide a policy justification for designating the project as supporting a PDA through proximate access. This information should assist decision makers, stakeholders, and the public in evaluating the impact of the investment on a nearby PDA, to determine whether or not the investment should be credited towards the county's PDA minimum investment target. This information must be presented for public review when the CMA board acts on OBAG programming decisions.
 - PDA Investment & Growth Strategy: Updates to each county's PDA Investment & Growth Strategy are required every four years and must be adopted by the CMA Board. The updates should be coordinated with the countywide plan and Regional Transportation Plan (RTP) updates to inform RTP development decisions. Interim status reports are required two years after each update to address needed revisions and provide an activity and progress status. See Appendix A-8 for details.
- Project Selection: County CMAs or substitute agencies are given the responsibility to develop a project selection process. The process should include solicitation of projects, identifying evaluation criteria, conducting outreach, evaluating project applications, and selecting projects.
- Public Involvement: In selecting projects for federal funding, the decision making authority is responsible for ensuring that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG 2 is in compliance with federal regulations, CMAs are required to lead a public outreach process as directed by Appendix A-7.
 - Unified Call for Projects: CMAs are requested to issue one unified call for projects for their OBAG 2 program. Final project lists are due to MTC by ~~October 31, 2016~~January 31, 2017, with all associated project information submitted to MTC using the Fund Management System (FMS) by ~~November 30, 2016~~February 28, 2017. On a case-by-case basis and as approved in advance by MTC staff, these deadlines may be waived to allow coordination

with other county-wide call for projects or programming needs. The goal is to coordinate the OBAG2 call for projects, and provide project sponsors the maximum time to deliver projects.

- Project Programming Targets and Delivery Deadlines: CMAs must program their block grant funds over the OBAG 2 period (FY 2017-18 through FY 2021-22). In general, the expectation is that on-going activities such as CMA planning, non-infrastructure projects and the Preliminary Engineering (PE) phase of projects would use capacity in the first year, followed by the capital phases of project in later years.
 - OBAG 2 funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606, or its successor) including the deadlines for Request for Authorization (RFA) submittal and federal authorization/obligation. Additionally, the following funding deadlines apply for each county, with earlier delivery strongly encouraged:
 - At least half of the OBAG 2 funds, must be obligated (federal authorization/FTA Transfer) by January 31, 2020.
 - All remaining OBAG 2 funds must be obligated by January 31, 2023.
- Performance and Accountability Policies: Jurisdictions need to comply with the following policies, as well as other requirements noted in the document, in order to be eligible recipients of OBAG 2 funds.
- Adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC, incorporating MTC's required complete streets elements as outlined in [MTC's Complete Streets Guidance](#).

Alternatively, to recognize local jurisdiction's efforts to update their general plan circulation element to incorporate the provisions of the 2008 Complete Streets Act in response to the provisions stated in OBAG 1, a jurisdiction may adopt a significant revision to the circulation element of the general plan that complies with the Act after January 1, 2010.

For compliance, a substantial revision of the circulation element, passed after January 1, 2010, shall "...plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan," while complying with the other provisions of CA Government Code Section 65302 and Complete Streets Act of 2008.

The approach above focuses on the adoption of local complete streets resolutions, while acknowledging the jurisdictions that took efforts to update their circulation element in anticipation of future OBAG requirements.

- Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015.
- Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive OBAG 2 funding.
- Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this statute during the entire OBAG 2 funding period or risk deprogramming of OBAG 2 funding.
- Anti-Displacement Policies. Staff will return in February 2016 with recommendations related to anti-displacement policies for possible consideration.
- For jurisdictions with local public streets and roads, to be eligible for OBAG 2 funding, the jurisdiction must:
 - Have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed);
 - Fully participate in the statewide local streets and road needs assessment survey; and
 - Provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed).
- For a transit agency project sponsor under a Joint Powers Authority (JPA) or district (not under the governance of a local jurisdiction), or an agency where housing and complete streets policies do not apply, the jurisdiction where the project is located (such as station/stop improvements) will need to comply with the policies and other requirements specified in this attachment before funds may be programmed to the project sponsor. However, this is not required if the project is transit/rail agency property such as, track, rolling stock or a transit maintenance facility.
- OBAG 2 funds may not be programmed to any jurisdiction out of compliance with the policies and other requirements specified in this attachment.
- The CMA will be responsible for tracking progress towards all OBAG 2 requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG 2 funds to its projects in the TIP. CMAs will provide the following prior to programming projects in the TIP (see Appendix A-10):

- Documentation of the approach used to select OBAG 2 projects including outreach efforts, agency coordination, Title VI compliance, and the methodology used for distributing funds within the county;
- The board adopted list of projects recommended for OBAG 2 funding;
- Self-certification that all projects recommended for funding are consistent with the current RTP (including documentation) and have completed project-specific Complete Streets Checklists (including documentation);
- Identification of the Single-Point of Contact assigned by the jurisdiction for all FHWA-funded projects, including OBAG 2 projects;
- Documentation of local jurisdiction compliance with MTC's Complete Streets Policy, including a list of the status of each jurisdiction, a letter from the CMA for each jurisdiction describing how the jurisdiction meets the policy requirements, and supporting documentation for each local jurisdiction (resolutions and/or circulation elements)
- Documentation of local jurisdiction compliance with MTC's Housing Element requirements, including a list of the status of each jurisdiction's Annual Housing Element Progress Report as well as any supporting documentation for each jurisdiction (progress reports and copies of submittal letter to HCD). This documentation will be required annually from CMAs (April 30 each year) throughout the OBAG 2 programming period;
- Documentation for any projects recommended for funding that apply toward the county's minimum PDA investment target. This includes mapping of all mappable projects (projects with a physical location). For projects that are not physically located within a PDA, the CMA is required to map each project along with the associated PDA(s) and provide a policy justification for designating each project as supporting a PDA through proximate access. CMAs must also document that this information was used when presenting its program of projects to their board and the public; and
- Self-certification that the PDA Investment and Growth Strategy has been completed and adopted by the CMA Board, or will be adopted in coordination with the RTP update. Documentation of required updates and interim progress reports must also be submitted by the CMAs throughout the OBAG 2 period.

COUNTY PROGRAMS

The categories below comprise the eligible OBAG 2 County Programs, administered by the nine county CMAs. The CMAs should ensure that the project selection process and selected projects meet all of eligibility requirements throughout this document as well as in federal statutes and

regulations. MTC staff will work with CMAs and project sponsors to resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

County CMA Program

The base OBAG 2 County program accounts for 40% of the total funding available through OBAG 2 and is distributed to each county according to the OBAG 2 county formula after accounting for the CMA Planning minimum guarantee (see Appendices A-2 and A-3). This program includes CMA planning and outreach as well as the various projects selected through each county's competitive call for projects. Projects selected through the base county program are subject to the PDA investment minimum requirements.

1. CMA Planning and Outreach

This category provides funding to the county Congestion Management Agency (CMA) or substitute agency to support programming, monitoring and outreach activities. Such efforts include, but are not limited to: county-based planning efforts for development of the RTP/Sustainable Communities Strategy (SCS); development of PDA growth strategies; development and implementation of a complete streets compliance protocol; establishing land use and travel forecasting process and procedures consistent with ABAG/MTC; ensuring the efficient and effective delivery of federal-aid local projects; and undertaking the programming of assigned funding and solicitation of projects.

The minimum funding level for the CMA planning and outreach program continues OBAG 1 commitments by escalating FY 2016-17 amounts at 2% per year. In addition, counties are guaranteed that the base funding level for the CMA's planning and outreach program will not exceed 50% of the county's total OBAG 2 County Program distribution. Actual CMA planning and outreach amounts for each county, are shown in Appendix A-3.

At their discretion, the CMAs may choose to designate additional funding from their County Program to augment their planning and outreach efforts.

All funding and activities will be administered through an interagency agreement between MTC and the respective CMA.

2. Local Streets and Roads Preservation

This category is for the preservation of local streets and roads on the federal-aid system. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction must have a certified Pavement Management Program (StreetSaver® or equivalent). In addition, selected pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. This requirement ensures that streets selected for investment are cost effective. MTC is responsible for verifying the certification status of jurisdictions. The current certification status of area jurisdictions can be found at <http://www.mtc.ca.gov/services/pmp/>.

Furthermore, to support the collection and analysis of local roads asset conditions for comprehensive regional planning efforts and statewide funding advocacy, a jurisdiction must

fully participate in the statewide local streets and road needs assessment survey to be eligible for OBAG 2 funding for pavement rehabilitation.

Eligibility requirements for specific project types are included below:

▶ Pavement Rehabilitation:

All pavement rehabilitation projects, including projects with pavement segments with a Pavement Condition Index (PCI) below 70, must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP.

▶ Preventive Maintenance:

Only projects where pavement segments have a PCI of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's PMP must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

▶ Non-Pavement:

Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements and features that bring the facility to current standards. Jurisdictions must have a certified PMP to be eligible to receive funding for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), new roadways, roadway extensions, right of way acquisition for future expansion, operations, routine maintenance, spot application, enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to current standards or implementing complete streets elements) and any pavement application not recommended by the PMP unless otherwise allowed above.

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(6) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road (residential) or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

3. Bicycle and Pedestrian Improvements

This category funds a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities; cycle tracks; bicycle education, outreach, sharing and parking; sidewalks, ramps, pathways and pedestrian bridges; user safety and supporting facilities; and traffic signal actuation. Bicycle and pedestrian projects may be located on or off the federal-aid highway system.

Additional eligibility requirements will apply to bicycle and pedestrian projects that are funded with CMAQ funds rather than STP funds, given the more limited scope of the CMAQ funding program. According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and should reduce vehicle trips resulting in air pollution reductions. Also, the hours of operation need to be reasonable and support bicycle/pedestrian needs, particularly during commute periods. For example, the policy that a trail be closed to users before sunrise or after sunset may limit users from using the facility during the portions of peak commute hours, particularly during times of the year with shorter days.

4. Transportation for Livable Communities

The purpose of Transportation for Livable Communities (TLC) projects is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors; enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile.

General project categories include the following:

- Transit station improvements such as plazas, station access, pocket parks, and bicycle parking.
- Transit expansions serving PDAs.
- Complete Streets improvements that improve bicycle and pedestrian access and encourage use of alternative modes.
- Cost-effective, technology-driven active operational management strategies for local arterials and for highways when used to augment other fund sources or match challenge grants.
- Transportation Demand Management (TDM) projects including car sharing, vanpooling traveler coordination and information, and Clipper®-related projects.
- Transit access projects connecting high density housing/jobs/mixed land use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit, such as bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signals, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refuges, wayfinding signage, tree grates, bollards, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving, and pedestrian-scaled street furniture including bus shelters, benches, magazine racks, garbage and recycling bins.
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community. Examples include the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals; individualized travel training and trip

- planning activities for customers; the development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and the operation of transportation brokerages to coordinate providers, funding agencies and passengers. Selected projects may need to transfer the STP/CMAQ funds received to FTA.
- PDA planning and implementation, including projects that incentivize local PDA transit oriented development housing (within funding eligibility limitations unless exchanged).
 - Density incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations).

Activities that are not eligible for funding include: air quality non-exempt projects (unless granted an exception by MTC staff), new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Additional County Programs

In addition to the base County CMA Program, OBAG 2 directs additional funds to the CMAs to distribute to eligible project types. These programs are the Safe Routes to School (SRTS) program, the Federal Aid Secondary Shares Continuation (FAS) program, and for the North Bay Counties, the Priority Conservation Area (PCA) program.

1. Safe Routes to School

Eligible projects for the Safe Routes to School (SRTS) program include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. It is important to note that this program is funded exclusively by the CMAQ funding program. Given the intent of the CMAQ program to reduce vehicular emissions, the OBAG 2 SRTS program is targeted towards air quality improvement rather than the health or safety of school-aged children. Despite this limitation, project eligibility under CMAQ largely overlaps with typical eligibility requirements for Safe Routes to School programs. Detailed examples of eligible projects are provided below:

Eligible Non-Infrastructure Projects

Public Education and Outreach Activities

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options

- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely
- Non-construction outreach related to safe bicycle use
- Travel Demand Management (TDM) activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

Eligible Infrastructure Projects

- Constructing bicycle and pedestrian facilities (paths, sidewalks, bike racks, support facilities, etc.), that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas
- New construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest
- Traffic calming measures

Exclusions found to be ineligible uses of CMAQ funds

- Walking audits and other planning activities (Upon the CMA's request and availability of funds, STP funds will be provided for these purposes)
- Crossing guards, vehicle speed feedback devices, and traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians
- Material incentives that lack an educational message or exceed a nominal cost

Within the SRTS program, funding is distributed among the nine Bay Area counties based on K-12 total enrollment for private and public schools as reported by the California Department of Education for FY 2013-14 (see Appendix A-5). SRTS funding distributed to CMAs based on enrollment is not subject to the PDA minimum investment requirements. However, if a CMA chooses to augment the SRTS program with additional funding from their base OBAG 2 County CMA program, this additional funding is subject to the PDA minimum investment requirements.

Before programming projects into the TIP, the CMAs shall provide the SRTS projects, recommended county program scope, budget, schedule, agency roles, and federal funding recipient.

In programming the funds in the TIP, project sponsors may consider using non-federal funds to fund SRTS activities ineligible for federal funding. In such instances, the sponsor is allowed to use toll credits for the federal project, conditioned upon a minimum of 11.47% in non-federal funds being dedicated for SRTS activities. Separate accounting of a federalized project and a non-federalized project to fund a single program can be challenging, so care should be taken when using this option.

CMAs with an established SRTS program may choose to program local funds for SRTS projects in lieu of OBAG 2 funds and use the OBAG 2 funding for other eligible OBAG 2 projects. In such instances the local SRTS project(s) must be identified at the time the CMA submits the county OBAG 2 program to MTC and subsequently programmed in the federal TIP.

2. Federal Aid Secondary (FAS) Shares

The Federal Aid Secondary (FAS) program, which directed funding to rural roads, was eliminated in 1991 with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA).

However, California statutes provide for the continuation of minimum funding levels to counties, guaranteeing their prior FAS shares for rural county roads.

The county CMAs are required to ensure the counties receive their guaranteed annual funding through the CMA-managed OBAG county program. The county of San Francisco has no rural roads, and therefore does not receive FAS funding. In addition, the counties of Marin, Napa, and San Mateo may exchange their annual guaranteed FAS funding with state funding from Caltrans, as permitted by state statute. Caltrans takes these federal funds “off the top” before distributing regional STP funds to MTC. The CMAs for these three counties are not required to provide FAS guaranteed funding to these three counties for years in which these counties request such an exchange, as the statutory requirement is met through this exchange with Caltrans.

Counties may access their FAS funding at any time within the OBAG 2 period for any project eligible for STP funding. Guaranteed minimum FAS funding amounts are determined by California’s Federal-Aid Secondary Highways Act (California Code § 2200-2214) and are listed in Appendix A-4. This FAS funding is not subject to the minimum PDA investment requirement. Any additional funding provided by the CMAs to the counties from the OBAG 2 county base formula distribution is subject to the minimum PDA investment requirements.

3. Priority Conservation Area (PCA)

The Priority Conservation Area (PCA) Program provides funding for the development of plans and projects to assist in the preservation and enhancement of rural lands and open space. Generally, eligible projects include PCA planning activities, bicycle and pedestrian access to open space and parklands, visual enhancements and habitat/environmental enhancements. Specifically, projects must support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands amidst a growing population across the Bay Area, for residents and businesses.

Land acquisition for preservation purposes is not federally eligible, but may be facilitated through CMA-initiated funding exchanges.

The PCA funding program includes one approach for the North Bay program (Marin, Napa, Solano, and Sonoma) and a second for the remaining five counties. In the North Bay, each CMA will receive dedicated funding, lead a county-wide program building on PCA planning conducted to date, and select projects for funding. For the remaining counties, MTC will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. Appendix A-9 outlines the framework for this program including goals, project screening eligibility, eligible sponsors, and project selection.

Any CMA may use additional funding from its base OBAG 2 County Program to expand its dedicated PCA program (North Bay counties), augment grants received from the regionally

competitive PCA program (remaining counties), or develop its own county PCA program (all counties).

The PCA program requires a 2:1 minimum non-federal match.

As a part of the update to *Plan Bay Area*, MTC is exploring implementing a Regional Advance Mitigation Planning (RAMP) Program. RAMP would mitigate certain environmental impacts from multiple planned transportation projects, rather than mitigating on a less-efficient per-project level. Partnering arrangements can be established to leverage multiple fund sources in order to maximize benefits of the RAMP and PCA programs. As such, PCA funds may be used to deliver net environmental benefits to a RAMP program project.

In instances where federal funds may not be used for this purpose, sponsors may exchange OBAG 2 funds with eligible non-federal funds. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).

Appendix A-1

OBAG 2

Program Categories

FY 2017-18 through FY 2019-22

November 2015

Regional Program		OBAG 1		OBAG 2	
		Regional Distribution		% Share	Amount
Regional Categories		\$499			\$436
1	Regional Planning Activities	2%	\$8	2%	\$10
2	Pavement Management Program	2%	\$9	2%	\$9
3	Regional PDA Planning & Implementation	4%	\$20	5%	\$20
4	Climate Initiatives	4%	\$22	5%	\$22
5	Priority Conservation Area	2%	\$10	4%	\$16
6	Regional Active Operational Management	37%	\$184	39%	\$170
7	Transit Capital Priorities	40%	\$201	43%	\$189
		\$454		Regional Program Total: 55% \$436	
	Local PDA Planning (<i>within county program for OBAG 2</i>)	4%	\$20		
	Safe Routes To School (<i>Moved to county program for OBAG 2</i>)	5%	\$25		
	Federal-Aid Secondary - FAS (<i>within county program for OBAG 2</i>)	-	-		
		9% \$45			
Regional Program Total:		\$499		OBAG 2 Total: 55% \$436	

County Program	OBAG 1		OBAG 2			
	Base Formula STP/CMAQ/TE * with adjustments	Final Distribution Including SRTS & PDA	Base Formula - Proposed - with adjustments	SRTS **	FAS **	Total - Proposed - Distribution ***
Counties Total						
Total:	\$327	\$372	\$316	\$25	\$13	45% \$354

\\mtcfs2.ad.mtc.ca.gov\j_drive\PROJECT\Funding\T4-MAP21\MAP21 - STP-CMAQ\MAP21 Programming\MAP21 OBAG 2\OBAG 2 Development\County Fund Distribution\OBAG 2 Dist CAPPED_for print MLA.xlsx\COMMISSION MEMO

OBAG Total:	OBAG 1: \$827	OBAG 2: \$790
--------------------	----------------------	----------------------

* **OBAG 1:** In OBAG 1, the county CMAs received \$327 M with \$18 M in RTIP-TE and \$309 M in STP/CMAQ

* **OBAG 1:** RTIP-TE funding is no longer part of OBAG 2

** **SRTS:** SRTS moved to County Program and distributed based on FY 2013-14 K-12 school enrollment

** **FAS:** Federal-Aid Secondary (FAS) distributed based by statutory requirements.

** **FAS:** San Francisco has no rural roads and therefore is not subject to State Statute requirements regarding Federal-Aid Secondary (FAS) guarantee

*** **OBAG2:** Final county distribution includes SRTS & FAS and adjusted so a county CMA's base planning is no more than 50% of total

Appendix A-2

OBAG 2 County Fund Distribution FY 2017-18 through FY 2021-22 November 2015

OBAG 2 - Base Funding Formula Distribution

County	OBAG 2 Base *	PDA Percentage	PDA/Anywhere Split	PDA	Anywhere
Alameda	TBD	70%	70/30	TBD	TBD
Contra Costa	TBD	70%	70/30	TBD	TBD
Marin	TBD	50%	50/50	TBD	TBD
Napa	TBD	50%	50/50	TBD	TBD
San Francisco	TBD	70%	70/30	TBD	TBD
San Mateo	TBD	70%	70/30	TBD	TBD
Santa Clara	TBD	70%	70/30	TBD	TBD
Solano	TBD	50%	50/50	TBD	TBD
Sonoma	TBD	50%	50/50	TBD	TBD
Total:	TBD			TBD	TBD

\\mtcfs2.ad.mtc.ca.gov\j_drive\PROJECT\Funding\T4-MAP21\MAP21 - STP-CMAQ\MAP21 Programming\MAP21 OBAG 2\OBAG 2 Development\County Fund Distribution\OBAG 2
Dist CAPPED_for print MLA.xlsx]COMMISSION MEMO

- * OBAG 2 County Base amount subject to PDA investment - does not include SRTS, FAS or PCA
- * Includes adjustment to ensure a county's base planning activities is no more than 50% of the total distribution

Appendix A-3

OBAG 2 Planning & Outreach FY 2017-18 through FY 2021-22 November 2015

OBAG 2 - County CMA Planning

County	Agency	2.0%	OBAG 2 County CMA Planning - Base *					Total
		2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	
Alameda	ACTC	\$1,034,000	\$1,055,000	\$1,076,000	\$1,097,000	\$1,119,000	\$1,142,000	\$5,489,000
Contra Costa	CCTA	\$818,000	\$834,000	\$851,000	\$868,000	\$885,000	\$904,000	\$4,342,000
Marin	TAM	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
Napa	NCTPA	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
San Francisco	SFCTA	\$753,000	\$768,000	\$783,000	\$799,000	\$815,000	\$832,000	\$3,997,000
San Mateo	SMCCAG	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
Santa Clara	VTA	\$1,145,000	\$1,168,000	\$1,191,000	\$1,215,000	\$1,239,000	\$1,265,000	\$6,078,000
Solano	STA	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
Sonoma	SCTA	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
County CMAs Total:		\$7,350,000	\$7,495,000	\$7,646,000	\$7,799,000	\$7,953,000	\$8,123,000	\$39,016,000

OBAG 2 - Regional Planning

	2.0%	OBAG 2 Regional Agency Planning - Base *					
	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Total
Regional Planning Total:	\$1,800,000	\$1,835,000	\$1,873,000	\$1,910,000	\$1,948,000	\$1,989,000	\$9,555,000

\\mtcfs2.ad.mtc.ca.gov\j_drive\PROJECT\Funding\T4-MAP21\MAP21 - STP-CMAQ\MAP21 Programming\MAP21 OBAG 2\OBAG 2 Development\County Fund Distribution\[OBAG 2 Dist CAPPED_for print MLA.xlsx]COMMISSION MEMO

* 2% escalation from FY 2016-17 Planning Base

\$48,571,000

Appendix A-4

OBAG 2 Federal-Aid Secondary FY 2017-18 through FY 2021-22 November 2015

OBAG 2 - Federal-Aid Secondary (FAS)

County	FAS			
	Regional Percentage	Annual FAS Funding *	5-Year FAS Funding	Total OBAG 2 Rounded
			5	
Alameda	14.2%	\$355,761	\$1,778,805	\$1,779,000
Contra Costa	10.7%	\$268,441	\$1,342,205	\$1,343,000
Marin	6.7%	\$167,509	\$837,545	\$838,000
Napa	9.5%	\$237,648	\$1,188,240	\$1,189,000
San Francisco **	0.0%	\$0	\$0	\$0
San Mateo	7.1%	\$178,268	\$891,340	\$892,000
Santa Clara	13.6%	\$340,149	\$1,700,745	\$1,701,000
Solano	12.0%	\$301,159	\$1,505,795	\$1,506,000
Sonoma	26.1%	\$652,790	\$3,263,950	\$3,264,000
Total:	100.0%	\$2,501,725	\$12,508,625	\$12,512,000

\\mtcfs2.ad.mtc.ca.gov\j_drive\PROJECT\Funding\T4-MAP21\MAP21 - STP-CMAQ\MAP21 Programming\MAP21 OBAG 2\OBAG 2 Development\County Fund Distribution\[OBAG 2 Dist CAPPED_for print MLA.xlsx]COMMISSION MEMO

* As provided by Caltrans per State Statute

** San Francisco has no rural roads

Appendix A-5

OBAG 2 Safe Routes to School County FY 2017-18 through FY 2021-22 November 2015

OBAG 2 - Safe Routes To School County Distribution

County	Public School Enrollment (K-12) *	Private School Enrollment (K-12) *	Total School Enrollment (K-12) *	FY 2013-14 Percentage	Total OBAG 2 Rounded
Alameda	222,681	24,036	246,717	21.4%	\$5,340,000
Contra Costa	173,020	15,825	188,845	16.4%	\$4,088,000
Marin	32,793	7,104	39,897	3.5%	\$864,000
Napa	20,868	2,913	23,781	2.1%	\$515,000
San Francisco	58,394	24,657	83,051	7.2%	\$1,797,000
San Mateo	94,667	15,927	110,594	9.6%	\$2,394,000
Santa Clara	276,175	41,577	317,752	27.5%	\$6,878,000
Solano	63,825	4,051	67,876	5.9%	\$1,469,000
Sonoma	70,932	5,504	76,436	6.6%	\$1,655,000
Total:	1,013,355	141,594	1,154,949	100%	\$25,000,000

\\mtcfs2.ad.mtc.ca.gov\j_drive\PROJECT\Funding\T4-MAP21\MAP21 - STP-CMAQ\MAP21 Programming\MAP21 OBAG 2\OBAG 2
Development\County Fund Distribution\[OBAG 2 Dist CAPPED_for print MLA.xlsx]COMMISSION MEMO

* From California Department of Education for FY 2013-14

Appendix A-6

OBAG 2

Priority Conservation Area

FY 2017-18 through FY 2021-22

November 2015

OBAG 2 - Priority Conservation Area (PCA)

PCA Program	Total OBAG 2
Northbay Program	
Marin	\$2,050,000
Napa	\$2,050,000
Solano	\$2,050,000
Sonoma	\$2,050,000
Subtotal:	\$8,200,000
Remaining Counties Competitive Program	
Subtotal:	\$8,200,000
Total	
Total:	\$16,400,000

Appendix A-7: OBAG 2 – CMA One Bay Area Grant County Program Outreach

The Metropolitan Transportation Commission (MTC) delegates authority for the county program project selection to the nine Bay Area Congestion Management Agencies (CMAs). The existing relationships the CMAs have with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their respective counties make them best suited for this role. As one of the requirements for distributing federal transportation funding, MTC expects the CMAs to plan and execute an effective public outreach and local engagement process during development of the PDA Investment and Growth Strategy and the solicitation and project selection for the OBAG 2 program. CMAs also serve as the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the Transportation Improvement Program (TIP).

To comply with federal regulations, the CMAs must conduct a transparent process for the Call for Projects, and include the following activities:

1. Public Involvement and Outreach

Conduct countywide outreach to stakeholders and the public to solicit project ideas.

CMAs are expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 4174), which can be found at http://www.mtc.ca.gov/get_involved/participation_plan.htm. CMAs are expected at a minimum to:

- Execute effective and meaningful local engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process;
- Explain the local call for projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
- Hold public meetings and/or workshops at times that are conducive to public participation to solicit public input on project ideas to submit;
- Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at http://www.mtc.ca.gov/get_involved/lep.htm;
- Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting; and
- Hold public meetings in central locations that are accessible for people with disabilities and by public transit.

Document the outreach effort undertaken for the local call for projects. CMAs are to provide MTC with a:

- Description of how the public was involved in the process for nominating and/or commenting on projects selected for OBAG 2 funding.

2. Agency Coordination

- **Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the OBAG 2 Program.** CMAs will assist with agency coordination by:
 - Communicating this call for projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders.
 - Documenting the steps taken to engage the above-listed organizations.

3. Title VI Responsibilities

- **Ensure the public involvement process provides underserved communities access to the project submittal process in compliance with Title VI of the Civil Rights Act of 1964.**
 - Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding.
 - Remove barriers for persons with limited-English proficiency to have access to the project submittal process.
 - Document the steps taken to engage underserved communities.
 - For Title VI outreach strategies, please refer to MTC's Public Participation Plan found at: http://www.mtc.ca.gov/get_involved/participation_plan.htm.
 - Additional resources are available at:
 - i. <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>
 - ii. http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI
 - iii. http://www.mtc.ca.gov/get_involved/rights/index.htm

Appendix A-8: PDA Investment & Growth Strategy

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG 2 funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require a range of different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. From time to time, MTC shall consult with the CMAs to evaluate progress on the PDA Investment and Growth Strategy. This consultation may result in specific work elements shifting among MTC, ABAG and the CMAs. Significant modifications to the scope of activities may be formalized through future revisions to this resolution. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

(1) Engaging Regional/Local Agencies

- Develop or continue a process to regularly engage local planners and public works staff. Understand the needs of both groups and share information with MTC and ABAG.
- Encourage community participation throughout the development of the Investment and Growth Strategy, consistent with the OBAG 2 Call for Projects Guidance (Appendix A-7).
- The CMA governing boards must adopt the final Investment & Growth Strategy.
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans. Look for opportunities to support planning processes with technical or financial assistance.

(2) Planning Objectives – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify transportation infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
PDA Investment & Growth Strategies will assess local jurisdiction efforts in approving sufficient housing for all income levels and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals². The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently has few moderate- or low-income households, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization.

² Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, “just cause eviction” policies, policies or investments that preserve existing deed-restricted or “naturally” affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.

(3) Establishing Local Funding Priorities

Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, services, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

- **Projects located in high impact project areas.** Favorably consider projects in high impact areas, defined as:
 - a. PDAs taking on significant housing growth in the SCS (total number of units), including RHNA allocations, as well as housing production, especially those PDAs that are delivering large numbers of very low, low and moderate income housing units,
 - b. Dense job centers in proximity to transit and housing (both current levels and those included in the SCS) especially those which are supported by reduced parking requirements and TDM programs,
 - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC as defined by MTC or as defined by CMAs or Community Based Transportation Plans.
- **PDAs with affordable housing preservation, creation strategies** and community stabilization policies – favorably consider projects in jurisdictions with affordable housing preservation, creation strategies and community stabilization policies.
- **Investments that are consistent with Air District’s Planning Healthy Places³**
- **PDAs that overlap or are co-located with: 1) populations exposed to outdoor toxic air contaminants as identified in the Air District’s Community Air Risk Evaluation (CARE) Program and/or 2) freight transport infrastructure** – Favorably consider projects in these areas where local jurisdictions employ best management practices to mitigate PM and toxic air contaminants exposure.

Process/Timeline

CMAs will develop a new PDA Investment & Growth Strategy every four years, consistent with the update of the Regional Transportation Plan/Sustainable Communities Strategy. The Investment & Growth Strategy must be adopted by the CMA Board (new for OBAG 2). CMAs will provide a status report update every two years.

³ Guidance will be developed in partnership with BAAQMD, CMAs, ABAG, and city staff pending the release of these guidelines in early 2016, please see: <http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/planning-healthy-places>.

APPENDIX A-9: Priority Conservation Area (PCA) Program

Program Goals and Eligible Projects

The goal of the Priority Conservation Area (PCA) Program is to support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands and open space in the Bay Area, for residents and businesses. These values include globally unique ecosystems, productive agricultural lands, recreational opportunities, urban greening, healthy fisheries, and climate protection (mitigation and adaptation), among others.

The PCA Program should also be linked to SB 375 goals which direct MPOs to prepare sustainable community strategies which consider resource areas and farmland in the region as defined in Section 65080.01. One purpose of the PCA program is to reinforce efforts to target growth in existing neighborhoods (PDAs), rather than allowing growth to occur in an unplanned "project-by-project" approach.

The PCA program is split into two elements:

1. North Bay Program (\$8 million)
2. Peninsula, Southern and Eastern Counties Program (\$8 million)

The North Bay program framework is to be developed by the four North Bay county Congestion Management Agencies (CMAs), building on their PCA planning and priorities carried out to date. Project eligibility is limited by the eligibility of federal surface transportation funding; unless the CMA can exchange these funds or leverage new fund sources for their programs.

The Peninsula, Southern and Eastern Counties Program will be administered by the Coastal Conservancy* in partnership with MTC based on the proposal provided below. The table below outlines screening criteria, eligible applicants, and the proposed project selection and programming process for the Peninsula, Southern and Eastern Counties.

Funding Amount	<ul style="list-style-type: none">• \$8 million
Screening Criteria	<ul style="list-style-type: none">• PCA Designation: Eligible projects must be within a designated PCA. The list of adopted PCAs can be found at: http://abag.ca.gov/priority/conservation/.• Regionally Significant: Indicators of regional significance include a project's contribution to goals stated in regional habitat, agricultural or open space plans (i.e. <i>San Francisco Bay Area Upland Habitat Goals Project Report</i> at http://www.bayarealands.org/reports/), countywide Plans or ABAG's PCA designations. Applicants should describe who will benefit from the project and the regional (greater-than-local) need it serves.• Open Space Protection In Place: Linkages to or location in a Greenbelt area that is policy protected from development. Land acquisition or easement projects would be permitted in an area without open space policy protections in place.• Non-Federal Local Match: 2:1 minimum match

	<ul style="list-style-type: none"> • Meets Program Goals: Projects that meet one of the following program goals (subject to funding eligibility—see below): <ul style="list-style-type: none"> ○ Protects or enhances “resource areas” or habitats as defined in California Government Code § 65080.01(a). ○ Provides or enhances bicycle and pedestrian access to open space / parkland resources. Notable examples are the Bay and Ridge Trail Systems. ○ Supports the agricultural economy of the region. ○ Includes existing and potential urban green spaces that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater.
Eligible Applicants	<ul style="list-style-type: none"> • Local governments (cities, counties, towns), county congestion management agencies, tribes, water/utility districts, resource conservation districts, park and/or open space districts, land trusts and other land/resource protection nonprofit organizations in the nine-county San Francisco Bay Area are invited to nominate projects. Applicants are strongly encouraged to collaborate and partner with other entities on the nomination of projects, and partnerships that leverage additional funding will be given higher priority in the grant award process. Partnerships are necessary with cities, counties, or CMAs in order to access federal funds. Federally-funded projects must have an implementing agency that is able to receive a federal-aid grant (master agreement with Caltrans).
Emphasis Areas / Eligible Projects	<p>Eligible Projects</p> <ol style="list-style-type: none"> 1. Planning Activities 2. Pedestrian and Bicycle Facilities/ Infrastructure: On-road and off-road trail facilities, sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming, lighting and other safety related infrastructure, and ADA compliance, conversion and use of abandoned rail corridors for pedestrians and bicyclists. 3. Visual Enhancements: Construction of turnouts, overlooks and viewing areas. 4. Habitat / Environmental Enhancements: Vegetation management practices in transportation rights-of-way, reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats, mitigation of transportation project environmental impacts funded through the federal-aid surface transportation program. 5. Protection (Land Acquisition or Easement) or Enhancement of Natural Resources, Open Space or Agricultural Lands: Parks and

	<p>open space, staging areas or environmental facilities; or natural resources, such as listed species, identified priority habitat, wildlife corridors, wildlife corridors watersheds, or agricultural soils of importance.</p> <p>6. Urban Greening: Existing and potential green spaces in cities that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater.</p> <p>Note: MTC encourages PCA project applicants to partner with other agencies and programs to leverage other funds in order to maximize benefits. As such, PCA funded projects may become eligible to deliver net environmental benefits to a future Regional Advance Mitigation Planning (RAMP) program project, above any required mitigation requirements. Note that such projects may need to rely on funding exchanges with eligible non-federal funds because most land acquisition and habitat restoration projects that are not mitigation for transportation projects are not eligible for federal transportation funds. Any such funding exchange must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).</p>
Project Selection	<p>Coastal Conservancy Partnership Program:</p> <p>MTC will provide \$8 million of federal transportation funds which will be combined with the Coastal Conservancy's own program funds in order to support a broader range of projects (i.e. land acquisition and easement projects) than can be accommodated with federal transportation dollars alone. The Coastal Conservancy, MTC, and ABAG staff will cooperatively manage the call for projects. This approach would harness the expertise of the Coastal Conservancy, expand the pool of eligible projects, and leverage additional resources through the Coastal Conservancy.</p>

*The Coastal Conservancy is a state agency and the primary public land conservation funding source in the Bay Area, providing funding for many different types of land conservation projects. For more information see <http://scc.ca.gov/>.

APPENDIX A-10: Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution No. 4202

**One Bay Area Grant (OBAG 2) Checklist for
CMA Compliance with MTC Resolution No. 4202**

Federal Program Covering FY 2017-18 through FY 2021-22

The intent of this checklist is to delineate the requirements included in the OBAG 2 Grant Program (Resolution No. 4202), as adopted by MTC on November 18, 2015. This checklist must be completed by Congestion Management Agencies (CMAs) and submitted to MTC to certify compliance with the OBAG 2 requirements. MTC will not take action to program projects recommended by a CMA until a checklist demonstrating compliance has been submitted to MTC.

CMA Call for Projects Guidance: Appendix A-7

1. Public Involvement and Outreach, Agency Coordination, and Title VI	YES	NO	N/A
a. Has the CMA conducted countywide outreach to stakeholders and the public to solicit project ideas consistent with Appendix A-7?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA performed agency coordination consistent with Appendix A-7?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the CMA fulfilled its Title VI responsibilities consistent with Appendix A-7?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Has the CMA documented the efforts undertaken for Items 1a-1c, above, and submitted these materials to MTC as an attachment to this Checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PDA Investment and Growth Strategy: Appendix A-8

2. Engage with Regional and Local Jurisdictions	YES	NO	N/A
a. Has the CMA developed a process to regularly engage local planners and public works staff in developing a PDA Investment and Growth Strategy that supports and encourages development in the county's PDAs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

b.	Has the CMA encouraged community participation throughout the development of the Investment and Growth Strategy, consistent with the OBAG 2 Call for Projects Guidance (Appendix A-7)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Has the CMA governing board adopted the final Investment and Growth Strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Has the CMA's staff or consultant designee participated in TAC meetings established through the local jurisdiction's planning processes funded through the regional PDA planning program?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Has the CMA worked with MTC and ABAG staff to confirm that regional policies are addressed in PDA plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Planning Objectives to Inform Project Priorities	YES	NO	N/A
a.	Has the CMA kept itself apprised of ongoing transportation and land-use planning efforts throughout the county?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Has the CMA encouraged local agencies to quantify transportation infrastructure needs and costs as part of their planning processes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Has the CMA encouraged and supported local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA?			
1.	By May 1, 2013, has the CMA received and reviewed information submitted to the CMA by ABAG on the progress that local jurisdictions have made in implementing their housing element objectives and identifying current local housing policies that encourage affordable housing production and/or community stabilization?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Starting in May 2014 and in all subsequent updates of its PDA Investment & Growth Strategy, has the CMA assessed local jurisdiction efforts in approving sufficient housing for all income levels through the RHNA process and, where appropriate, assisted local jurisdictions in implementing local policy changes to facilitate achieving these goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. Establishing Local Funding Priorities	YES	NO	N/A
a. Has the CMA developed funding guidelines for evaluating OBAG 2 projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity and that emphasize the following factors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1. Projects located in high impact project areas – favorably consider projects in high impact areas, defined as:			
a) PDAs taking on significant housing growth (total number of units) in the Sustainable Communities Strategy (SCS), including RHNA allocations, as well as housing production, especially those PDAs that are delivering large numbers of very low, low and moderate income housing units;			
b) Dense job centers in proximity to transit and housing (both current levels and those included in the SCS) especially those which are supported by reduced parking requirements and Travel Demand Management (TDM) programs;			
c) Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.).			
2. Projects located in Communities of Concern (COC) as defined by MTC:			
a) CMAs may also include additional COCs beyond those defined by MTC, such as those defined by the CMAs according to local priorities or Community Based Transportation Plans.			
3. PDAs with affordable housing preservation, creation strategies and community stabilization policies.			
4. Investments that are consistent with the Air District’s Planning Healthy Places guidelines. ¹			
5. PDAs that overlap or are co-located with: 1) populations exposed to outdoor toxic air contaminants, as identified in the Air District’s Community Air Risk Evaluation (CARE) Program and/or 2) freight transport infrastructure.			

¹ Guidance will be developed in partnership with BAAQMD, CMAs, ABAG, and city staff pending the release of these guidelines in early 2016, please see: <http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/planning-healthy-places>.

- | | | | |
|--|--------------------------|--------------------------|--------------------------|
| b. Has the CMA provided a status report on their PDA Investment & Growth Strategy (required two years after the adoption of a PDA Investment and Growth Strategy)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Has the CMA committed to developing a new PDA Investment & Growth Strategy by May 1, 2017 (new PDA required every four years), consistent with the update of the RTP/SCS? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

PDA Policies

- | 5. PDA Minimum Investment Targets | YES | NO | N/A |
|--|--------------------------|--------------------------|--------------------------|
| a. Has the CMA met its minimum PDA investment target (70% for Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara and 50% for Marin, Napa, Sonoma, and Solano)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Has the CMA defined the term “proximate access,” for projects located outside of a PDA that should be counted towards the county’s minimum PDA investment target? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Has the CMA designated and mapped projects recommended for funding that are not geographically within a PDA but provide “proximate access” to a PDA, along with policy justifications for those determinations, and presented this information for public review when the CMA board acts on OBAG 2 programming decisions? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Has the CMA submitted the documentation from item 6c, above, to MTC as part of this Checklist? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Project Selection Policies

- | 6. Project Selection | YES | NO | N/A |
|--|--------------------------|--------------------------|--------------------------|
| a. Has the CMA documented and submitted the approach used to select OBAG 2 projects including outreach, coordination, and Title VI compliance? | (See 1 & 2) | | |
| b. Has the CMA issued a unified call for projects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Has the CMA submitted a board adopted list of projects to MTC by October 31, 2016 <u>January 31, 2017</u> ? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

d. Does the CMA acknowledge that all selected projects must be submitted into MTC’s Fund Management System (FMS) along with a Resolution of Local Support no later than November 30, 2016 <u>February 28, 2017</u> ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Does the CMA affirm that the projects recommended for funding meet the following requirements?			
1. Are consistent with the current Regional Transportation Plan (Plan Bay Area);	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Have completed project-specific Complete Streets Checklists;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Does the CMA acknowledge the that OBAG 2 funding is subject to MTC’s Regional Project Delivery Policy (Resolution No. 3606, or successor resolution) in addition to the following OBAG 2 deadlines?			
1. Half of the CMA’s OBAG 2 funds, must be obligated by January 31, 2020; and	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. All remaining OBAG 2 funds must be obligated by January 31, 2023.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Performance and Accountability Policies			
7. Ensuring Local Compliance	YES	NO	N/A
a. Has the CMA received confirmation that local jurisdictions have met, or are making progress in meeting, the Performance and Accountability Policies requirements related to Complete Streets, local Housing Elements, local streets and roads, and transit agency project locations as set forth in pages 16-18 of MTC Resolution 4202? <i>Note: CMAs can use the Local Jurisdiction OBAG 2 Requirement Checklist to help fulfill this requirement.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA affirmed to MTC that a jurisdiction is in compliance with the requirements of MTC Resolution 4202 prior to programming OBAG 2 funds to its projects in the TIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8. Completion of Checklist	YES	NO	N/A
----------------------------	-----	----	-----

Has the CMA completed all section of this checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	--------------------------

If the CMA has checked “NO” or “N/A” to any checklist items, please include which item and a description below as to why the requirement was not met or is considered Not Applicable:

Attachments

- ☐ Documentation of CMA efforts for public outreach, agency coordination, and Title VI compliance (Checklist Items 1, 2).
- ☐ Documentation of CMA compliance with PDA minimum investment targets, including documentation that the information was presented to the public during the decision-making process (Checklist Item 6).

Review and Approval of Checklist

This checklist was prepared by:

Signature

Date

Name & Title (print)

Phone

Email

This checklist was approved for submission to MTC by:

Signature

Date

CMA Executive Director

One Bay Area Grant (OBAG 2) Checklist for Local Compliance with MTC Resolution No. 4202

Federal Program Covering FY 2017-18 through FY 2021-22

The intent of this checklist is to delineate the requirements for local jurisdictions included in the OBAG Grant Program (Resolution No. 4202), as adopted by MTC on November 18, 2015. This checklist must be completed by local jurisdictions and submitted to the CMA to certify compliance with the OBAG 2 requirements listed in MTC Resolution No. 4202. MTC will not take action to program projects for a local jurisdiction until the CMA affirms that the jurisdiction has met all requirements included in OBAG 2.

1. Compliance with the Complete Streets Act of 2008	YES	NO	N/A
a. Has the jurisdiction met MTC's Complete Street Requirements for OBAG 2 prior to the CMA submitting its program to MTC through either of the following methods? 1. Adopting a Complete Streets resolution incorporating MTC's nine required complete streets elements; or 2. Adopting a significant revision to the General Plan Circulation Element after January 1, 2010 that complies with the California Complete Streets Act of 2008.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the jurisdiction submitted documentation of compliance with Item a. (copy of adopted resolution or circulation element) to the CMA as part of this Checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the jurisdiction submitted a Complete Streets Checklist for any project for which the jurisdiction has applied for OBAG 2 funding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Housing Element Certification	YES	NO	N/A
a. Has the jurisdiction's General Plan Housing Element been certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA prior to May 31, 2015? <u>If not, has the jurisdiction's Housing Element been fully certified by HCD by June 30, 2016?</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the jurisdiction submitted the latest Annual Housing Element Report to HCD by April 1, 2016?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- c. Does the jurisdiction acknowledge that the Annual Housing Element Report must be submitted to HCD each year through the end of the OBAG 2 program (FY22) in order to be eligible to receive funding? ☐ ☐ ☐

- d. Has the jurisdiction submitted documentation of compliance with Item 2 (copy of certified housing element or annual report, or letter of compliance from HCD) to the CMA as part of this Checklist? ☐ ☐ ☐

3. Local Streets and Roads YES NO N/A

- a. Does the jurisdiction have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed)? ☐ ☐ ☐

- b. Does the jurisdiction fully participate in the statewide local streets and roads needs assessment survey? ☐ ☐ ☐

- c. Does the jurisdiction provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed)? ☐ ☐ ☐

4. Projects Sponsored by Other Agencies YES NO N/A

- a. Does the jurisdiction acknowledge that the jurisdiction in which a project is located must comply with OBAG 2 requirements (MTC Resolution No. 4202) in order for any project funded with OBAG 2 funds to be located within the jurisdiction, even if the project is sponsored by an outside agency (such as a transit agency)? ☐ ☐ ☐

5. Regional Project Delivery Requirements YES NO N/A

- a. Does the jurisdiction acknowledge that it must comply with the regional Project Delivery Policy and Guidance requirements (MTC Resolution No. 3606) in the implementation of the project, and that the jurisdiction must identify and maintain a Single Point of Contact for all projects with FHWA-administered funding? ☐ ☐ ☐

6. Anti-Displacement YES NO N/A

- a. Staff will return in February 2016 with recommendations related to anti-displacement policies for possible consideration. ☐ ☐ ☐

7. Completion of Checklist

YES NO N/A

Has the jurisdiction completed all sections of this checklist?

☐ ☐ ☐

If the jurisdiction has checked “NO” or “N/A” to any of the above questions, please provide an explanation below as to why the requirement was not met or is considered not applicable:

Attachments

- ☐ Documentation of local jurisdiction’s compliance with MTC’s Complete Streets Requirements, including copy of adopted resolution or circulation element (Checklist Item 1).
- ☐ Documentation of compliance with MTC’s Housing Element Requirements, such as a copy of certified housing element or annual report, or a letter of compliance from HCD (Checklist Item 2).

Review and Approval of Checklist

This checklist was prepared by:

Signature

Date

Name & Title (print)

Phone

Email

This checklist was approved for submission to <INSERT NAME>City/County by:

Signature

Date

City Manager/Administrator or designee

Metropolitan Transportation Commission Programming and Allocations Committee

November 4, 2015

MTC Resolution No. 4202

Subject: Adoption of the project selection criteria and programming policy for the second round of the One Bay Area Grant Program (OBAG 2) covering Fiscal Years (FYs) 2017-18 through FY 2021-22

Background: In May 2012, the Commission adopted the inaugural One Bay Area Grant (OBAG) program. OBAG funding supports *Plan Bay Area*, the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), by directing funding to regional priority programs: prioritizing funding for Priority Development Areas (PDAs), rewarding housing production, and providing a flexible funding program to deliver a broad range of transportation projects.

Owing to the successful outcomes of the first round of the OBAG program, outlined in the “One Bay Area Grant Report Card” presented to the MTC Planning committee in February 2014, staff proposes a continuation of the major features of the program for OBAG 2. Notable recommended changes to the OBAG 2 proposal include the following:

- Compared to OBAG 1, OBAG 2 overall revenues drop 4% from \$827 million to \$790 million due to federal budgetary constraints.
- Regional programs are reduced by 4% overall, with most programs held at, or slightly below, OBAG 1 levels. Two exceptions are the Priority Conservation Area (PCA) program, which increases by \$6 million due to funds redirected from the OBAG 1 regional bicycle sharing project, and the regional planning activities program, which increases at a 2% annual escalation rate (the same rate as CMA planning).
- County programs are similarly reduced by 4% overall, with several notable changes, including redirecting the Safe Routes to School (SRTS) Program from the regional program to the county program, the elimination of the local PDA planning program (although it remains an eligible project type under the county program), the inclusion of the Federal-Aid Secondary (FAS) funding for counties, and the CMA planning base increases at a 2% annual escalation rate.
- Three alternative county distribution formulas have been developed for consideration. One formula is the same as was presented in July; in response to Committee direction, two alternative formulas were developed to incorporate moderate-income housing and to look at a production-only scenario.
- In OBAG 2, the county distribution formula is updated to use the latest housing data from the Association of Bay Area Government (ABAG). The formula is also based on housing over a longer time frame, considering housing production from two Regional Housing Needs Assessment (RHNA) cycles (1999-2006 and 2007-2014) to smooth out the significant effects of the Great Recession on housing construction. The formula also increases the weighting of affordable housing by

10%. The formula is further adjusted to incorporate SRTS and FAS funding, and to ensure the CMA planning base is no more than 50% of the county's total program.

- Requirements for local jurisdictions are proposed to be modified. Jurisdictions must submit annual housing element reports to the California Housing and Community Development (HCD) throughout the entire OBAG 2 period to be eligible for funding. The proposed complete streets requirements stipulate that by the date the CMA submits its recommended projects for OBAG 2 funding, local jurisdictions must adopt a complete streets resolution that complies with MTC's required nine elements or adopt a significant revision to the circulation element of the general plan after January 1, 2010 that complies with the Complete Streets Act of 2008.

Additional information on these, and other changes, proposed for OBAG 2 are included in the attached memorandum and presentation.

OBAG 2 Development Timeline: The OBAG 2 program proposal has been developed by MTC staff in cooperation with the Bay Area Partnership, advisory committees, and various transportation stakeholders. Committee memoranda can be viewed on the OBAG 2 website:

<http://www.mtc.ca.gov/funding/obag2/>.

- Staff presented the initial OBAG 2 proposal to the Policy Advisory Committee on May 13, 2015 and to various Partnership working groups in June.
- The initial proposal was refined to include increased revenue estimates and presented to the Programming and Allocations Committee (PAC) on July 8, 2015.
- The current OBAG 2 proposal, including the alternatives being considered for the county distribution formula, was presented to the Regional Advisory Working Group on October 6, 2015, the Bay Area Partnership Board on October 9, 2015, and Partnership working groups during the month of October.

Public Comments and Stakeholder Feedback: Stakeholder feedback as well as comment letters received since the July Programming and Allocations Committee are provided in Attachment 2; all comments can also be viewed at: <http://www.mtc.ca.gov/funding/obag2/>.

Issues:

1. County Distribution Formula. In response to Commissioner requests at the July Committee meeting, three alternative county fund distribution formulas have been developed for consideration.

2. Displacement. Reflective of recent Commission discussions and stakeholder feedback, staff proposes that MTC consider focusing PDA planning grants on cities with the highest risk of displacement as part of the OBAG 2 Regional PDA Planning Program. Program guidelines are proposed to be developed in collaboration with the CMAs and other interested stakeholders.

Programming and Allocations Committee

November 4, 2015

Page 3

3. Policy Compliance. Four jurisdictions in the Bay Area did not meet the 2015 deadline for a state-certified housing element: Fairfax, Dixon, Monte Sereno, and Half Moon Bay. Under current policy, these jurisdictions are not be eligible to receive OBAG 2 funding. Letters from Dixon and Half Moon Bay requesting that they be made eligible for funding are included as attachments to the memorandum for this item.

Recommendation: Refer MTC Resolution No. 4202 to the Commission for approval.

Attachments: Memorandum including attachments
MTC Resolution No. 4202 including attachments
Presentation



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Programming and Allocations Committee

DATE: November 4, 2015

FR: Executive Director

RE: Proposal for Second Round of the One Bay Area Grant Program (OBAG 2)

Background

The inaugural One Bay Area Grant Program (OBAG 1) was approved by the Commission in May 2012 (MTC Resolution No. 4035) to better integrate the region's discretionary federal highway funding program with California's climate statutes and the Sustainable Communities Strategy (SCS). OBAG 1 supported *Plan Bay Area*, the region's Regional Transportation Plan / SCS, by incorporating the following program features:

- Targeting project investments into Priority Development Areas (PDA);
- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing;
- Supporting open space preservation in Priority Conservation Areas (PCA);
- Providing a larger and more flexible funding pot to the county-level Congestion Management Agencies (CMAs) to deliver transportation projects in categories such as transportation for livable communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SRTS).

The successful outcomes of this program are outlined in the [“One Bay Area Grant Report Card”](http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf) which was presented to the MTC Planning Committee in February 2014: http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf.

Over the last several months, MTC staff has developed the proposed project selection and programming policies for OBAG 2, in cooperation with the Bay Area Partnership, advisory committees, and various transportation stakeholders. A preliminary framework was presented to this Committee in July 2015 for discussion. Committee memoranda can be viewed on the [OBAG 2](http://www.mtc.ca.gov/funding/obag2/) website: <http://www.mtc.ca.gov/funding/obag2/>. Stakeholder feedback and letters received (since July) are also included as Attachment 5.

OBAG 2 Principles

Considering the positive results achieved to date in OBAG 1, staff recommends only minor revisions for OBAG 2. Listed below are principles that have guided the proposed program revisions:

1. Maintain Realistic Revenue Assumptions:

OBAG 2 funding is based on anticipated future federal transportation program apportionments. In recent years, the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement programs (STP/CMAQ) have not grown, and changes in the federal and state programs (such as elimination of the Transportation

Enhancement (TE) program) have resulted in decreases that were not anticipated when OBAG 1 was developed. For OBAG 2, a 2% annual escalation rate above current federal revenues is assumed, consistent with the passage of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act by the United States Senate earlier this year. Even with the 2% escalation, revenues for OBAG 2 are 4% less than revenues for OBAG 1, due to the projections of OBAG 1 being higher than actual revenues, and the fact that OBAG 1 included Transportation Enhancement (TE) funds which are no longer available to be included in OBAG 2.

2. Support Existing Programs and maintain Regional Commitments while Recognizing Revenue Constraints:

The OBAG Program as a whole is expected to face declining revenues from \$827 million in OBAG 1 to \$790 million in OBAG 2. Therefore, staff recommends no new programs and to strike a balance among the various transportation needs supported in OBAG 1.

- a. Funding for the regional programs decreases by 4%. With the exception of regional planning activities (that grows to account for salary escalation) and the Priority Conservation Area (PCA) program (that receives additional funds redirected from an OBAG 1 project), all other funding programs are either maintained at or decreased from their OBAG 1 funding levels.
- b. The OBAG 2 county program is similarly decreased by 4%. As compared to the county program under OBAG 1, largely the same planning and project type activities are proposed to be eligible under OBAG 2.

The proposed OBAG 2 funding levels for the regional and county programs are presented in Table 1 below. See Attachment 1 for more details on these programs and a comparison with the OBAG 1 funding cycle.

Table 1. OBAG 2 Funding Proposal

OBAG 2 Programs	OBAG 2 Proposed Funding (million \$, rounded)
Regional Planning Activities	\$10
Pavement Management Program	\$9
Regional Priority Development Area (PDA) Planning	\$20
Climate Change Initiatives	\$22
Priority Conservation Area (PCA) Program	\$16
Regional Active Operational Management	\$170
Regional Transit Priorities	\$189
County CMA Program	\$354
OBAG 2 Total	\$790

- ## 3. Support the Plan Bay Area’s Sustainable Communities Strategy (SCS) by Linking OBAG Funding to Housing and Smart Growth Goals:
- OBAG 2 continues to support the SCS for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs). A few changes are proposed for OBAG 2, to further improve upon the policies that have worked well in OBAG 1 (see also Attachments 2 and 3).

- a. PDA Investment targets remain at OBAG 1 levels: 50% for the four North Bay counties and 70% for the remaining counties.
- b. PDA Investment and Growth Strategies should play a strong role in guiding County CMA project selections and be aligned with the Plan Bay Area update cycle.
- c. Three alternatives are under consideration for the county OBAG 2 distribution formula (see Table 2) in response to a request at the July Programming and Allocations Committee meeting to do additional analysis beyond the “Affordable Housing” alternative presented in July (and included in Table 2).

Table 2. OBAG Distribution Factor Alternatives

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

*Includes moderate as well as low and very low income levels for RHNA and housing production.

Also, the distribution formula is proposed to be based on housing over a longer time frame, considering housing production between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%) in order to mitigate the effect of the recent recession and major swings in housing permit approvals (see Table 3).

Table 3. Housing Production Trends

County	Total Housing Production ¹			
	1999-2006		2007-2014	
Alameda	33,945	15.9%	19,615	15.9%
Contra Costa	47,956	22.5%	16,800	13.6%
Marin	5,772	2.7%	1,543	1.3%
Napa	5,245	2.5%	1,434	1.2%
San Francisco	17,439	8.2%	20,103	16.3%
San Mateo	10,289	4.8%	8,169	6.6%
Santa Clara	52,835	24.8%	44,823	36.4%
Solano	18,572	8.7%	4,972	4.0%
Sonoma	20,971	9.8%	5,639	4.6%
Totals	213,024	100.0%	123,098	100.0%

¹ OBAG 1 total housing production numbers were based on the number of permits issued from 1999-2006. OBAG 2 total housing production numbers are based on the number of permits issued over a longer period from 1999-2006 (weighted 30%) and from 2007-2014 (weighted 70%) and have not been capped to RHNA allocations.

The resulting alternative county distribution formulas are presented in Attachment 2.

4. Continue Flexibility and Local Transportation Investment Decision Making:

OBAG 2 continues to provide the discretion and the same base share of the funding pot (40%) to the CMAs for local decision-making. Also, two previously regional programs, Safe Routes to Schools and the Federal-Aid Secondary (rural roads) programs, have been consolidated into the county program with funding targets to ensure that these programs continue to be funded at specified levels.

5. Cultivate Linkages with Local Land-Use Planning:

As a condition to access funds, local jurisdictions need to continue to align their general plans' housing and complete streets policies as part of OBAG 2 and as required by state law (see Attachment 3).

Complete Streets Requirements

Jurisdictions have two options for demonstrating complete streets compliance, which must be met by the date the CMAs submit their OBAG 2 project recommendations to MTC:

- a. Adopt a Complete Streets Resolution incorporating MTC's nine required complete streets elements; or
- b. Adopt a significant revision to the circulation element of a General Plan after January 1, 2010 that complies with the California Complete Streets Act of 2008.

Housing Element Requirements

Jurisdictions must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. There were four jurisdictions whose housing element was not certified by HCD by that time: Dixon, Fairfax, Monte Sereno, and Half Moon Bay. Therefore, these jurisdictions are not eligible for OBAG 2 funding under current policy. At the time of this memo, Dixon, Fairfax, and Monte Sereno have since received conditional certification from HCD; Half Moon Bay's housing element has now been certified.

Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. Jurisdictions receiving OBAG 2 funding must comply with this statute during the entire OBAG 2 funding period or risk de-programming of OBAG 2 funding.

6. Continue Transparency and Outreach to the Public Throughout the Project Selection Process:

CMAs will continue to report on their outreach process as part of their solicitation and selection of projects for OBAG 2. Each CMA will develop a memorandum addressing outreach, coordination and Title VI civil rights compliance.

Outreach and OBAG 2 Development Schedule

To date, MTC staff has made presentations on the OBAG 2 framework to the Policy Advisory Council, Programming and Allocations Committee, Partnership Board, Partnership Technical Advisory Committee and associated working groups. Comments received to date have been reviewed and revisions have been made to the proposal as a result of stakeholder feedback. Comment letters and summarized stakeholder feedback have been posted at

<http://www.mtc.ca.gov/funding/obag2/>.

The final OBAG 2 program is scheduled to be presented to the Commission on November 18, 2015 for adoption, which will subsequently kick off the CMAs' project solicitation process. Programming of CMA project submittals is anticipated in December 2016 (see Attachment 4 for full schedule).

Other Noted Program Revisions


Regional Safe Routes to School (SRTS) Program: In December 2014, the Committee approved adding a fifth-year (FY 2016-17) to OBAG 1 in order to address program shortfalls due to lower than expected revenues. After closing those shortfalls, the balance was directed to continue time-critical operations and planning programs at lower levels than prior years. A number of committee members expressed interest in restoring funding up to the SRTS annual funding level of \$5 million. Staff has identified cost savings from prior cycles of federal funding, and is seeking approval from the Committee to increase FY2016-17 SRTS funding from \$2.7 million to \$5.0 million through item 2c on this agenda. For OBAG 2, the recommended funding level for the SRTS program is \$25 million.

Available OBAG 1 Funding from Bike Sharing Program: With the transition of the bike sharing program to a public-private partnership model, \$6.4 million in OBAG 1 funds that were programmed to bike sharing are now available for reprogramming. Staff proposes to augment the PCA program, providing an additional \$3.2 million each to the North Bay and Regional programs. The revised PCA program total of \$16 million is 60% higher than OBAG 1 funding levels – the only category proposed for such significant growth in OBAG 2.

Consideration of Cities with High Risk of Displacement: Reflective of recent Commission discussions and stakeholder feedback, the PDA planning program could focus on cities with high risk of displacement. This approach allows MTC to focus planning efforts in communities facing high risk of displacement, without applying a one-size-fits all approach to various jurisdictions throughout the Bay Area. Staff proposes to develop the PDA Planning Program guidelines in collaboration with the CMAs and other interested stakeholders.

Recommendation

Staff recommends referral of the project selection criteria and programming policy for the second round of the One Bay Area Grant Program (MTC Resolution No. 4202) to the Commission for approval.



Steve Heminger

Attachments:

- Attachment 1 – OBAG 2 Program Considerations
- Attachment 2 – OBAG 2 STP/CMAQ County Final Distribution
- Attachment 3 – OBAG 2 Program County Considerations
- Attachment 4 – OBAG 2 Tentative Development Schedule
- Attachment 5 - OBAG 2 Stakeholder Comments

OBAG 2 Program Considerations		OBAG 1	OBAG 2
Regional Programs		(millions)	
1. Regional Planning Activities			
<ul style="list-style-type: none"> Continue regional planning activities for ABAG, BCDC and MTC with 2.0% annual escalation from final year of OBAG 1 		\$8	\$10
2. Pavement Management Program			
<ul style="list-style-type: none"> Maintain at OBAG 1 funding level 		\$9	\$9
3. PDA Planning and Implementation			
<ul style="list-style-type: none"> Maintain Regional PDA/TOD Planning and Implementation at OBAG 1 levels Focus on cities with high risk of displacement 		\$20	\$20
4. Climate Initiatives Program			
Continue climate initiatives program to implement the SCS		\$22	\$22
5. Priority Conservation Area (PCA)			
<ul style="list-style-type: none"> Increase OBAG 1 Programs: \$8M North Bay & \$8M Regional Program for the five southern counties and managed with the State Coastal Conservancy \$6.4M redirected from OBAG 1 regional bike sharing savings. Reduce match requirement from 3:1 to 2:1. MTC funding to be federal funds. Support State Coastal Conservancy to use Cap and Trade and other funds as potential fund source for federally ineligible projects. Regional Advance Mitigation Program (RAMP) net environmental benefits eligible for funding 		\$10	\$16
6. Regional Operations			
<ul style="list-style-type: none"> Active Operational Management, Columbus Day Initiative, Incident Management, Transportation Management System, 511, Rideshare Focus on partnerships for implementation, key corridor investments, and challenge grant to leverage funding 		\$184	\$170
7. Transit Priorities Program			
<ul style="list-style-type: none"> BART Car Phase 1 Clipper Next Generation System Transit Capital Priorities (TCP), Transit Performance Initiatives (TPI) 		\$201	\$189
		\$454	\$436
Local Programs			
❖ Local PDA Planning			
Eliminate Local PDA Planning as a separate program.			
<ul style="list-style-type: none"> PDA planning eligible under County program. 		\$20	-
❖ Safe Routes to School (SRTS)			
Managed by CMAs. Provide Safe Routes To School grants to local jurisdictions.			
<ul style="list-style-type: none"> Maintain Safe Routes to School – Add to county shares. Use FY 2013-14 K-12 school enrollment formula \$25M minimum not subject to PDA investment requirements. Counties may opt out if they have their own county SRTS program 		\$25	-
❖ County Federal-Aid Secondary (FAS)			
Managed by CMAs. Provide FAS funding to Counties.			
<ul style="list-style-type: none"> Fully fund county FAS requirement (\$2.5 M per year). Funding not included in OBAG 1 because FAS requirement had been previously satisfied. \$13M guaranteed minimum not subject to PDA investment requirements 		-	-
		\$45	-
County CMA Programs			
❖ County CMA Program			
<ul style="list-style-type: none"> Local PDA Planning optional through CMA County OBAG Program SRTS included in County OBAG program (use K-12 school enrollment formula) FAS included in County OBAG program (use FAS formula) Adjustment to ensure county planning is no more than 50% of total amount CMA Planning Base with 2.0% annual escalation from final year of OBAG 1 County CMA 40% of base OBAG program (not including CMA Planning Base) 		-	-
		-	\$25
		-	\$13
		-	\$1
		\$34	\$39
		\$293	\$276
		\$327	\$354
Program Total		\$827	\$790

**OBAG 2
STP/CMAQ
County Final Distribution
November 4, 2015**

Attachment 2

Option	Population	Housing RHNA	Housing Production	Weighting within RHNA and Housing Production		
				Very Low + Low Income RHNA and Housing Production	Very Low + Low + Moderate Income RHNA and Housing Production	Total Housing Production
OBAG 1 Distribution	50%	25%	25%	50%	-	50%
OBAG 2 Affordable Housing	50%	20%	30%	60%	-	40%
OBAG 2 Affordable + Moderate	50%	20%	30%	-	60%	40%
OBAG 2 Production Housing Only	50%	0%	50%	60%	-	40%

Final county distribution includes SRTS & FAS and adjusted so a county CMA's base planning is no more than 50% of total

	Population 2014	1 OBAG 1	2 Affordable	3 Affordable+Moderate	4 Production Only
OBAG Cycle		OBAG 1	OBAG 2	OBAG 2	OBAG 2
Adjustments		Final Distribution	Final Distribution	Final Distribution	Final Distribution
Scenario		Final Distribution	Affordable	Affordable+Moderate	Production Only
RHNA Years (2007-2014)		Draft RHNA	Final RHNA	Final RHNA	No RHNA
Housing Production - 1999-2006		1999-2006 (Capped)	1999-2006 (Uncapped) 30%	1999-2006 (Uncapped) 30%	1999-2006 (Uncapped) 30%
Housing Production - 2007-2014		-	2007-2014 (Uncapped) 70%	2007-2014 (Uncapped) 70%	2007-2014 (Uncapped) 70%
Housing Affordability		Affordable	Affordable	Affordable+Moderate	Affordable
Alameda	21.2%	19.7%	20.1%	19.8%	19.2%
Contra Costa	14.6%	14.2%	13.7%	14.7%	14.1%
Marin	3.4%	3.3%	2.8%	2.8%	3.0%
Napa	1.9%	2.3%	2.2%	2.2%	2.2%
San Francisco	11.3%	11.7%	12.9%	12.3%	13.4%
San Mateo	10.0%	8.4%	8.5%	8.5%	7.9%
Santa Clara	25.2%	27.2%	27.7%	27.1%	27.3%
Solano	5.7%	5.9%	5.2%	5.5%	5.4%
Sonoma	6.6%	7.2%	7.1%	7.2%	7.7%

J:\PROJECT\Funding\T4-MAP21\MAP21 - STP-CMAQ\MAP21 Programming\MAP21 OBAG 2\OBAG 2 Development\County Fund Distribution\OBAG 2 Distribution Scenarios.xlsx\County Distribution 10-08-15

- 1: OBAG1 final distribution after applying adjustments and SRTS & FAS categories
2. Affordable Housing Production Weighted - Proposed Distribution
3. Affordable AND Moderate Production Housing Weighted - Proposed Distribution
4. Affordable Housing Production Only - Proposed Distribution

NOTE: Figures have changed since initial July proposal due to updated housing data and changing 1999-2006 from capped to uncapped

OBAG 2 County Program Considerations

❖ County Generation Formula

- Continue existing PDA investment targets of 50% for North Bay counties and 70% for all others.
- Consider housing production over a longer time frame, between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%).
- Adjust the county generation formula. Three alternatives are under consideration for the distribution formula:

OBAG Distribution Factor Alternatives

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

*Includes moderate as well as low and very low income levels for RHNA and housing production.

❖ Housing Element

- Housing element certified by California Department of Housing and Community Development (HCD) by May 31, 2015.
- Annual report on housing element compliance.

Missed Deadline for Certified Housing Element

Jurisdiction	County
Fairfax	Marin
Half Moon Bay	San Mateo
Monte Sereno	Santa Clara
Dixon	Solano

❖ General Plan Complete Streets Act Update Requirements

- For OBAG 1, jurisdictions are required to have either a complete streets policy resolution **or** a general plan that complies with the Complete Streets Act of 2008 by January 31, 2013.
- For OBAG 2, jurisdictions are required to have either a complete street policy resolution that includes MTC's nine required elements **or** a circulation element of the general plan updated after January 1, 2010 that complies with the Complete Streets Act of 2008. The deadline for compliance with this requirement is the date the CMAs submit their project recommendations to MTC. This modified approach focuses on the local complete streets resolution while acknowledging the jurisdictions that have moved forward with an updated circulation element in good faith of the requirements anticipated for OBAG 2.

❖ PDA Investment and Growth Strategy

- Currently, OBAG 1 requires an annual update of the PDA investment and growth strategy. For OBAG 2, updates are required every four years with an interim status report after two years. The update would be coordinated with the countywide plan updates to inform Regional Transportation Plan (RTP) development decisions. The interim report addresses needed revisions and provides an activity and progress status.

❖ Public Participation

- Continue using the Congestion Management Agency (CMA) self-certification approach and alter documentation submittal requirements to require a CMA memorandum encompassing three areas: public outreach, agency coordination and Title VI.

OBAG 2 Tentative Development Schedule	
May-June 2015	
<ul style="list-style-type: none"> Outreach <ul style="list-style-type: none"> Refine proposal with Bay Area Partnership and interested stakeholders Policy Advisory Council / ABAG 	
July 2015	
<ul style="list-style-type: none"> Present Approach to Programming and Allocation Committee (PAC) <ul style="list-style-type: none"> Outline principles and programs for OBAG 2 	
July-October 2015	
<ul style="list-style-type: none"> Outreach <ul style="list-style-type: none"> Finalize guidance with Bay Area Partnership and interested stakeholders 	
November 2015	
<ul style="list-style-type: none"> Commission Approval of OBAG 2 Procedures <ul style="list-style-type: none"> November Programming & Allocations Committee (PAC) and Policy Advisory Council Commission approval of OBAG 2 procedures & guidance 	
December 2015 - October 2016	
<ul style="list-style-type: none"> CMA Call for Projects <ul style="list-style-type: none"> CMAs develop county programs and issue call for projects CMA project selection process County OBAG 2 projects due to MTC (October 2016) 	
December 2016	
<ul style="list-style-type: none"> Commission Approval of OBAG 2 Projects <ul style="list-style-type: none"> Staff review of CMA project submittals Commission approves regional programs & county projects 	NOTE: 2017 TIP Update: December 2016
February 2017	
<ul style="list-style-type: none"> Federal TIP <ul style="list-style-type: none"> TIP amendment approval 	
October 2017	
<ul style="list-style-type: none"> First year of OBAG 2 (FY 2017-18) <ul style="list-style-type: none"> On-going planning and non-infrastructure projects have access to funding 	NOTE: Plan Bay Area Update: Summer 2017
October 2018	
<ul style="list-style-type: none"> Second year of OBAG 2 (FY 2018-19) <ul style="list-style-type: none"> Capital projects have access to funding 	

OBAG 2 Stakeholder Feedback Comment Log

May-October 2015

Policy Advisory Council		
5/13/2015		
Naomi Armenta	Representing the Disabled Community of Alameda County	Felt that it was unclear in the previous OBAG cycle that funds were eligible for mobility management projects. If such projects will be eligible under OBAG 2, recommended making that clear in the guidance.
Shireen Malekafzali	Representing the Low-Income Community of San Mateo County	Felt that the program was a successful incentive-based approach in terms of complete streets. Would like to see that incentive-based approach applied towards other goals, such as housing stability and affordability and ensuring that affordable housing can be incorporated into PDAs. Not sure how it might look, but would like to see an effort to address this challenging topic.
Alan Talansky	Economy Representative	Would like to see MTC making more of an effort to share the OBAG program and its link to Plan Bay Area to the public. People following Plan Bay Area and the PDAs would be interested to see what we are doing (like OBAG) to implement the plan.
Cathleen Baker	Environment Representative	Supported the continued incentive-based approach of the OBAG program. Would like to see this used to address the barriers and challenges to PDA implementation (referenced the presentation on PDA feasibility at May 8 MTC Planning-OBAG Administrative meeting). Appreciated upping the affordable housing element to 60%.
Bob Glover	Economy Representative	Reiterating Cathleen's comment, would like to see OBAG used to incentivize reducing the impediments and barriers to development of all types of housing and would also like to incentivize efforts that go above and beyond the levels of affordability required.
Richard Hedges	Representing the Senior Community of San Mateo	Noted that some of the impediments to developing affordable housing would need to be addressed in Sacramento. Cites example of 25% density bonus for providing below market housing, which overrides local land use for additional height and density.
Partnership Technical Advisory Committee		
5/18/2015		
Seana Gause	SCTA	Asked if the funding levels come in higher than projected, would MTC make the north bay counties whole (fund at OBAG 1 levels)? Asked about the new documentation requirements for outreach since some CMAs did extensive outreach for OBAG 1.

Brad Beck	CCTA	Suggested reaching out to CMA staff during the July-October outreach efforts to get insight and input on their experiences from the past cycle.
Bob Macaulay	STA	Regarding Attachment 1 - Noted that rolling the Local PDA program into the County program masked the big cuts to the County program, and that the increase in the Regional Planning Program didn't seem appropriate relative to the substantial cuts to the County program.

Active Transportation Working Group

5/21/2015

Marty Martinez	Safe Routes to School National Partnership	Concerned about how the SRTS program opt-out provisions and requested that safeguards be incorporated to ensure the continuation of SRTS programs.
Dan Dawson	Marin County	Agreed that the resolution approach for Complete Streets is a much more effective and workable strategy than General Plan policies.

CMA Executive Directors Meeting

5/29/2015

Bob Macaulay	STA	Concerned about the SRTS distribution formula being changed from student enrollment to the OBAG county distribution formula.
John Ristow	VTA	Discussion about PDAs and re-definitions of PDAs. Several areas are commercial/jobs-oriented and not residential, and should agencies should be able to consider these areas for focused investment. Commented that it makes sense to connect PDA Planning to the local level and delegate the program back to CMAs.
Art Dao	ACTC	Discussion about the name of the OBAG program. The word "One" was removed from the Plan Bay Area planning process but not the funding program. Concerned about dividing the inner vs. outer Bay Area.

Regional Advisory Working Group

6/2/2015

Bob Macaulay	STA	Cannot support the OBAG 2 program as proposed. The proposal amounts to additional responsibilities with less funding. Concerned about maintaining staffing levels.
--------------	-----	---

Bob Macaulay	STA	Supported rewarding jurisdictions that are providing affordable housing, but not as currently presented. Would like to see all CMAs receive at least the same funding level as under OBAG 1. Additional funding could be used to reward those providing affordable housing.
Janet Spilman	SCTA	Reiterated the concern on the impacts of the proposed program on the North Bay counties. Concerned about the SRTS formula being changed from the original student enrollment formula.
Matt Vander Sluis	Greenbelt Alliance	Supported the revised county distribution formula. Would like to see that adjustment also occurring at the local level, since there is a great deal of variability within each county in terms of which jurisdictions are doing the most in terms of housing development. Supported the continued PCA grant program. Would like to see the program increased, and continue to focus on the areas with the most significant impact around the region.
Jeff Levin	East Bay Housing Authority	Supported the revised county distribution formula. Concerned about local level performance, and would like to see more emphasis on housing development efforts made at the local level rather than county level. Would like to see a requirement that jurisdictions submit their annual progress reports to the State and holding public hearings to ensure these housing plans are being assessed on a regular basis. Would like to see better oversight of the local planning grants to ensure they have adequate affordable housing and anti-displacement strategies. Requested better guidance be given to CMAs on how to assess housing components of PDA investments.
David Zisser	Public Advocates Inc., Attorney	Supported the additional weight for affordable housing production. Would like to encourage creating incentives for anti-displacement policies and programs.
Ellen Smith	BART	Concerned about cuts to the Transit Capital Program. Asked if additional funds become available, would the program be made whole or would it be directed to other programs?
Martin Engelmann	CCTA	Wanted clarification as to why the local PDA planning program was eliminated as a stand-alone program for the CMAs. Asked where the money was directed to in case we wanted to restore the program.
Clarrissa Cabansagan	TransForm	Appreciated the added emphasis on affordable housing production in the county distribution formula. Requested more regional leadership on the issue of displacement, and addressing displacement in the PDA process.

Brianne Riley	Bay Area Council	Felt that the program needed more teeth and more focus on performance outcomes. Ex.: Agencies that miss their RHNA production targets by a wide margin should repay funds received through the OBAG program.
Michelle Rodriguez	City of San Pablo	Wanted to ensure that the program focuses on improvements in key corridors - Regional PDA Program and SRTS Program.

Transit Finance Working Group

6/3/2015

		Did not support the TPI/TCP reduction in funds, especially relative to other programs that are either kept whole or increased.
Dierdre Heitman	BART	Felt that reductions should come from other programs rather than system preservation needs. Options include: (1) suspending the Climate Initiatives Program; and (2) cutting the regional PDA planning program, as there are fewer opportunities to use this funding and CMAAs hands are already full with currently funded PDA Planning. Also, in Contra Costa it is hard to see PDA Planning impacts on funding decisions as the OBAG funding is at the outset split four ways among the sub-regions.
		Requested that if funding levels increase (i.e. through the reauthorization), the funds to be used to augment transit system preservation as the top program priority.

Email Correspondence

6/4/2015

Todd Morgan	BART	Recommended that the reduction to the Transit Priorities Program of \$19M (\$201M to \$182M) be taken entirely from the \$27M of TPI-Investment Round 3. The remaining \$8M can then be added to TPI-Incentive to be distributed by the formula in place.
-------------	------	---

Planning Directors Meeting

6/5/2015

Bob Macauley	STA	Did not support reducing regional rideshare funding. Would like to keep PDA Planning at County level rather than Regional level.
Tess Lengyel	ACTC	Concerned more is being funded through OBAG as the revenues for OBAG are decreasing Commented regarding the 70% and employer outreach. Ross explained that projects like planning and outreach are split 30%-70% in OBAG

Tess Lengyel	ACTC	Asked about the timeline for the call for projects, and asked if it could be aligned with their own call. It was noted that the funds are federal and must comply with federal requirements and timelines. Asked if calls they had made for other programs could count for the call for OBAG as long as they have met all the requirements. Ross informed her that we would need appropriate documentation.
Martin Engelmann	CCTA	Commented regarding a dashboard and PDA evaluation. We do not have a PDA evaluation with regard to housing and investments yet, where is the resurgence in housing going? Is it going into PDAs?
Bob Macaulay	STA	Appreciated that the OBAG2 discussions started at the Executive Directors meeting.

Email Correspondence

6/25/2015

Marty Martinez	Safe Routes to School National Partnership	Regarding the distribution of funds for SRTS, sees the benefits of using either enrollment or the County distribution formula. Pleased with the recommendation to continue the full SRTS funding amount at \$5 million.
----------------	--	---

Email Correspondence

10/5/15

Chema Hernandez Gil	San Francisco Bicycle Coalition	Requests that all or a significant fraction of the savings from the OBAG 1 Bikeshare project remain dedicated to bikeshare promotion or activation in OBAG 2.
---------------------	---------------------------------	---

Regional Advisory Working Group

10/6/15

Duane Dewitt	Sonoma County Resident	Concerned with the CMA outreach efforts (mentioned difficulty of attending workday daytime meetings)
Cynthia Armour	Bike East Bay	Would like to see OBAG 2 continue efforts related to complete streets, namely, requiring annual complete streets compliance reviews of local jurisdictions and updating and expanding the complete streets checklist
Carl Anthony	Breakthrough Communities	Would like to see increasing outreach, particularly in communities and cities most affected by displacement.

Ken MacNab	City of Napa	Thanked MTC and ABAG for the OBAG program
Jeff Levin	East Bay Housing Organizations	Appreciates the additional weight being given to housing production and affordability, but would like to see these factors being applied at the local level. Concerned that the language “applicable jurisdictions” in the housing reporting requirements excludes charter cities; would like all cities to be required to do annual reporting.
Derek McGill	Transportation Authority of Marin	Appreciates the increase in the PCA program, but overall feels the requirements on the local jurisdictions are too burdensome for the amount of funding they receive.
Alberto Esqueda	NCTPA	Seconded the previous commenter and raised concerns about the 50% minimum guarantee to CMAs; MTC staff pointed out that the minimum guarantee will be included in future OBAG 2 documents.
David Zisser	Public Advocates	Concerned that the linkage between the formula and the distribution is too vague; references letter from Six Wins that includes recommendations for how OBAG 2 can reward jurisdictions with the strongest anti-displacement policies.
Janet Spillman	Sonoma County Transportation Authority	Emphasized that OBAG projects are important to the local jurisdictions and neighborhoods where they are constructed, and that an important purpose of the program is to improve mobility.
Louise Auerhahn	Working Partnerships USA	Recommended adding more structure to the PDA Investment and Growth Strategies and using them as a place to address issues that are hard to include in the OBAG program directly (such as living wage jobs, requirements for improved outreach efforts)
Peter Cohen	Six Wins	Emphasized that the RTP/SCS acknowledges that housing, land use, transportation, etc. are all connected; OBAG should also address all of these elements

Bay Area Partnership Board

10/9/15

Daryl Halls	Solano Transportation Authority	Concerned that SRTS is no longer a regional program.
Sandy Wong	City/County Associate of Governments of San Mateo County	Asked why the county distribution formula is proposed to change with OBAG 2. Concerned with the affordability factor.
Craig Tackabery	Marin County & PTAC Chair	Shared concern from the PTAC meeting that the county programs had taken a bigger hit in the OBAG 2 proposal; staff

responded that both the regional and county programs were both reduced by roughly 4%.

Suzanne Smith	Sonoma County Transportation Authority	Asked to see a pie chart showing how all of the funds from OBAG 1 were distributed, not just the county programs.
Daryl Halls	Solano Transportation Authority	<p>Concern about including housing in the county distribution formula, since housing in their county is already affordable. Frustrated that the formula doesn't reflect what their county is doing for housing, since there have been so many foreclosures. Asked how MLIP and freight are included in OBAG.</p> <p>Thinks the PDA process is working well at the county level. Concerned that the PDA program in OBAG 2 is only a regional program.</p>
Art Dao	Alameda County Transportation Commission	<p>Discussed the tension between PDA investments and anti-displacement. MTC wants to encourage investment in PDAs, but an unintended consequence of that could be the increased the risk of displacement in PDAs. Urges MTC to be consistent in our message to local jurisdictions to continue focusing investment in PDAs; cautions adding additional parameters such as those related to anti-displacement.</p> <p>Pointed out the inconsistency in messaging from the state, which is more focused on the backlog of maintenance.</p>
Derek McGill	Transportation Authority of Marin	Concerned about adding additional restrictions on how OBAG funds can be spent, since the amount of annual funding in Marin County is relatively nominal.
Tilly Chang	San Francisco County Transportation Authority	<p>Issues in San Francisco are regional and will require a regional approach.</p> <p>Pointed out that regional operations program is becoming more multi-modal and state of good repair focused.</p>
Suzanne Smith	Sonoma County Transportation Authority	<p>Commented on how federal transportation funding has become increasingly the source of funds for all of the region's woes. Would like to see the State distribute Cap and Trade funds to the regions to manage, rather than making us rely solely on STP/CMAQ to address all of our regional issues.</p>
Daryl Halls	Solano Transportation Authority	Reiterated Suzanne's comments.

Partnership Technical Advisory Committee

10/19/2015

Amber Crabbe	San Francisco County Transportation Authority	Would like to have more information on how the regional programs (transit and operations) will be put together and administered. Also asked how the needs assessments from Plan Bay Area will inform project selection in OBAG.
Bob Macaulay	STA	Would like to see the housing production in the county distribution formula give equal weight to previous production (1999-2006) and recent production (2007-2014), rather than additional weight to recent production. Does not agree with the revised complete streets requirements.
Amber Crabbe	San Francisco County Transportation Authority	Requested that MTC give additional time for compliance with the new complete streets requirements.
Marcella Rensi	VTA	Appreciated that the proposal does not include additional requirements to tie funding to the local level.

Letters Received

July – October 2015

Letters received following the July PAC Meeting, attached

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\Nov PAC\tmp-4202\3viia_OBAG 2 Stakeholder Feedback 10-20-15.docx

To: Ken Kirkey; Anne Richman
Cc: David Zisser; Miriam Chion (MiriamC@abag.ca.gov)
Subject: OBAG Recommendations

Hi Ken and Anne,

Following up on the letter submitted by the 6 Wins and allies in July and the discussion we had with you in August, we have attached some more detailed recommendations about how some of our suggested improvements to the One Bay Area Grant program could be implemented. They relate specifically to local affordable housing production, local anti-displacement and housing policies, and jobs data. For your reference, our original letter is also attached.

We understand that the OBAG program will be coming before the RAWG next week. We would also welcome another opportunity to sit down with you this month to discuss our suggestions in more detail.

Thanks for your attention,
Sam

=====
Sam Tepperman-Gelfant
Senior Staff Attorney
131 Steuart Street | Suite 300 | San Francisco CA 94105
415.431.7430 x324
stepperman-gelfant@publicadvocates.org

Public Advocates Inc. | *Making Rights Real* | www.publicadvocates.org



CONFIDENTIAL COMMUNICATION

This email message and any attachments are intended only for the use of the addressee named above and may contain information that is privileged and confidential. If you are not the intended recipient, any dissemination, distribution, or copying is strictly prohibited. If you received this email message in error, please immediately notify the sender by replying to this email message or by telephone. Thank you.

**Recommended Modifications to the One Bay Area Grant Program to Advance
Investment without Displacement, Affordable Housing, and Economic Opportunity:**

September 30, 2015

This memo offers specific suggestions for operationalizing several of the improvements to the One Bay Area Grant (OBAG) Program recommended in our letter of July 2, 2015. As explained in that letter, the OBAG Program is one of the most important and innovative elements of Plan Bay Area, creating vital links between the regional plan and local implementation. When the OBAG program was first conceived, it was described as a mechanism to use transportation funding as an incentive to encourage local jurisdictions to do more to preserve and expand affordable housing, particularly since Plan Bay Area allocates substantial amounts of transportation funds but not affordable housing funds. The need for these incentives is all the more urgent given the loss of redevelopment funding and deep cuts in federal housing funds. Moreover, in adopting Plan Bay Area in 2013, MTC and ABAG committed to strengthening the ties between OBAG funding and “jurisdiction-level affordable housing planning, production, acquisition and rehabilitation” and “neighborhood stabilization and anti-displacement policies.”¹ Now is the time to implement those changes and to ensure that critical data about jobs and wages is collected for this major expenditure of public dollars.

(1) Strengthen the ties between local affordable housing production and OBAG funds. We recommend adopting both of the following approaches to realizing OBAG’s promise as an incentive and support to local jurisdictions that are embracing their role in meeting the regional need for affordable housing:

- Provide data about what percentage of each county’s OBAG funding pool is attributable to every jurisdiction within that county, and direct CMAs to take this into account in evaluating project proposals. Currently, MTC and ABAG evaluate a variety of factors, including past and planned affordable and overall housing production, to determine each county’s share of OBAG funding, but CMAs aren’t required to take into account local policies and performance in determining local allocations of OBAG funds. The county-level allocation formula should be run for each local jurisdiction so that it is clear which cities accounted for the greatest weight in securing the county’s share of OBAG funding. CMAs should then be given clear direction to prioritize projects in jurisdictions that have performed more strongly against these criteria.
- Direct CMAs to prioritize projects in jurisdictions that have produced a relatively greater percentage of lower-income (very low and low income) housing compared their target percentage over the last two RHNA cycles. That is, if lower-income housing constituted 50% of a jurisdiction’s RHNA over this period, that jurisdiction would be performing well if substantially more than 50% of the housing actually produced was lower-income, and poorly if substantially less than 50% of the housing produced was lower-income. Jurisdictions should be evaluated based on how close they come to meeting, or how far they exceed, against this metric relative to other jurisdictions in that county. We specifically recommend measuring the low- and very-low income share of total production rather than absolute numbers for this metric in order to account for the difference in size of different jurisdictions. This metric would allow smaller jurisdictions with strong affordable-housing track records to compete against larger jurisdictions and also avoid “penalizing” jurisdictions with weaker markets where total production may have lagged.

¹ Plan Bay Area 2013, page 122.

- (2) Ensure that all local jurisdictions that receive funding have a locally appropriate set of anti-displacement and affordable housing policies in place, and prioritize funding to those jurisdictions that have particularly strong policies. In order to accomplish this goal, we recommend that a jurisdiction must have adopted and implemented a minimum number of key anti-displacement and affordable housing policies, and that a bonus be given to jurisdictions that exceed this minimum. This recommendation is similar to what we have proposed for the project performance evaluation process, as we believe that both processes should be mutually reinforcing.

ABAG maintains an inventory that lists every Bay Area jurisdiction and which of 30 policies or programs they have, as well as definitions of each policy or program.² Based on our experience, 8 of these policies or programs are generally the most effective at preventing displacement and creating affordable housing opportunities and should be used to assess project support: (1) condominium conversion ordinance, (2) just cause eviction, (3) rent stabilization, (4) mobile home preservation, (5) SRO preservation, (6) housing development impact fee or in-lieu fee, (7) commercial linkage fee, and (8) inclusionary/below market rate housing policy. We suggest adding a 9th policy to this list: local minimum wage above the state's minimum wage, because it addresses the other side of affordability – income. A summary of the number and percentage of jurisdictions that have these 9 policies and programs is attached as Appendix A, and a detailed list of the jurisdictions that have each policy or program is attached as Appendix B.³

- **Require that jurisdictions have at least 2 policies in order to qualify for project funding. Using these criteria, 87 local jurisdictions would qualify for funding.** The remaining jurisdictions should be given sufficient time to adopt policies from this list to qualify for funding. As with the Housing Element requirement for the first round of OBAG funding, the goal would be to encourage all jurisdictions to qualify for funding rather than preventing any jurisdiction from accessing funds.
- In addition, **jurisdictions with more policies from this list should be given funding priority.** Jurisdictions should be rewarded for strong performance. While having minimum standards for OBAG eligibility is important, it is also critical to reward jurisdictions that are going above that minimum to promote the regional imperative to stem the tide of displacement and create affordable housing.
- Lastly, bonus points should be given for jurisdictions that have rent stabilization and just cause policies, as these are particularly effective anti-displacement policies.

- (3) Track and report on the number and wage levels of jobs directly created by OBAG expenditures, including construction, operations, and other jobs funded by either planning or project grants.

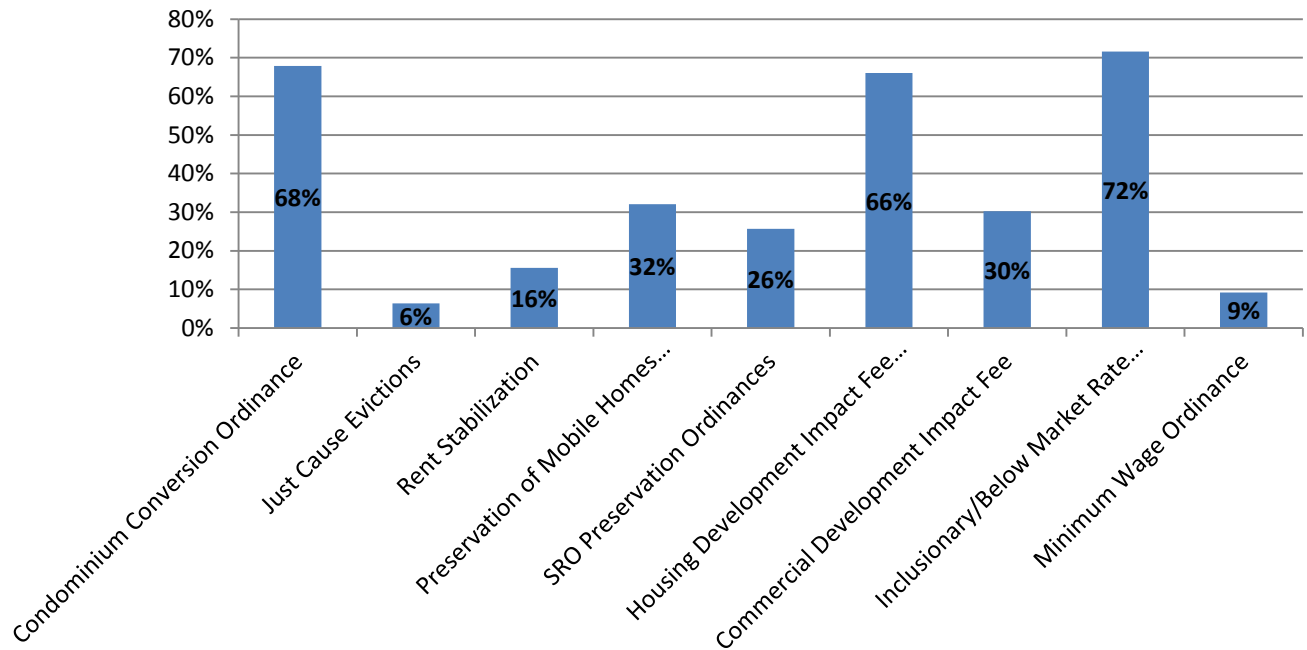
- Implement a pilot program to track and report on the jobs directly created by OBAG expenditures, including construction, operations, and other jobs funded by either planning or project grants. Reporting should include number, duration and wage range of direct jobs, as well as available data on employment of local and/or disadvantaged residents in those jobs. The pilot might focus on gathering data for a few representative projects of different types in order to help inform future rounds of OBAG and other investment activities.

² See ABAG, Housing Research: Bay Area Housing Policy Database v.1.0 (January 2015), available at <http://www.abag.ca.gov/planning/housing/research.html>.

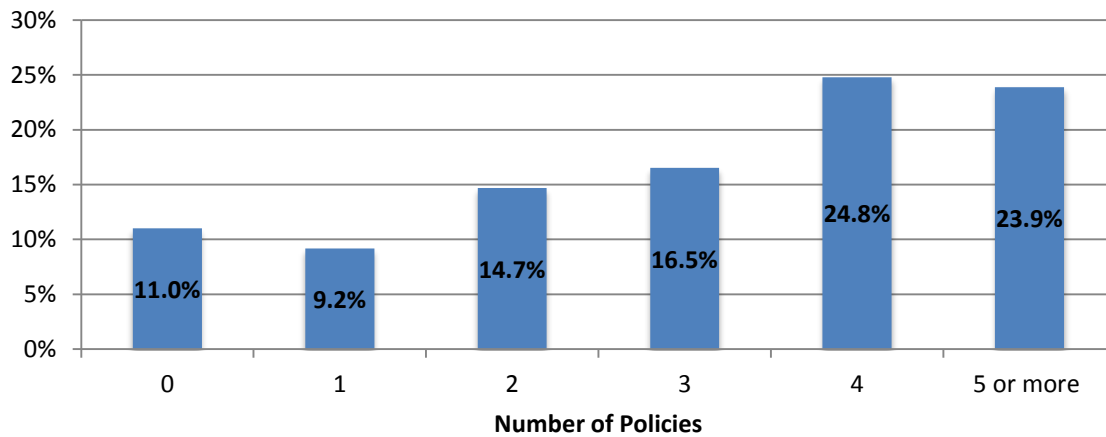
³ Data on the minimum wage ordinances come from Working Partnerships USA. Data on the other 8 policies come from ABAG.

Appendix A: Summary of Anti-Displacement and Affordable Housing Policies in the Bay Area

T1. Percentage of Jurisdictions in the Bay Area with Specific Key Policies



**T2. Percentage of Jurisdictions with Key Policies Already in Place by
Number of Policies**



Number of policies	0	1	2	3	4	5 or more
Number of jurisdictions	12	10	16	18	27	26
Percentage of jurisdictions	11.0%	9.2%	14.7%	16.5%	24.8%	23.9%

Appendix B:
Anti-Displacement and Affordable Housing Policies by Jurisdiction

Alameda County																TOTAL YES (15)
AffordableHousingPoliciesandPrograms	Alameda	Albany	Berkeley	Dublin	Emeryville	Fremont	Hayward	Livermore	Newark	Oakland	Piedmont	Pleasanton	San Leandro	Union City	Unincorporated Alameda County	
Condominium Conversion Ordinance	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	N	13
Just Cause Evictions	N	N	Y	N	N	N	Y	N	N	Y	N	N	Y	N	N	4
Rent Stabilization	N	N	Y	N	N	N	Y	N	N	Y	N	N	N	N	N	3
Preservation of Mobile Homes (Rent Stabilization ordinances)	N	N	N	N	N	Y	Y	N	N	Y	N	N	Y	Y	Y	6
SRO Preservation Ordinances	N	Y	N	N	N	N	N	N	N	Y	N	N	N	N	N	2
Housing Development Impact Fee and/or In Lieu Fees	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	14
Commercial Development Impact Fee	Y	Y	Y	Y	Y	N	N	Y	Y	Y	N	N	N	N	N	8
Inclusionary/Below Market Rate Housing Policy	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	Y	Y	Y	N	11
	N	N	Y	N	Y	N	N	N	N	Y	N	N	N	N	N	3
Total Yes	4	5	7	4	5	4	6	4	2	8	1	3	5	4	1	

Contra Costa County																					TOTAL YES (20)
Affordable Housing Policies and Programs	Antioch	Brentwood	Clayton	Concord	Danville*	El Cerrito*	Hercules*	Lafayette	Martinez	Moraga	Oakley	Orinda*	Pinole*	Pittsburg	Pleasant Hill*	Richmond	San Pablo	San Ramon	Walnut Creek	Unincorporated Contra Costa County	
Condominium Conversion Ordinance	Y	Y	Y	Y	Y	Y	N	N	Y	Y	N	N	N	Y	Y	Y	N	Y	Y	Y	14
Just Cause Evictions	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	N	N	N	1
Rent Stabilization	N	N	N	Y	Y	N	Y	N	N	N	N	N	N	N	N	Y	N	N	N	N	4
Preservation of Mobile Homes (Rent Stabilization)	N	N	N	Y	N	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	2
SRO Preservation Ordinances	Y	N	Y	Y	Y	N	Y	N	N	Y	Y	N	N	N	Y	Y	Y	Y	N	Y	12
Housing Development Impact Fee and/or In Lieu Fees	Y	Y	Y	Y	N	Y	Y	N	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	15
Commercial Development Impact Fee	Y	Y	N	N	N	N	N	N	Y	N	N	N	Y	N	N	Y	N	Y	Y	N	7
Inclusionary/Below Market Rate Housing Policy	N	Y	N	Y	Y	Y	Y	N	Y	N	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	15
Minimum Wage Ordinance	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	N	N	N	1
Total Yes	4	4	3	6	4	3	4	0	4	2	4	0	3	3	4	8	3	5	4	3	

Marin County													TOTAL YES (12)
Affordable Housing Policies and Programs	Belvedere	Corte Madera*	Fairfax	Larkspur*	Marin County	Mill Valley*	Novato*	Ross	San Anselmo*	San Rafael	Sausalito*	Tiburon	
Condominium Conversion Ordinance	Y	Y	N	N	Y	Y	Y	N	Y	Y	Y	Y	9
Just Cause Evictions	N	N	N	N	N	N	N	N	N	N	N	N	0
Rent Stabilization	N	N	N	N	N	N	N	N	N	N	N	N	0
Preservation of Mobile Homes (Rent Stabilization ordinances)	N	N	N	N	N	N	Y	N	N	Y	N	N	2
SRO Preservation Ordinances	N	N	N	N	N	N	N	N	N	Y	N	N	1
Housing Development Impact Fee and/or In Lieu Fees	N	N	Y	N	Y	Y	Y	N	Y	Y	N	UC	6
Commercial Development Impact Fee	N	Y	N	UC	Y	N	N	N	N	N	N	UC	2
Inclusionary/Below Market Rate Housing Policy	N	N	N	Y	Y	Y	Y	N	Y	Y	Y	Y	8
Minimum Wage Ordinance	N	N	N	N	N	N	N	N	N	N	N	N	0
Total Yes	1	2	1	1	4	3	4	0	3	5	2	2	

Napa County							TOTAL YES (6)
Affordable Housing Policies and Programs	American Canyon	Calistoga	Napa	St. Helena*	Yountville	Unincorporated Napa County*	
Condominium Conversion Ordinance	Y	N	Y	Y	Y	N	4
Just Cause Evictions	N	N	N	N	N	N	0
Rent Stabilization	Y	N	N	N	N	N	1
Preservation of Mobile Homes (Rent	Y	Y	N	N	Y	Y	4
SRO Preservation Ordinances	N	N	Y	N	N	Y	2
Housing Development Impact Fee and/or In	N	Y	Y	Y	Y	Y	5
Commercial Development Impact Fee	N	Y	Y	N	Y	Y	4
Inclusionary/Below Market Rate Housing	Y	Y	Y	Y	Y	N	5
Minimum Wage Ordinance	N	N	N	N	N	N	0
Total Yes	4	4	5	3	5	4	

San Francisco County		TOTAL YES (1)
Affordable Housing Policies and Programs	San Francisco	
Condominium Conversion Ordinance	Y	1
Just Cause Evictions	Y	1
Rent Stabilization	Y	1
Preservation of Mobile Homes (Rent Stabilization	N	0
SRO Preservation Ordinances	Y	1
Housing Development Impact Fee and/or In Lieu Fees	Y	1
Commercial Development Impact Fee	Y	1
Inclusionary/Below Market Rate Housing Policy	Y	1
Minimum Wage Ordinance	Y	1
Total Yes	8	

San Mateo County																					TOTALYES (21)
Affordable Housing Policies and Programs	Atherton*	Belmont*	Brisbane	Burlingame	Colma	Daly City	East Palo Alto	Foster City	Half Moon Bay	Hillsborough	Menlo Park	Millbrae*	Pacifica	Portola Valley*	Redwood City	San Bruno*	San Carlos	San Mateo	South San Francisco*	Woodside	Unincorporated San Mateo County
Condominium Conversion Ordinance	N	Y	Y	Y	N	Y	Y	Y	Y	N	Y	Y	Y	N	N	N	N	N	Y	N	Y
Just Cause Evictions	N	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Rent Stabilization	N	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Preservation of Mobile Homes (Rent Stabilization	N	N	Y	N	N	N	Y	N	N	N	N	N	Y	N	N	N	N	N	N	N	Y
SRO Preservation Ordinances	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	Y	N	N
Housing Development Impact Fee and/or In Lieu Fees	N	N	Y	UC	N	Y	Y	N	N	N	Y	Y	Y	Y	Y	Y	Y	N	N	N	Y
Commercial Development Impact Fee	N	N	N	UC	N	N	N/A*	N	N	N	Y	N	N	N	Y	N	N	N	UC	N	N
Inclusionary/Below Market Rate Housing Policy	N	N	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	N	N	Y	N	Y
Minimum Wage Ordinance	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Total Yes	0	1	5	2	1	3	6	2	2	0	4	3	4	2	3	2	2	0	3	0	4

Santa Clara County																	TOTAL YES (16)
Affordable Housing Policies and Programs	Campbell*	Cupertino	Gilroy	Los Altos	Los Altos Hills	Los Gatos	Milpitas	Monte Sereno	Morgan Hill	Mountain View	Palo Alto	San Jose	Santa Clara	Saratoga*	Sunnyvale	Unincorporated Santa Clara County*	
Condominium Conversion Ordinance	N	Y	Y	Y	N	N	Y	N	Y	Y	Y	N	Y	N	Y	N	9
Just Cause Evictions	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	0
Rent Stabilization	Y	N	Y	N	N	Y	N	N	N	N	N	Y	N	N	N	N	4
Preservation of Mobile Homes (Rent Stabilization ordinances)	N	N	Y	N	N	Y	Y	N	Y	Y	Y	Y	N	N	Y	N	8
SRO Preservation Ordinances	Y	Y	N	N	N	N	N	N	N	N	N	N	N	Y	N	N	3
Housing Development Impact Fee and/or In Lieu Fees	N	Y	Y	N	N	Y	N	N	Y	Y	Y	Y	Y	Y	Y	N	10
Commercial Development Impact Fee	N	Y	Y	N	N	N	N	N	N	Y	Y	N	N	N	Y	N	5
Inclusionary/Below Market Rate Housing Policy	Y	Y	Y	Y	N	Y	N	N	Y	Y	Y	Y	Y	N	Y	N	11
Minimum Wage Ordinance	N	N	N	N	N	N	N	N	N	Y	Y	Y	Y	N	Y	N	5
Total Yes	3	5	6	2	0	4	2	0	4	6	6	5	4	2	6	0	

Solano County									TOTAL YES (8)
Affordable Housing Policies and Programs	Benicia	Dixon	Fairfield	Rio Vista*	Suisun City*	Vacaville*	Vallejo*	Unincorporated Solano County*	
Condominium Conversion Ordinance	Y	N	Y	N	N	Y	Y	N	4
Just Cause Evictions	N	N	N	N	N	N	N	N	0
Rent Stabilization	N	N	N	N	N	N	N	N	0
Preservation of Mobile Homes (Rent Stabilization)	Y	N	N	N	N	N	N	N	1
SRO Preservation Ordinances	N	N	Y	N	N	N	UC	Y	2
Housing Development Impact Fee and/or In Lieu Fees	Y	N	N	N	N	N	N	N	1
Commercial Development Impact Fee	N	N	N	N	N	N	N	N	0
Inclusionary/Below Market Rate Housing Policy	Y	Y	Y	N	N	N	UC	N	3
Minimum Wage Ordinance	N	N	N	N	N	N	N	N	0
Total Yes	4	1	3	0	0	1	1	1	

Sonoma County											TOTALYES (10)
Affordable Housing Policies and Programs	Cloverdale	Cotati	Healdsburg*	Petaluma	Rohnert Park	Santa Rosa	Sebastopol	Sonoma	Windsor	Unincorporated Sonoma County*	
Condominium Conversion Ordinance	Y	Y	Y	Y	Y	Y	Y	Y	N	N	8
Just Cause Evictions	N	N	N	N	N	N	N	N	N	N	0
Rent Stabilization	N	Y	Y	Y	N	N	N	N	N	N	3
Preservation of Mobile Homes (Rent Stabilization	N	Y	Y	Y	Y	Y	Y	Y	N	Y	8
SRO Preservation Ordinances	Y	N	N	N	N	N	N	N	N	Y	2
Housing Development Impact Fee and/or In Lieu Fees	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	9
Commercial Development Impact Fee	Y	Y	N	Y	N	N	Y	N	N	N	4
Inclusionary/Below Market Rate Housing Policy	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	9
Minimum Wage Ordinance	N	N	N	N	N	N	N	N	N	N	0
Total Yes	5	6	5	6	4	4	5	3	2	3	

October 7, 2015

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Metropolitan Transportation Commission's (MTC) Support for a Bay Area Preservation Fund for Affordable Housing and Community Stabilization

Dear Mr. Heminger:

While housing costs soar across the region, long-time residents are increasingly at-risk of being displaced from their neighborhood or the region. Plan Bay Area 2040 will begin to address these issues with targets that include housing and transportation affordability and displacement. Building upon MTC's historic investments in the Transit-Oriented Affordable Housing Fund (TOAH), we are requesting that MTC set aside \$10 million of One Bay Area Grant (OBAG) funding for two years to explore the creation of a Bay Area Preservation Fund that would target the preservation of affordable homes throughout the region's Priority Development Areas (PDAs).

Communities throughout the region are undergoing significant and rapid change. We recognize that change is inevitable especially in a region that is expected to grow by 2 million people by 2040. However, in many of these communities, the drivers of change include speculation, cash-only buyers, and surge of evictions coupled with strong market and demographic trends of living in urban neighborhoods well-served by transit. According to the Urban Displacement Project, 53% of Bay Area neighborhoods are at risk or already have experienced displacement. The Bay Area region has lost 50% of its homes affordable to low-income households while the number of low-income households has increased by 10% between 2000-2013.¹ Nobody feels this pinch more than Bay Area working families who pay astronomical rents, work several jobs to pay their bills—of which rent and transportation accounts for 59% of their income — and worry about their stability with rampant evictions.²

Cities and regions across the country are realizing that building affordable homes is not sufficient to address displacement: they also need to preserve existing affordable homes to achieve community stabilization. *Preservation generally costs half as much and takes half the time to build compared to new construction* and serves a wider range of incomes, from very low- to low-income households. Furthermore, preservation retains affordability in communities with limited sites available for new affordable construction.

MTC was forward-thinking in 2008 when creating TOAH which has been instrumental in securing the scarce and well-sought after sites near transit for affordable homes in our communities. Affordable housing has proven to be one of the best uses of this precious land because it both creates a permanent affordability and ensures ridership—lower-income households drive 25-30% fewer miles when living within a half-mile of transit than those living in non-transit-oriented development (TOD) areas.³ With new state resources through the Greenhouse Gas Reduction Fund, specifically the Affordable Housing and Sustainable Communities program, TOAH will see an uptick in utilization helping to ensure the long-term affordability of a community.

¹ Urban Displacement Project, <http://www.urbandisplacement.org/>

² Urban Land Institute, Bay Area Burden, 2009.

³ California Housing Partnership and TransForm, Why Creating and Preserving Affordable Homes Near Transit Is A Highly Effective Climate Protection Strategy, 2014.

With TOAH focusing on new construction, the next wave of MTC's investment should focus on preservation of existing affordable homes. There are generally two types of homes that fall into this category, which include homes that are currently affordable because of deed restrictions and naturally-occurring affordable homes in the market. Through the Bay Area Prosperity Plan, the California Housing Partnership Corporation identified 5,495 units that are at risk of converting to market-rate because their deed restrictions are set to expire as determined by financing terms.

There is no estimate of the number of naturally-occurring affordable homes in the region, but Enterprise Community Partners and the Low-Income Investment Fund, who have been instrumental in the conceptualization of TOAH, have embarked on an in-depth preservation study of market-rate affordable housing. The case studies of three Bay Area neighborhoods of West San Carlos in San Jose, Monument Corridor in Concord, and Hegenberger Road in Oakland have yielded some interesting preliminary findings. The majority of naturally-occurring affordable units are in multi-family properties with 5 or less units. However, there are key properties next to transit that are 20 to 100 units that are appropriate for preservation since they are financially feasible to acquire and manage by non-profit housing developers. *There is a finite supply of these ideal properties for preservation, and now is the time to act before speculators and cash-only buyers prevail.*

Across the country we are seeing nascent preservation funds emerge in Los Angeles as the metro system expands, in Washington DC as the *Stake Your Claim* campaign is gaining cross-sector interest, and even in smaller cities like Austin, TX. Closer to home, the East Bay Asian Local Development Corporation (EBALDC) is piloting a preservation fund through a partnership with NeighborWorks where a line of credit has allowed EBALDC to compete with the same advantages as for-profit buyers.

We have learned from these cities and regions that in order for a preservation fund to be effective, there are two attributes that are paramount:

1. **Nimble and quick**—access to credit that allows non-profit housing developers to make all-cash offers with short escrow periods. In other words, level the playing field with for-profit buyers who have deep pockets.
2. **Low-cost and patient**—more favorable financing compared to conventional lenders such as low interest with a 10-year term. This allows for calculated risks, innovation, and flexibility as non-profit housing developers undertake preservation.

Leverage is the true power of a fund. We have seen this firsthand with an initial \$10 million in seed investment by MTC in TOAH which is now capitalized at \$87 million. As such, we propose that at the end of two years, cities and funders have a business plan and additional funding to operationalize the Bay Area Preservation Fund. Should no such proposal prove forthcoming, these funds can be returned to the OBAG program for distribution to deserving projects.

We recognize a Bay Area Preservation Fund alone will not stop displacement and gentrification, but we strongly believe that it is a critical next step MTC needs to embark on as inequality grows in the region. We look forward to MTC's leadership on this issue.

Sincerely,



Mayor Libby Schaaf
City of Oakland

Mayor Tom Butt
City of Richmond

Mayor John McAlister
City of Mountain View

Council Member David J. Canepa
City of Daly City



Kate Hartley
Deputy Director—Housing, Mayor's Office of Housing and Community Development
City and County of San Francisco



Jacky Morales-Ferrand
Interim Director—Department of Housing
City of San José

Kara Douglas
Affordable Housing Program Manager
Contra Costa County

Margot Ernst
Housing Program Manager
City of Walnut Creek

Kelly Wallace
Acting Director—Health, Housing & Community Services Department
City of Berkeley



Fred Diaz
City Manger
City of Fremont

Ross McKeown

From: Robert Macaulay <rmacaulay@sta.ca.gov>
Sent: Friday, October 23, 2015 3:30 PM
To: Ross McKeown
Subject: City of Dixon OBAG 2 Eligibility
Attachments: City of Dixon Housing Element Letter Oct 23 2015.pdf

On behalf of the City of Dixon, the STA is requesting that the City be deemed eligible to apply for and receive OBAG Cycle 2 funds with regards to the requirement to have a certified Housing Element. Please forward this letter to the appropriate staff and Committees at MTC.

Attached is a letter from the City of Dixon regarding the status of their Housing Element. The City received a letter from HCD on August 6, 2015, conditionally approving their Housing Element.

The OBAG guidelines set deadlines for cities to have approved Housing Elements in order to be eligible for OBAG 2 funds, and Dixon has had difficulties meeting these deadlines. I believe that the City's letter clearly spells out the challenges they have faced, including staffing issues, and the actions they have been taking to construct affordable housing in their community.

The City's letter also spells out a timeline for making the final change specified in the August 6 letter, and that timeline exceeds the January 31, 2016 deadline set by MTC. The City's timeline anticipates completion of the specific plan and zoning changes in the second quarter of 2016. Given the statutory and practical needs for notices, public input, and both Planning Commission and City Council action, I believe this is a realistic timeframe. The presence of numerous holidays between now and the end of January 2016, with the resultant reduction in the number of Planning Commission and City Council meetings, makes achievement of the specific plan and zoning changes in the next 90 days all but impossible.

Please feel free to call me or Dixon's Public Work Director Joe Leach at 707-678-7031 x 305 if we can provide you with any additional information.

Robert Macaulay
Director of Planning
rmacaulay@sta.ca.gov
(o) 707 399-3204
(c) 707 580-0458

MAYOR JACK BATCHELOR, JR.
VICE MAYOR JERRY CASTAÑON, SR.
COUNCILMEMBER STEVEN BIRD



COUNCILMEMBER SCOTT PEDERSON
COUNCILMEMBER TED HICKMAN
CITY TREASURER DANE BESNEATTE

October 23, 2015

Robert Macauley
Director of Planning
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585
rmacaulay@sta.ca.gov

RE: Dixon's 5th Cycle (2015-2023) Adopted Housing Element Implementation Schedule

Mr. Macauley,

Per our discussion over the last week, we understand that the Metropolitan Transportation Commission (MTC) staff has expressed to STA staff their concern that the City's Housing Element has been "conditionally" approved by the Department of Housing and Community Development (HCD) per the attached August 6, 2015 letter (Attachment 1) from Mr. Glen A. Campora, Assistant Deputy Director. MTC desires to gain information regarding how the City intends to completely fulfill the Housing Element requirements by the noted deadline of January 31, 2016.

In order to answer the questions of schedule, I believe it imperative that MTC understand the efforts the City has undertaken to achieve 234 planned/constructed units of the 250-unit Regional Housing Need Allocation (RHNA) requirement (Attachment 2, Table IV-2 on page IV-3).

1. Heritage Commons
 - a. Phase 1 (**60 units**) – Construction completed in 2013
 - b. Phase 2 (**54 units**) – under construction; scheduled to be completed in 2016
 - c. Phase 3 (**6 units**) – planned
2. Valley Glen Apartments
 - a. **59 units** – Construction completed in 2013
3. Various existing sites
 - a. Zoned PMU-2-PD with allowable densities between 14.53 and 21.78 units/acre.
 - b. Map ID No's. 1 through 7 – **55 units** (Attachment 2)

As detailed in the House Element Update (Attachment 2, Table IV-5, pps. V-19, V-20 & V-45), the balance of the 16 units would need to come from the Southwest Dixon Specific Plan Area (SWDSPA). Currently the SWDSPA reflects a Zoning Designation for the two parcels totaling 10.7 acres as RM-2 as a result of a rezone action in 2005 (see Attachment 3). These two

City of Dixon

600 East A Street • Dixon, California • 95620-3697
(707) 678-7030 • FAX (707) 678-7039 • TTY (707) 678-1489

parcels would need to be rezoned to RM-4 to yield total 231 units, 16 of which would be applied to the RHNA Cycle 4 shortfall.

It should be noted that as the site plans and infrastructure plans for SWDSPA were being developed in the mid-2000s, it was anticipated that the area in question would be rezoned to a higher density, as evidenced by the Conceptual Site Plan dated October 2006 (Attachment 4 denotes the clouded area yielding 231 units).

Additionally, and of extreme significance, the City has accomplished the above with temporary and/or part-time staff working aggressively with consultants. Amidst ongoing recruitment efforts, the City has been without a full time Community Development Director (CDD) since Fall 2012. The Department has been challenged by staff turnover: the departure of a part-time Associate Planner and a contract, part-time CDD (8+ years of local institutional knowledge); the addition of a CDD consultant (since August 2015) and full time Associate Planner (since September 2015). As it is not difficult to image, the result of these transitions has been the delay in processing projects. The recruitment effort for the position of CDD has been increased with the retaining of a professional placement consultant with the expectation of filling the position during the first quarter of 2016.

In an effort to continue to demonstrate the City's commitment to adhere the HCD requirements, we are proposing the Process/Schedule below:

Proposed Process/Tentative Schedule

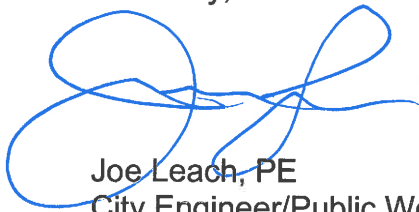
1Q 2016	Complete Environmental Analysis for rezone of two parcels totaling 10.7 acres within the SWDSPA and impacts to Specific Plan Amendment and General Plan Amendment
1Q 2016	Noticing of Planning Commission Public Hearing
2Q 2016	Planning Commission Public Hearing of Rezone, SP/GP Amendments; City Council Adoption of Rezone/Amendments

It is acknowledged that the above schedule does not conform to the schedule noted in the HCD approval letter. It is the City's hope and expectation that MTC staff would consider both the level of effort demonstrated to date and the extenuating circumstances this municipality has weathered during the last several years.

Please contact me at 707-678-7031 x 305 or jleach@ci.dixon.ca.us if you have any questions or require any additional information.

Mr. Robert Macauley
MTC Response Letter
October 23, 2015
Page 3 of 3

Sincerely,



Joe Leach, PE
City Engineer/Public Works Director

Attachments

- 1 – HCD's approval letter of Dixon's Adopted Housing Element August 6, 2015
- 2 – City of Dixon Housing Element Update 2015-2023 (select pages)
- 3 – Ordinance No. 05-011 rezone of Southwest Dixon Specific Plan Area
- 4 – Conceptual Site Plan dated October 2006

CC: Jim Lindley, City Manager
Joan Michaels Aguilar, Deputy City Manager/Administrative Services
Douglas L. White, Churchwell White LLP, Legal Counsel
George Osner, Interim Community Development Director
Scott Greeley, Associate Planner
Jennifer Gastelum, PMC

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT**

2020 W. El Camino Avenue, Suite 500
Sacramento, CA 95833
(916) 263-2911 / FAX (916) 263-7453
www.hcd.ca.gov



August 6, 2015

Mr. Jim Lindley, City Manger
City of Dixon
600 East A Street
Dixon, CA 95620

Dear Mr. Lindley:

RE: City of Dixon's 5th Cycle (2015-2023) Adopted Housing Element

Thank you for submitting the City of Dixon's housing element adopted May 26, 2015 which was received for review on May 29, 2015. Pursuant to Government Code (GC) Section 65585(h), the Department is reporting the results of its review.

The adopted element conditionally meets the statutory requirements of State housing element law (GC, Article 10.6). The Department's review found the adopted element to be substantially the same as the revised draft element the Department's April 8, 2015 review determined met statutory requirements. The finding of compliance is conditioned on the City zoning adequate sites to address the unaccommodated housing need from the prior planning period.

Please be aware, for the housing element to continue to demonstrate adequate sites after January 31, 2016, the City must complete Program 5.3.1 actions. This program commits to rezone sites to accommodate the 16 unit carryover of housing need not met in the 4th cycle by January 31, 2016. Pursuant to GC Section 65584.09, a jurisdiction that failed to identify or make available adequate sites to accommodate all of the previous cycle's housing need must zone or rezone adequate sites to accommodate all of the previous cycle's unmet housing need within the first year of the next housing element cycle. The City must monitor and report on the results of this and other programs through the annual progress report, required pursuant to GC Section 65400.

Please note the City of Dixon now meets specific requirements for State funding programs designed to reward local governments for compliance with State housing element law. For example, the Department's Housing Related Parks Program includes housing element compliance as a threshold requirement. Please see the Department's website for specific information about this and other State funding programs at http://www.hcd.ca.gov/hpd/hrc/plan/he/loan_grant_hcompl011708.pdf.

The Department appreciates the work provided by Mss. Jennifer Gastelum and Amy Sinshimer, the City's consultants, throughout the course of the housing element review. The Department wishes the City of Dixon success in implementing its housing element. If the Department can provide assistance in implementing the housing element, please contact Melinda Coy, of our staff, at (916) 263-7425.

Sincerely,



Glen A. Campora
Assistant Deputy Director



City of Dixon Housing Element Update 2015–2023

Draft
February 2015



Prepared by:



2729 Prospect Park Drive, Suite 220
Rancho Cordova, CA 95670



Housing Element

2. Options for Complying with the Adequate Site Requirement

State law requires jurisdictions to demonstrate that “adequate sites” will be made available over the planning period (2015–2023 for the ABAG region) to facilitate and encourage a sufficient level of new housing production. Jurisdictions must also demonstrate that appropriate zoning and development standards, as well as services and facilities, will be in place to facilitate and encourage housing. The Housing Element must inventory land suitable for residential development, including vacant and underutilized sites, and analyzes the relationship of zoning and public facilities and services to these sites.

In complying with the adequate site requirement, jurisdictions can take credit for the number of new units built during the RHNA cycle of 2014–2022 toward the RHNA. This includes new housing units either built or approved since January 1, 2014.

State law also allows jurisdictions to fulfill a portion of the RHNA with existing housing units. Under Assembly Bill (AB) 438, jurisdictions can fulfill up to 25 percent of the RHNA for lower-income households through the acquisition/rehabilitation of qualified substandard units that would otherwise be demolished. Given the stringent criteria of AB 438, few communities in the state have been able to take advantage of this provision.

AB 438 also authorizes jurisdictions to fulfill a portion of the RHNA through the preservation of affordable units that would otherwise revert to market rents (at-risk units) but are preserved through committed assistance from the jurisdiction. However, the high cost of preserving the at-risk units is beyond the current financial resources of the City.

The following discussion identifies how the City may provide for a sufficient number of sites to facilitate housing production commensurate with the 2014–2022 RHNA. In evaluating the adequacy of sites to fulfill the RHNA by income level, HCD assesses a jurisdiction’s development potential by zoning district and corresponding density level.

3. Progress Toward Meeting Housing Needs

An important component of the Housing Element is the identification of sites for future housing development and evaluation of the adequacy of these sites in fulfilling Dixon’s share of the Regional Housing Needs Allocation, as determined by ABAG.

In the 4th cycle Housing Element update, the City included Program 5.3.1, stating that the City would accommodate its remaining lower-income RHNA by rezoning enough sites to RM-4 to address a shortfall of 250 units. The City has since rezoned property and approved projects to accommodate all but 16 units of the 250. **Table IV-2** details the projects/sites that have addressed the requirements of Program 5.3.1.



**TABLE IV-2
PROGRESS TOWARD ADDRESSING THE 4TH CYCLE RHNA SHORTFALL**

APN	Project Description	Acreage	Units	Income-Category
116-030-150	Heritage Commons Affordable Senior Apartments	5.07	120	Extremely Low and Very Low
114-030-033	Valley Glen Rental Apartment Complex (farmworker housing)	5.00	59	Extremely Low and Very Low
Multiple	Upzoning of seven parcels to PMU-2	7.12	55	Extremely Low, Very Low and Low based on default density
Remaining RHNA			16	

In addition to the two approved projects in the table above, the City provided Redevelopment funds to two homes (on the same lot) that care for up to 12 homeless veterans. The facility opened in 2009. This facility is considered transitional housing which is temporary by definition therefore the 12 beds don't count towards the 4th cycle RHNA.

In order to accommodate the 16 remaining units, rezoning of the Southwest Affordable Housing site is proposed. The two parcels that make up the site total 10.7 acres and are currently zoned RM-2. An affordable housing project for 131 units has been approved on a portion of the site. Per the Development Agreement, the units will be affordable to low-income households or lower depending on the final plans for development. In order to accommodate the densities allowed under the project, the site will need to be rezoned to RM-4, which allows densities between 22 and 29 units per acre, densities feasible to facilitate development of housing affordable to lower-income households in Dixon. Although a project has been approved on the site, building permits have not been approved and the project is not currently moving forward. Program 5.3.1 proposes to rezone the entire 10.7 acres; the City estimates that the site has a realistic capacity of 231 units (131 of these units have already been approved as part of the approved project as described above). The RM-4 zoning will have a minimum allowed density of 22 units per acre with a maximum of 29 units per acre. This program will be implemented within one year of the beginning of the 5th cycle planning period or January 31, 2016, and the remaining 215 units that can realistically be accommodated on the site will be available as part of the 5th cycle land inventory.

As part of the 2015–2023 Housing Element update, an analysis of the residential development potential in Dixon was conducted. City staff performed a parcel-specific vacant and underutilized sites analysis. The results of this analysis are summarized in **Table IV-3** and compared to the City's share of the RHNA.



HOUSING ELEMENT

TABLE IV-5
CITY OF DIXON LAND INVENTORY

Map ID	APN	Zone	Proposed Zone	Area	Allowable Density	General Plan Designation	Acres	Realistic Unit Capacity 75 percent	Existing Use	Infrastructure Capacity	Constraints	Exempt from Measure B
HIGH DENSITY SITES												
1	115-060-120	PMU-2-PD	n/a	North First & East F Street	14.53- 21.78	Planned Mixed Use	0.15	11	Vacant	Yes	None	Yes
2	115-060-140			North First & East F Street		Planned Mixed Use	1.30		Vacant	Yes	None	Yes
3	115-070-160	PMU-2-PD	n/a	North First/Second Street	14.53- 21.78	Planned Mixed Use	1.67	17	Single family house	Yes	None	Yes
4	115-070-170						0.25		Vacant	Yes	None	Yes
5	115-070-180	PMU-2-PD	n/a				0.25		Vacant	Yes	None	Yes
6	113-066-130	PMU-2-PD	n/a	Jefferson & West D Street	14.53- 21.78	Planned Mixed Use	2.56	20	Vacant	Yes	Drainage	Yes
7	113-066-020	PMU-2-PD	n/a	Jefferson & West D Street	14.53- 21.78	Planned Mixed Use	0.94	7	Grain silos	Yes	Drainage	Yes
							7.12	55				
APPROVED BUT NOT APPROPRIATELY ZONED HIGH DENSITY SITES												
8	114-011-010	RM-2	RM-4	Southwest Dixon Specific Plan	21.78-29.04	MDH	10.70	115	Vacant	Yes	None	Yes, through 2020
9	114-011-040	RM-2	RM-4	Southwest Dixon Specific Plan	21.78-29.04	LD		100	Vacant	Yes	None	Yes, through 2020
				Total High Density			17.80	215 ¹				
SPECIFIC PLANS/PLANNED DEVELOPMENTS												
10	116-030-140	PMR	n/a	Brookfield Subdivision	5.46	MDL	3.48	19	Vacant	Yes	None	No
11	116-030-160	PMR	n/a	Brookfield Subdivision	8.33	MDL	12.12	101	Vacant	Yes	None	No
12	116-030-170	PMR	n/a	Brookfield Subdivision	8.46	MDL	9.81	83	Vacant	Yes	None	No
13	116-030-180	PMR	n/a	Brookfield Subdivision	5.06	MDL	15.20	77	Vacant	Yes	None	No
				Total Medium Density			40.61	280				
14	116-030-190	PMR	n/a	Brookfield Subdivision	3.46	LD	2.89	10	Vacant	Yes	None	No
15	116-030-200	PMR	n/a	Brookfield Subdivision	4.18	LD	11.70	49	Vacant	Yes	None	No
16	116-030-210	PMR	n/a	Brookfield Subdivision	3.80	LD	16.31	62	Vacant	Yes	None	No
17	114-030-230, 240 and 250	PMR-PD, R1-PD	n/a	Valley Glen Planned Development	3.53	VLD, LD, MDL, G	89.28	316	Vacant	Yes	None	No
				Total Low Density			120.18	437				

Source: City of Dixon, 2014
Note 1: The Development agreement for this project is for 231 units. 16 of those units are not shown in this table as they have been counted towards the 4th cycle RHNA.

February 2015

IV-7

Dixon Housing Element Update



HOUSING ELEMENT

Housing Program	Five-Year Objective	Progress	Continue/ Modify/Delete
<p>development of affordable housing.</p> <p>Responsible Agency: Community Development Department</p> <p>Time Frame: Annually</p> <p>Funding: General Fund</p>	<p>unused allotment to be used in the following five-year period would apply in addition to the 15 percent already allowed.</p>	<p>development. Therefore, communication with developers interested in affordable housing regarding the availability of unused Measure B Allotments has not been appropriate. The Council has not passed a resolution stating that unused allotments used in the following five-year period would apply in addition to the 15 percent already allowed.</p> <p>Appropriate: Modify to clarify language in objective and continue.</p>	
<p>5.3.1 Program to Rezone Sites: The City's residential sites inventory currently provides vacant land for 2,338 units within the planning period of this Housing Element. To meet the adequate sites requirement for the Regional Housing Need Allocation (RHNA), the sites inventory falls short of the lower-income housing production requirement by 250 units, as shown in Table IV-3 of the Resources section of the Housing Element. The City has identified approximately 30.13 acres of land to rezone to RM-4 (High Density Multi-family Residential, allowing 22-29 units per acre) that can potentially facilitate the development of approximately 489 units affordable to lower-income households.</p>	<p>The City will amend the Zoning Ordinance by June 2010 to include both a RM-3 and RM-4 district. The City plans to rezone 30.13 acres of land to the RM-4 district to facilitate the development of affordable housing. The City also plans to rezone the High Density Senior site (Simpson Senior Housing) to the new RM-4 district.</p>	<p>Effectiveness: This program was substantially effective.</p> <p>Progress: In 2009, the Core Area Mixed Use land use allowable density was changed from a maximum of 8.7 units per acre to a range of 6.23 to 21.78 units per acre. The City has rezoned property and approved projects to accommodate all but 16 units of the 250. The projects/sites that have addressed the program requirements include:</p> <ul style="list-style-type: none"> • Rezone of seven parcels, totaling 7.12 acres from PMU-1 to the newly created PMU-2 (allowing up to 21.78 units per acre) 	<p>Modify</p>



HOUSING ELEMENT

Housing Program	Five-Year Objective	Progress	Continue/ Modify/Delete
<p>The City has in the past rezoned property to address the need for housing, particularly for housing that would serve lower-income and special needs groups. Both the sites for the La Esperanza project and the Dixon Second Street Senior Apartments were rezoned from nonresidential uses to permit housing development.</p> <p>The City will monitor compliance with the City's share of the regional housing need. Within one year of adoption of the Housing Element, the City will undertake steps to ensure that adequate sites are available to meet the City's share of the regional housing need through rezoning of land for multi-family development and/or increasing the density of sites. All rezoned sites permit owner-occupied and rental multi-family developments by right and do not require a conditional use permit, planned development permit or any other discretionary review. All sites to be rezoned to meet the City's shortfall will have a capacity of at least 16 units per site.</p> <p>Responsible Agency: Community Development Department Time Frame: June 2010</p>		<ul style="list-style-type: none"> • Rezone of 5.07 acres to RM-4 and approving the 120-unit very low-income Heritage Commons senior apartment project. Phase I (60 units) has been constructed. • Approval of a farmworker affordable housing project on 5 acres for 59 units. <p>Appropriateness: This program will be modified and continued to address the 16 remaining RHNA units from the 4th cycle.</p>	



Policy 5.3: Ensure that adequate sites are available for affordable housing development throughout the city.

Program 5.3.1 Program to Rezone Sites: Program to Rezone Sites: The City made substantial progress toward rezoning sites and approving projects to address the 250-unit Regional Housing Need Allocation (RHNA) shortfall from the 4th cycle Housing Element as shown in Table IV 2 of the Resources section of the Housing Element. After taking these efforts into account, a shortfall of 16 units affordable to lower-income households remains for the 4th cycle. In order to accommodate the 16 remaining units, redesignation and rezoning of the Southwest Affordable Housing site is proposed. The two parcels that make up the site total 10.7 acres and are currently designated MDH and zoned RM-2. An affordable housing project for 131 units has been approved on a portion of the site. In order to accommodate the densities allowed under the project, the site will need to be rezoned to RM-4, which allows densities between 22 and 29 units per acre, densities feasible to facilitate development of housing affordable to lower-income households in Dixon. A General Plan Amendment will also be required for the site to redesignate it to HD allowing 21.78 to 29.04 units per acre. Although a project has been approved on the site, building permits have not been approved and the project is not currently moving forward. This program proposes to redesignate/rezone the entire 10.7 acres; the City estimates that the site has a realistic capacity of 231 units (131 of these units have already been approved as part of the approved project as described above). The HD designation/RM-4 zoning will have a minimum allowed density of 21.78 units per acre with a maximum of 29.04 units per acre and allows residential uses only. This program will be implemented within one year of the beginning of the 5th cycle planning period or January 31, 2016.

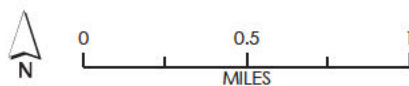
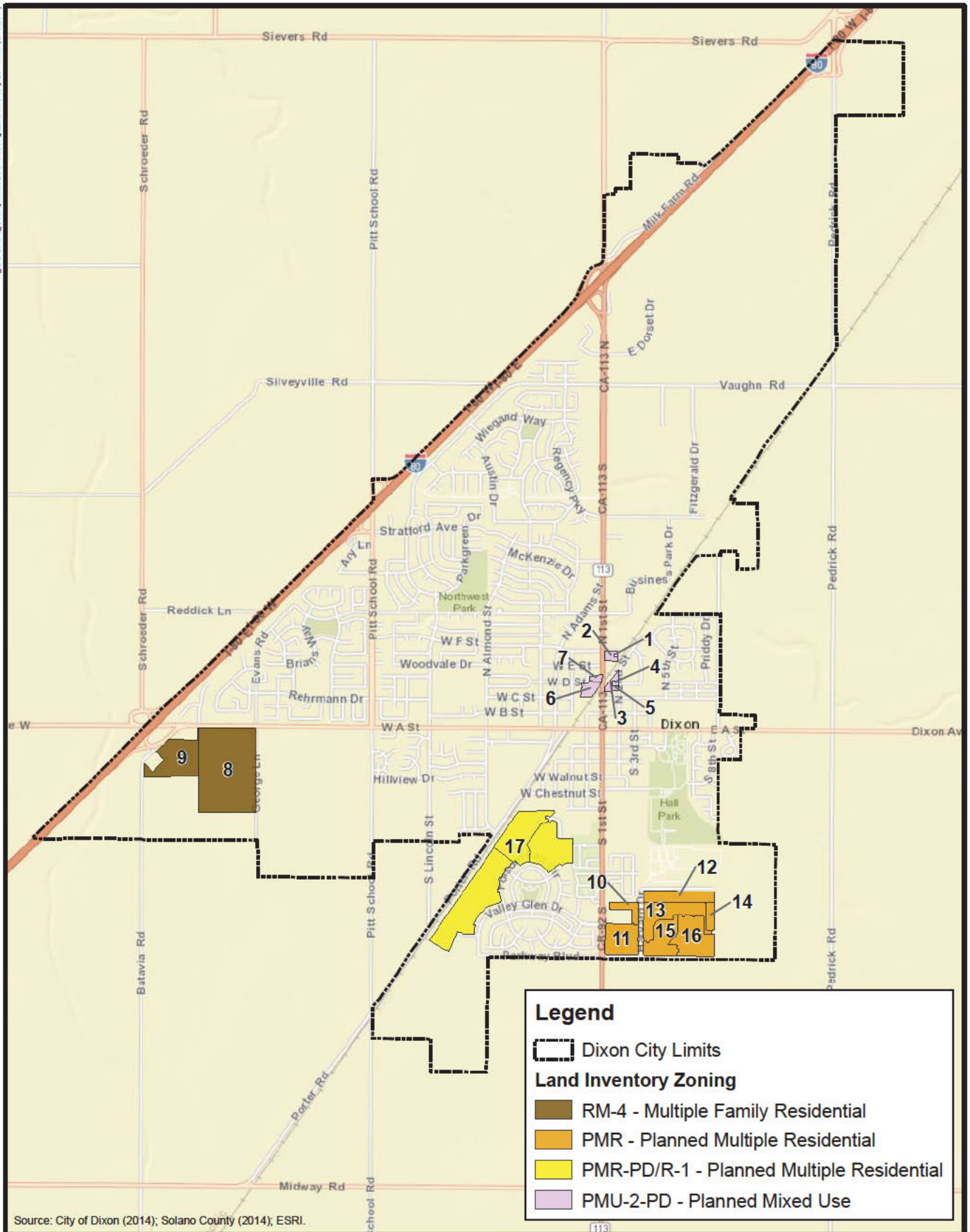
The City will monitor compliance with Dixon's share of the regional housing need. Within one year of adoption of the Housing Element, the City will undertake steps to ensure that adequate sites are available to meet the City's share of the regional housing need by rezoning of land for multi-family development and/or increasing the density of sites. The site proposed for rezoning permits owner-occupied and rental multi-family developments by right and does not require a conditional use permit, planned development permit, or any other discretionary review.

Eight-Year Objective: The City will rezone the 10.7-acre Southwest Affordable Housing site within one year of the beginning of the 5th cycle Housing Element planning period, by January 31, 2016. The City will also prepare a General Plan Amendment to redesignate the land use category to High Density (HD) for consistency with the RM-4 zoning.

Responsible Agency: Community Development Department

Time Frame: January 31, 2016

Funding: General Fund



ORDINANCE NO. 05 - 011

**AN ORDINANCE REZONING APPROXIMATELY 477 ACRES IN THE
SOUTHWEST DIXON SPECIFIC PLAN AREA
(ASSESSOR'S PARCEL NO.'s: 114-011-010, 030, & 040; 114-012-020;
114-011-020; 114-011-080; 114-141-240; 114-040-020 & 030; 114-011-050;
114-141-230; 114-011-130; 114-011-040 & 060; 109-030-090 & 100;
114-141-250; 114-012-030; 114-020-010; 114-011-120; AND 114-012-040)
AND DIRECTING THAT THE OFFICIAL ZONING MAP OF THE CITY
BE AMENDED ACCORDINGLY**

THE CITY COUNCIL OF THE CITY OF DIXON ORDAINS AS FOLLOWS:

Section 1. The City Council finds and determines as follows:

(a) An application was made to the City for the rezoning of several properties located in the Southwest Dixon Specific Plan Area (the "Southwest Properties" consisting of Assessor's Parcel No.'s 114-011-010, 030, & 040; 114-012-020; 114-011-020; 114-011-080; 114-141-240; 114-040-020 & 030; 114-011-050; 114-141-230; 114-011-130; 114-011-040 & 060; 109-030-090 & 100; 114-141-250; 114-012-030; 114-020-010; 114-011-120; and 114-012-040). The proposed rezoning of the Southwest Properties is depicted in Exhibit "A" attached hereto and made a part hereof.

(b) The acting Community Development Director made an investigation of the proposed rezoning pursuant to Section 12.30.06 of the City of Dixon Zoning Ordinance ("Zoning Ordinance") and submitted a report thereon to the Planning Commission.

(c) The Planning Commission held a properly noticed public hearing on the proposed rezoning on September 12, 2005, and after considering all of the evidence, made specific findings that the proposed rezoning is necessary to achieve the objectives of the Zoning Ordinance as prescribed in Section 12.01.01 and the proposed rezoning is consistent with the City of Dixon's General Plan, as amended, and the revised Southwest Dixon Specific Plan and recommended approval of the proposed rezoning.

(d) The City Council held a properly noticed public hearing on the proposed rezoning on October 11, 2005, and considered the Planning Commission recommendations, the report of the acting Community Development Director, any public comments and all documents or testimony received.

Section 2. The City Council specifically finds and determines as follows:

(a) The proposed rezoning is necessary to achieve the objectives of the Zoning Ordinance as prescribed in Section 12.01.01.

(b) The proposed rezoning is consistent with the City of Dixon's General Plan, as amended, and the revised Southwest Dixon Specific Plan.

(c) The City Council certified the Southwest Dixon Specific Plan Environmental Impact Report which covers the proposed rezoning on September 28, 2004 and no additional environmental review of this rezoning is required by law, ordinance, or regulation.

Section 3. Pursuant to the provisions of Section 12.30 of the Zoning Ordinance and Government Code Section 65853, the Southwest Properties are hereby rezoned as depicted on the attached Exhibit "A".

Section 4. Pursuant to Section 12.30.09, the City Clerk is hereby directed to cause the Official Zoning Map of the City of Dixon to be revised to reflect the rezoning approved by this ordinance.

Section 5. This Ordinance shall become effective thirty (30) days after its adoption.

Section 6. The City Clerk shall cause this Ordinance to be published in the Dixon Tribune, a newspaper of general circulation in the City of Dixon, within fifteen (15) days of its enactment; shall certify to the enactment and publication of this Ordinance, and shall cause this Ordinance and its certifications to be entered in the Book of Ordinances of the City.

The foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Dixon duly held on the 11th day of October, 2005 and was approved and enacted at a duly held regular meeting or adjourned regular meeting of the City Council held on the 8th day of November, 2005 by the following roll call vote:

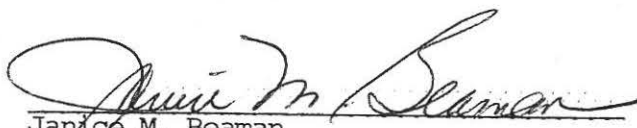
AYES: Alexander, Ferrero, Smith, Vega, Courville

NOES: None

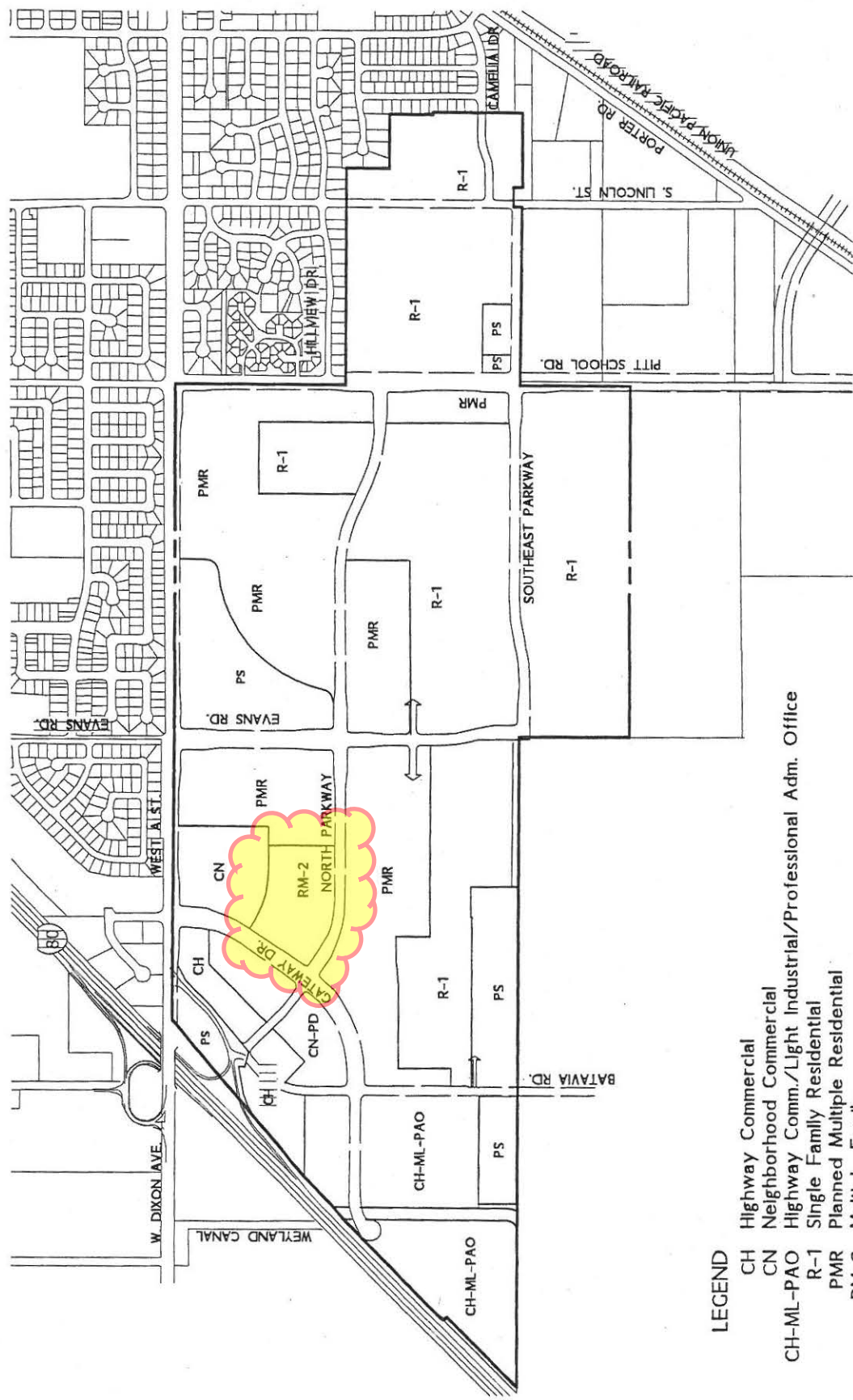
ABSTAIN: None

ABSENT: None

ATTEST:


Janice M. Beaman
City Clerk


Mary Ann Courville
Mayor



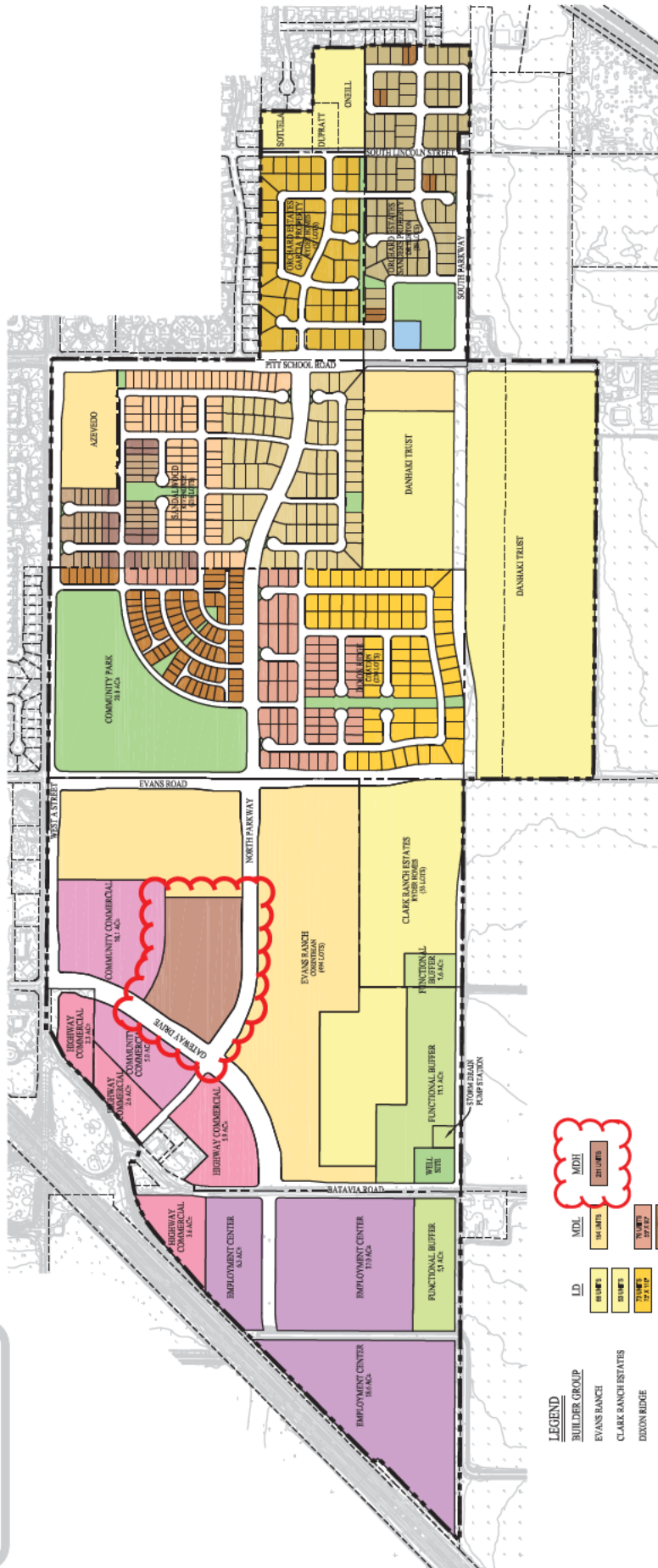
- LEGEND**
- CH Highway Commercial
 - CN Neighborhood Commercial
 - CH-ML-PAO Highway Comm./Light Industrial/Professional Adm. Office
 - R-1 Single Family Residential
 - PMR Planned Multiple Residential
 - RM-2 Multiple Family
 - PS Public Service
 - Southwest Dixon Plan Area

EXHIBIT A - ZONING



SOURCE: NOTIE ASSOC., INC.

DRAFT

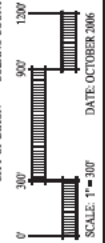


LEGEND

BUILDER GROUP	LD	MDL	MDH
EVANS RANCH	14 LOTS	14 LOTS	20 LOTS
CLARE RANCH ESTATES	14 LOTS	14 LOTS	20 LOTS
DIXON RIDGE	14 LOTS	14 LOTS	20 LOTS
SANDAL WOOD	14 LOTS	14 LOTS	20 LOTS
ORCHARD ESTATES (GARCIA)	14 LOTS	14 LOTS	20 LOTS
ORCHARD ESTATES (SANDERS)	14 LOTS	14 LOTS	20 LOTS
TOTAL	48	52	20
FUTURE DEVELOPMENT			
LD			
MDL			

CONCEPTUAL SITE PLAN SOUTHWEST DIXON SPECIFIC PLAN

CITY OF DIXON SOLANO COUNTY CALIFORNIA



SCALE: 1" = 300' DATE: OCTOBER 2006





CITY OF HALF MOON BAY

City Hall • 501 Main Street • Half Moon Bay • 94019

October 20, 2015

Ms. Anne Richman
Programming and Allocations Committee
Metropolitan Transportation Commission
101 8th Street, Oakland, CA 94607

Subject: One Bay Area Grant Program (OBAG 2) Funding

Dear Ms. Richman,


On behalf of the City of Half Moon Bay I am respectfully requesting that the Metropolitan Transportation Commission (MTC) consider either an exception, waiver or an extension to the May 31, 2015 Housing Element certification deadline. Half Moon Bay has made steady and diligent progress in completing the Department of Housing and Community Development (HCD) Housing Element certification process as noted below:

- March 3, 2015 City Adoption of the Housing Element
- April 14, 2015 HCD Conditional Approval of the Housing Element
- September 15, 2015 City Adoption of Housing Ordinance Amendments
- October 5, 2015 HCD Certification of Housing Element

As you can see from the above timeline, the City was well on our way towards completing the HCD certification process in advance of the May 31, 2015 MTC deadline as demonstrated by the City's adoption in March, 2015, and the conditional HCD approval in April, 2015.

As you may know, the City of Half Moon Bay has experienced significant financial constraints and hardships, and we have just recently been able to rebuild our revenues and catch up on badly needed infrastructure maintenance and capital improvement projects. These OBAG 2 grant funded projects represent opportunities for serious improvements in the lives of residents, businesses and visitors to this community and the coastside in general. I urge you to favorably consider allowing us to continue to be eligible for this cycle of OBAG 2 funding.

Sincerely,


Magda Gonzalez,
City Manager

for

cc: Mayor and City Council
John Dougherty, Interim Community Development Director
Mo Sharma, City Engineer
Bruce Ambo, Planning Manager
Ross McKeown, MTC
Eliza Yu, MTC



900 Fifth Avenue
Suite 100
San Rafael
California 94901

Phone: 415/226-0815
Fax: 415/226-0816

www.tam.ca.gov

Belvedere

Sandra Donnell

Corte Madera

Diane Furst

Fairfax

John Reed

Larkspur

Dan Hillmer

Mill Valley

Stephanie Moulton-Peters

Novato

Madeline Kellner

Ross

P. Beach Kuhl

San Anselmo

Ford Greene

San Rafael

Gary Phillips

Sausalito

Tom Theodores

Tiburon

Alice Fredericks

County of Marin

Damon Connolly
Katie Rice
Kathrin Sears
Steve Kinsey
Judy Arnold

October 22, 2015

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Dear Mr. Heminger:

TAM has actively participated in numerous discussions regarding the upcoming One Bay Area Grant program, OBAG 2. The most recent discussions include policy consideration by MTC of more closely tying the distribution of funds within each county to the estimated production of housing. TAM extends our concerns over further restrictions on this vital resource. We rely on this resource to further our substantial progress towards greenhouse gas emissions reduction in the transportation sector.

In the first round of OBAG, TAM received \$7.7 million for projects and programs. Engaging in a robust outreach process, TAM recommended programming the \$7.7 million to a variety of multi-modal projects. TAM was able to capture nearly \$19 million in other local and regional funds resulting in a portfolio of projects under OBAG1 exceeding \$25 million. This would not be possible under a formulaic share scenario.

The submission and selection of specific projects follows local jurisdiction planning processes that bring the top priority projects forward for consideration. This prioritization enables local governments to better match funds that they seek from the OBAG program. The resultant program that TAM developed under OBAG1 exceeded by over 200% the funds made available by MTC alone. TAM believes that retaining that process of planning, prioritizing, and local government support has worked exceptionally well and should not be hampered under OBAG 2.

We have been able to effectively reduce greenhouse gas emissions with transportation investments such as our very successful Safe Routes to Schools and Electric Vehicle support programs. We would be remiss in believing that the best projects for our community and the best reduction of greenhouse gas emissions could be met under a more stringent and limited formulaic process. We do not support going down this path.

We will continue to participate in the process of seeking input and appreciate your consideration of this recommendation.

Sincerely,

Dianne Steinhauser

DS/dmm

Metropolitan Transportation Commission Programming and Allocations Committee

November 12, 2015

Agenda Item 3

Revisions to MTC Resolution No. 4202 are attached to the Executive Director's November 12, 2015 memorandum. The version of MTC Resolution No. 4202 that was presented to the Programming and Allocations Committee on November 4, 2015 can be found online at:

<https://mtc.legistar.com/LegislationDetail.aspx?ID=2507818&GUID=E91C1A66-3FE0-4E74-85F1-FBD5F65D9A3A&Options=&Search=>.

OneBayArea Grant

OBAG 2 Proposal

Programming and Allocations Committee

November 4, 2015

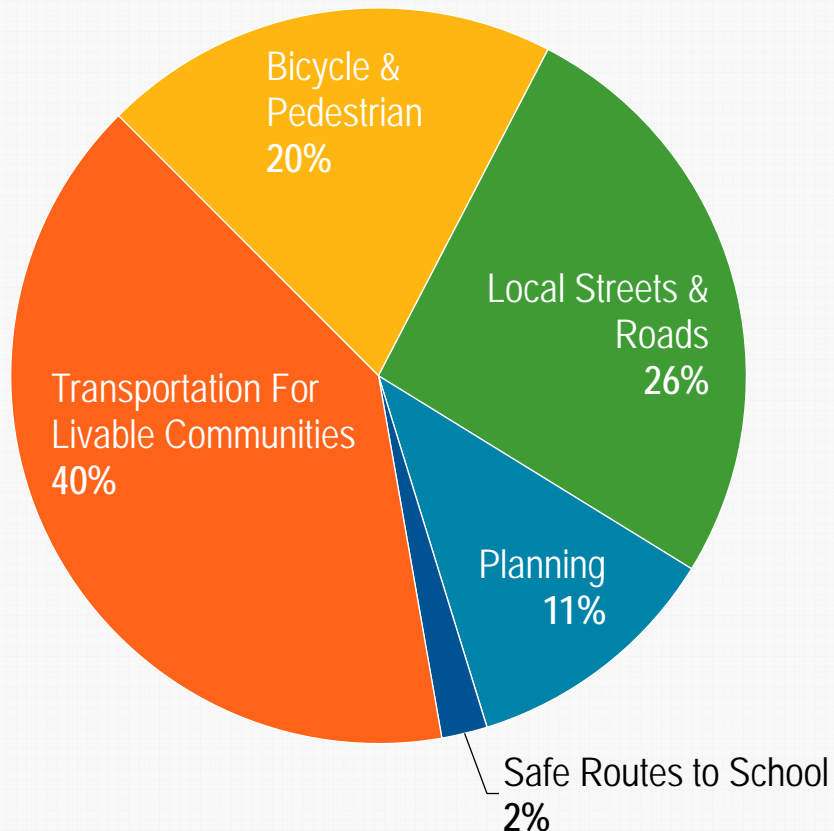


OneBayArea Grant: A Comprehensive Funding Approach

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

OBAG 1 County Program: Project Summary

County Program Categories



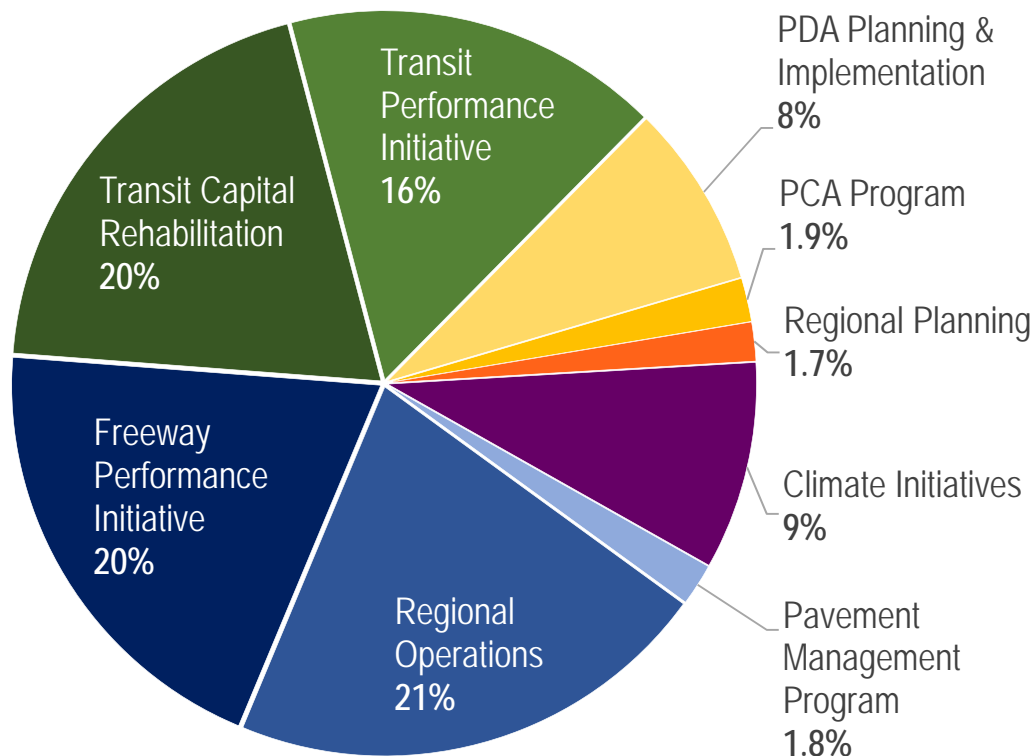
Percentages may not add to 100% due to rounding.

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

Source: OBAG Report Card, February 7, 2014

OBAG 1 Regional Program: Program Summary

Regional Program Categories



- **Transit & Regional Operations** (FPI, Clipper, 511):
Largest Shares

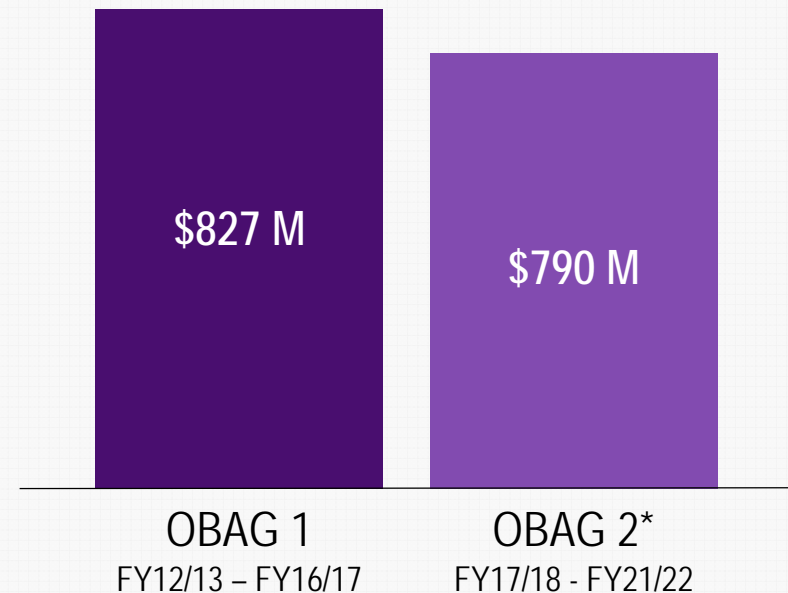
- **Planning** (PDA & Regional):
~10%

- **PCA, Climate, PMP:**
~14%

Percentages may not add to 100% due to rounding.

OBAG 2: Funding Assumptions

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



OBAG 2: Regional Program Recommendations

Millions \$, rounded

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

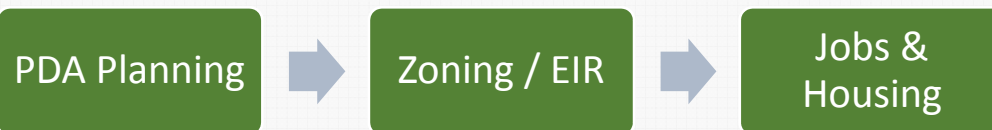
OBAG 2: Regional PDA Planning Program

Regional PDA Planning Program:

Implements *Plan Bay Area* by supporting neighborhood-level plans that link local aspirations and regional objectives

- Planning results to-date:

- ☐ 51 projects
- ☐ 60,000 + housing units
- ☐ 103,000 + new jobs
- ☐ 26 million sq. ft. commercial development



- Focus on cities with high risk of displacement
- Collaborate with CMAs and other stakeholders on program development

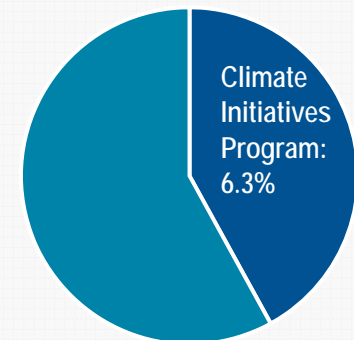


OBAG 2: Climate Initiatives and PCA Programs

Climate Initiatives

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

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



PCA Program

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

OBAG 2: Regional Operations & Transit Priorities

Regional Operations

- Supports 511, Columbus Day Initiative, Transportation Management Systems, Rideshare
- Focus on partnerships, key corridors
- "Challenge grant" concept to leverage funding

Transit Priorities

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



OBAG 2: County Share Formula Options

County Distribution Formula: three options for discussion

County Distribution Formula Alternatives

Program	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1	50%	25%	25%	50%
OBAG 2 <i>1. Affordable Housing</i>	50%	30%	20%	60%
OBAG 2 <i>2. Affordable + Moderate</i>	50%	30%	20%	60%*
OBAG 2 <i>3. Housing Production</i>	50%	50%	0%	60%

Note: OBAG 2 based on housing over a longer time frame, considering housing production between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%).

*Includes moderate as well as low and very low income levels for RHNA and housing production.

OBAG 2: County Share Formula Options, continued

Alternative County Distributions

County	OBAG 1	OBAG 2 <i>1. Affordable Housing</i>	OBAG 2 <i>2. Affordable + Moderate</i>	OBAG 2 <i>3. Production Only</i>
Alameda	19.7%	20.1%	19.8%	19.2%
Contra Costa	14.2%	13.7%	14.7%	14.1%
Marin	3.3%	2.8%	2.8%	3.0%
Napa	2.3%	2.2%	2.2%	2.2%
San Francisco	11.7%	12.9%	12.3%	13.4%
San Mateo	8.4%	8.5%	8.5%	7.9%
Santa Clara	27.2%	27.7%	27.1%	27.3%
Solano	5.9%	5.2%	5.5%	5.4%
Sonoma	7.2%	7.1%	7.2%	7.7%

Notes: OBAG 1 final distribution after applying adjustments and SRTS

OBAG 2 distributions include SRTS and FAS categories and an adjustment to ensure a county's CMA base planning is no more than 50% of the county's total

OBAG 2: Cultivate Linkages with Local Land Use Planning

- PDA investment targets remain at 50% for the four North Bay counties and 70% for the other counties
- For OBAG 2, jurisdictions need to either have updated their circulation elements after January 1, 2010 to meet the State's Complete Streets Act of 2008, or adopt a complete streets resolution per the MTC model used for OBAG 1
- HCD-certified housing elements required; 4 jurisdictions did not meet deadline



OBAG 2: Next Steps

November 2015	PAC/Commission review/decision on county distribution options, approval of OBAG 2 procedures and guidance
December 2015 – October 2016	CMA project solicitation and selection followed by MTC staff review of projects
December 2016	Commission approves county and regional OBAG 2 projects



Metropolitan Transportation Commission

November 18, 2015

Agenda Item 8

Comment letters regarding OBAG2 received after packet mailing.



Steve. Amy. Ken, Anne

TOWN OF FAIRFAX

142 BOLINAS ROAD, FAIRFAX, CALIFORNIA 94930
(415) 453-1584 / FAX (415) 453-1618

November 12, 2015

Chairman David Cortese
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

RECEIVED

NOV 16 2015

MTC

Dear Chair Cortese and Commissioners:

I am writing to request that the Metropolitan Transportation Commission (MTC) increase the set aside for Priority Conservation Areas (PCAs) to \$20M as part of the OBAG 2 framework.

There are 165 adopted PCAs in the 9-County Bay Area totaling over 2 million acres. It is essential that MTC invest in this program for local conservation actions and local preservation of agricultural lands which plays a part in the reduction of GHG emissions for food supply.

The inaugural PCA grant program adopted in 2013 contained \$10M, making up almost 1% of the OBAG program. At that time, it was recognized that the funding would need to be increased over time to allow jurisdictions to help advance the goals of Plan Bay Area. Since OBAG 1 was initiated, 68 additional PCA nominations covering over 400,000 acres were adopted by the ABAG Executive Board in September 2015, which reinforces the strong demand and interest in preserving open space.

I recognize that MTC staff's recommendation is to increase the allocation to \$16M, but with the expanded eligible areas and the reduction of the matching requirement, more projects will qualify for the funding, which increases the competitiveness and likelihood that significantly more applications will be submitted as part of OBAG 2. An additional \$4M would go a long way towards meeting the funding needs of this increase.

I strongly urge the MTC to allocate \$20M for PCAs as part of the OBAG 2 program. Thank you for your consideration.

Sincerely,

Barbara Coler, Mayor

cc: Julie Pierce, President
Association of Bay Area Governments
101 Eighth Street
Oakland, CA 94607

*The opinions expressed in this letter are those of this individual, and
are not representative of the entire Council or Town of Fairfax*



CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

November 12, 2015

Dave Cortese, Chair
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

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

Mr. Cortese:

In reviewing the November 4, 2015 proposal of the MTC Resolution No 4202 for consideration by the MTC Programming and Allocation Committee, the City/County Association of Governments of San Mateo County (C/CAG) has the following concerns and comments regarding the current proposal for the project selection criteria and programming policy.

C/CAG is opposed to MTC using the distribution formula called "Production Only" which calls for using housing production as 50% of the distribution formula and applying 0% to the Regional Housing Needs Allocation (RHNA) share. Utilizing this formula is in some ways punitive to the communities and taxpayers in San Mateo County. As the Congestion Management Agency in San Mateo County we work to improve the lives of those living, working and traveling through San Mateo. As you know there are a large number of people that work in San Francisco and Santa Clara counties that simply commute through San Mateo. So in that sense, even though some of these communities outside of our county may be taking on a larger share of housing production our roadways and infrastructure also feel the added pressure from the users originating in these locations.

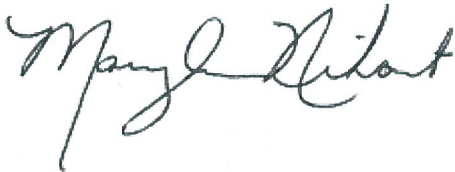
Using the production as a factor also undermines the hard work that the State of California Department of Housing and Community Development (HCD), Bay Area regional agencies, the 20 cities and County of San Mateo do when working on the Housing Elements which plan for and accommodate land use policies to allow for housing. Each of the 21 jurisdictions in San Mateo County has an approved Housing Element by HCD. Local governments can work to make it possible to provide housing but do not have the ability and are not in the business of building housing. That is up to the private sector and is market driven. Our jurisdictions should not be penalized for action that is out of their control. Our communities should not receive less funding to build out important projects while in actuality taking on the burden to our transportation infrastructure by residents and workers in neighboring counties.

We are all in this together and the Bay Area is in reality a large metropolis these days which has many communities of distinct character that complement each other. Please take these thoughts into consideration and approve a funding formula that is fair to individual residents and communities.

Regarding the issue of displacement we agree with MTC staff that it is not a good idea to impose a "one-size-fits all" approach to the displacement issue and we support that staff is proposing a collaborative effort with the CMAs in further discussing this concept. We obviously recognize that displacement is occurring but we are not convinced that the issue of displacement should be mixed with the discussion of transportation funding. Displacement is difficult to quantify and effectively track. Limiting where transportation funds are distributed to having anti-displacement policies in place seems to be too prescriptive and we do not support MTC requiring that communities have anti-displacement policies in place in order to receive funding. Individual communities throughout the Bay Area may need to deal with this challenging issue through their own policies but requiring them to do so to obtain badly needed transportation infrastructure funding is not an appropriate policy and leans toward usurping local land use control.

Lastly, C/CAG requests that the City of Half Moon Bay be made eligible OBAG 2 funding. We would like to thank the MTC Programming and Allocations Committee for their recommendation to include Half Moon Bay as eligible for OBAG 2 funds now that the City of Half Moon Bay has a certified housing element with HCD.

Respectfully,



Mary Ann Nihart, Chair
City/County Association of Governments of San Mateo County

Cc: Adrienne Tissier, MTC Commissioner Representing San Mateo County
Alicia Aguirre, MTC Commissioner Representing Cities of San Mateo County

Dear Supervisor Wiener and Supervisor Campos,

Please find attached the SF Bicycle Coalition and Bike East Bay's letter regarding the proposed reprogramming of OBAG1 bike share funds that will be considered at tomorrow's MTC Programming and Allocations Committee. We hope that you will consider reprogramming these funds for either expansion of bike share in Communities of Concern or improving bicycle infrastructure in said communities.

People do not hesitate to reach out to me if you have any questions or comments.

Best regards,

Chema

--

Chema Hernández Gil

[\(415\) 431-BIKE \(2453\) x321](tel:(415)431-BIKE(2453)x321)

Community Organizer | Organizador Comunitario

[San Francisco Bicycle Coalition](#)

Promoting the Bicycle for Everyday Transportation

[1720 Market Street](#)

San Francisco, CA 94102



Tuesday, November 3, 2015

Mr. Scott Wiener, Chair
Metropolitan Transportation Commission
Programming and Allocations Committee
101 Eighth Street
Oakland, CA 94607

RE: Reprogramming of OBAG1 bike share funds

Dear Chair Wiener and Committee Members,

On behalf of the San Francisco Bicycle Coalition and Bike East Bay, we are writing to respectfully request that the \$6.4 million in OBAG1 funds originally programmed for capital costs associated with the expansion of Bay Area Bike Share be reprogrammed for either capital costs associated with additional bike share stations and concurrent with the current expansion timeline in Communities of Concern located in the cities of Berkeley, Emeryville, Oakland, San Francisco, and San José or improving bicycle infrastructure in Communities of Concern located in the cities of Berkeley, Emeryville, Oakland San Francisco, and San José. If practical, we also request that part of this funding be reprogrammed for non-capital costs related to the promotion and activation of the bike share system.

It is our understanding that these funds are now subject to the broader discussions of priorities for OBAG2, specifically around augmenting the Priority Conservation Area (PCA) program. We believe that expanding the number of bikes available under Bay Area Bike Share expansion in Communities of Concerns will be a key factor in ensuring the success of the Bay Area Bike Share expansion by guaranteeing broader access. The importance of prioritizing equity and in allocating necessary resources to ensure the success of bike share in Communities of Concern cannot be overlooked. To address perceptions of exclusivity, geographic distribution of stations in communities of all income levels must be prioritized.

This additional funding level would support, at a minimum, the acquisition of an additional 1,000 bikes, significantly bigger than the size of the current pilot, in communities in significant need of healthy and affordable transportation alternatives. Density and convenience are crucial when it comes to creating an equitable bike-share system, and station density is the best way to increase ridership. If given the

opportunity, these bikes could be the answer to the Bay Area Bike Share becoming a legitimate part of our public transit system.

We urge the Programming and Allocations Committee to consider this proposal and help address the need for transportation alternatives in Communities of Concern in the Bay Area.

Sincerely,

Cynthia Armour
Project Manager
Bike East Bay

Chema Hernández Gil
Community Organizer
SF Bicycle Coalition



San Francisco Office
312 Sutter Street, Suite 510
San Francisco, CA 94108
(415) 543-6771

November 2, 2015

Scott Wiener, Chair
Programming and Allocation Committee
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
Lawrence D. Dahms Auditorium
101 Eighth Street, Oakland

Subject: Updated Draft of the OBAG 2 Framework

Dear Chair Wiener and Commissioners:

Thank you for the opportunity to comment on the proposed framework for the second round of the OneBayArea grant program (OBAG 2). This letter responds to the updated draft of the OBAG 2 framework released on October 30th, 2015. This letter builds upon our comments on the prior drafts of the OBAG 2 framework.

We applaud MTC's leadership in establishing the OneBayArea grant program to provide funding to jurisdictions that are planning for more homes across the income spectrum near transit in Priority Development Areas and to rural areas that are taking steps to preserve natural and agricultural lands. If the Bay Area can guide growth within the PDAs, they will provide a bulwark against more traffic and help sustain the region's overall job market. If we fail to do so, and instead sprawl outward, everyone in the region will suffer from worsened traffic, air pollution, stress on our drinking water sources, lost farmland and habitats, and lost economic productivity.

Both advocates and MTC commissioners recognized at that time the OBAG program was adopted in 2013 that it would need to be refined in subsequent rounds to ensure it was best positioned to advance the goals of Plan Bay Area. The latest draft framework misses several important opportunities for such improvements.

We recommend that the **OBAG 2 framework be revised** as follows:

1. Refine the **County CMA program** funding formula and guidelines to cultivate stronger performance-based ties between land use decisions and transportation investments.
2. Increase funding for the **PCA grant program** to \$20 million and ensure all grants achieve regionally-significant conservation outcomes in support of the PCAs.
3. Dedicate \$10 million to foster the creation of a new **Bay Area Housing Preservation Fund**.

Below, we provide detailed recommendations on these proposed improvements.

County CMA grant program

This program has provided considerable benefit by making efficient use of limited transportation funding to link land use and transportation decisions. Yet today most decisions about growth occur at the local level, and the program could do substantially more to reward local jurisdictions that are encouraging production of sustainable, equitable development in support of Plan Bay Area.

To maximize its effectiveness, the County CMA grant program should be improved in the following ways:

- 1. Improve the county funding distribution formula to more strongly reward infill housing production for all incomes, “capped” at local RHNA allocations.***

The updated framework provides three possible county funding distribution formulas. We recommend using a formula that most strongly rewards actual infill housing production and prioritizes homes for low and very-low income residents. In addition, the housing production totals used for these formulas should remain “capped” by the jurisdiction’s Regional Housing Needs Allocation (RHNA), rather than becoming “uncapped,” as proposed in the staff recommendation.

Transitioning to an “uncapped” formula could have the perverse outcome of encouraging sprawl development, because it would reward jurisdictions that have built far more housing than called for in their RHNA allocation, which currently is most likely to occur in sprawl development situations. Uncapping the formula could also have negative impacts from an equity perspective. In nearly all cases, the only category in which local housing production has exceeded a jurisdiction’s RHNA allocation is for “above moderate income” housing. This means that by uncapping the formula, the new increment of units that would be counted toward each county’s housing production totals would be nearly all “above moderate” units, increasing the relative weight of “above moderate” units in the overall housing production totals. This could offset all the benefits of the proposed increase in the weighting of affordable housing production in the OBAG 2 formula.

- 2. Strengthen ties between local production of infill homes for residents across the income spectrum and OBAG grant funds.***

In OBAG 1, housing production was a factor in the distribution of funds to each county, but when County CMAs distributed these funds to local jurisdictions there was usually little or no link to the local jurisdictions’ track record of infill housing production. To create the proper financial incentives, the distribution of grant funds in OBAG 2 should strongly reward those local jurisdictions that have the best record of providing infill housing, particularly affordable housing.

- 3. Ensure that all local jurisdictions that receive funding have affordable housing and anti-displacement policies in place and prioritize funding to the best performing jurisdictions.***

As part of the performance-based focus of the OBAG program, jurisdictions should be rewarded with funding if they have established policies to help ensure housing is available to meet the needs of residents across the income spectrum. Because the appropriate policies will vary between jurisdictions, MTC should provide a menu of policy options and establish a minimum threshold of policies from that menu.

This would help carry out the commitment made in Plan Bay Area to include local affordable housing and anti-displacement policies in future OBAG funding decisions¹. It would also reflect the recent MTC staff recommendation regarding displacement to make “One Bay Area Grant (OBAG) funding partially contingent (among other requirements) on adoption of local policy interventions, in areas where there is a high risk of displacement.”² The OBAG framework should be revised to include these local policy intervention requirements and make them applicable to *all* jurisdictions, since all jurisdictions have a role to play in ensuring affordable homes are available for Bay Area residents.

4. *Enhance the effectiveness of the PDA Investment & Growth Strategies*

The PDA Investment & Growth Strategies would benefit substantially from additional guidance from MTC on key content areas such as assessment of affordable housing production, displacement risk, and jobs. Additional guidance should also be provided on how to integrate the PDA Investment & Growth Strategies into CMA project selection, funding decisions, and long-range transportation planning. MTC and ABAG should also provide technical support to help these documents be as effective as possible.

Land Conservation Grants

We strongly support the proposed expansion of the Priority Conservation Area (PCA) grant program. It's essential that MTC invest in this program to reward local conservation action and guide growth appropriately.

To maximize effectiveness, the PCA program should be improved in the following ways:

1. *Increase the budget for the PCA grant program to \$20 million.*

The inaugural PCA grant program contained \$10 million, making up just over 1% of the entire OBAG program. Yet, this is the only portion of the OBAG program that specifically assists rural communities in their land conservation efforts. Increased funding in OBAG 2 will show MTC's commitment to fairly serve the rural communities in the Bay Area and support the goals of Plan Bay Area.

2. *Standardize minimum requirements to ensure strong conservation benefits.*

The initial PCA grant program led to the development of multiple sets of guidelines to select and evaluate projects. The California Coastal Conservancy developed guidelines for managing the PCA grant program for the counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara. Each of the four northern counties developed different guidelines that vary widely. Going forward, guidelines should be established to ensure all PCA grants achieve regionally-significant conservation benefits for the PCAs.

¹ Plan Bay Area 2013, Page 122.

² September 4, 2015 staff memo to the MTC Planning Committee

Bay Area Housing and Preservation Fund

In OBAG 1, MTC made a \$10 million investment in the Transit-Oriented Affordable Housing Fund (TOAH). As the housing affordability crisis worsens in the Bay Area, a similar investment is needed in OBAG 2. We encourage MTC to set aside \$10 million of OBAG 2 funding for two years to explore the creation of a Bay Area Preservation Fund that would target the preservation of affordable homes throughout the region's PDAs.

Thank you for your consideration of these comments. We look forward to working with MTC commissioners, regional agency staff, and other stakeholders to finalize the OBAG 2 framework.

Sincerely,



Matt Vander Sluis

Program Director

mvandersluis@greenbelt.org

(415) 543-6771 x322



Western Regional Office
436 14th Street, Suite 416
Oakland, CA 94612
Tel 510.992.4662

www.railstotrails.org

November 2, 2015

Scott Wiener, Chair
Programming and Allocation Committee
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
Lawrence D. Dahms Auditorium
101 Eighth Street, Oakland

Subject: Updated Draft of the OBAG 2 Framework

Dear Chair Wiener and Commissioners:

Thank you for the opportunity to comment on the proposed framework for the updated draft of the OneBayArea grant program (OBAG 2), released on October 30th, 2015. The undersigned organizations are part of the Bay Area Trails Collaborative, a coalition of more than 40 organizations, companies and agencies working together to complete and maintain a world-class regional trail network in the Bay Area that will improve active transportation, recreation, public health and environmental sustainability.

We congratulate MTC for establishing the OneBayArea grant program to provide funding for jurisdictions to advance their transportation and conservation goals. Our comments specifically address the Priority Conservation Areas (PCA) grant program.

Both advocates and MTC commissioners recognized at the time the OBAG program was adopted in 2013 that it would need to be updated in subsequent rounds to ensure it was best positioned to advance the goals of Plan Bay Area. The PCA program in particular was underfunded, with a daunting match requirement that made it difficult for many jurisdictions to access.

We strongly support the PCA program and its goals to reward conservation and guide growth appropriately. We recommend that the OBAG 2 framework be revised to:

1. Increase funding for the PCA grant program to \$20 million;
2. Reduce the match to 1:1; and
3. Standardize minimum requirements to ensure strong conservation benefits across all 9 counties. The bifurcated program resulted in inconsistent program guidelines. The program guidelines should specifically acknowledge and encourage the benefits of expanding the regional trail network which will reduce greenhouse gas emissions, improve air quality, and expand greenways and open space.



Western Regional Office
436 14th Street, Suite 416
Oakland, CA 94612
Tel 510.992.4662

www.railstotrails.org

Thank you for your consideration of our comments. We look forward to continuing to work with you on shaping the OBAG 2 framework and Plan Bay Area.

Sincerely,

Laura Cohen
Regional Director, Rails-to-Trails Conservancy
Chair, Bay Area Trails Collaborative
laura@railstotrails.org; (510) 992-4661

Walter Moore, President
Peninsula Open Space Trust

Janet McBride, Executive Director
Bay Area Ridge Trail Council

Bruce Beyaert, TRAC Chair
Trails for Richmond Action Committee
tracbaytrail@earthlink.net

Tom Boss and Alisha Oloughlin
Marin County Bicycle Coalition
tom@marinbike.org; alisha@marinbike.org

Austin McNerny, Executive Director
National Interscholastic Cycling Association
austin@nationalmtb.org

cc: Federal D. Glover, *Vice Chair*
district5@bos.cccounty.us

Jason Baker jasonb@cityofcampbell.com

Tom Bates mayor@cityofberkeley.info

David Campos David.Campos@sfgov.org

Mark Luce mark.luce@countyofnapa.org

Bijan Sartipi Bijan.Sartipi@dot.ca.gov

Libby Schaaf officeofthemayor@oaklandnet.com

Adrienne Tissier atissier@smcgov.org

Amy R. Worth aworth@cityoforinda.org

Staff Liaison: Anne Richman : arichman@mtc.ca.gov

Staff Secretary: Kimberly Ward: kward@mtc.ca.gov

Tri-Valley Cities

DANVILLE • DUBLIN • LIVERMORE • PLEASANTON • SAN RAMON

September 28, 2015

Julie Pierce, ABAG President
Dave Cortese, MTC Chair
101 Eighth Street
Oakland, CA 94607

Dear Ms. Pierce and Mr. Cortese,

Elected officials of the Tri-Valley cities would like to offer the following policy objectives for MTC/ABAG consideration during the update to *Plan Bay Area*. These objectives strive to:

1. Maintain and improve quality of life within the Tri-Valley Region
2. Foster a prosperous regional economy
3. Accommodate growth in a responsible manner
4. Distribute transportation funding on a semi-regional basis
5. Establish a political and administrative platform to advocate against policies that negatively affect the economy, environment and family life within the Tri-Valley Region.

One of the biggest challenges we face as the Bay Area's economy continues to thrive is that housing construction is not keeping up with demand. Housing prices are rising particularly fast and high in the Inner Bay Area. As a result, many residents are drawn to the Outer Bay Area and adjacent regions in search of more affordable housing options and a range of different product types and other opportunities. This pattern is having environmental, social, and economic impacts.

Areas at the "edge" of the Bay Area, like the Tri-Valley, are in an important position, with strong ties to the labor force and housing markets within and between regions. The Tri-Valley is growing at a faster rate than the region as a whole. ABAG projects that the number of households in the Tri-Valley will grow by 31 percent between 2010 and 2040 (compared to 27 percent for the region). The Tri-Valley has become a vital node in the Bay Area's innovation system.

¹ *The Inner Bay Area includes San Francisco and the cities located on the bay side of the mountains in Alameda, Contra Costa, Santa Clara, and San Mateo Counties. The Outer Bay Area includes all other cities and unincorporated areas of the region.*



Infrastructure constraints such as traffic congestion on I-580 and I-680 negatively affect the economy, environment, and family life. Plan Bay Area investments need to go farther in addressing needs throughout the entire region in order to combat these negative impacts and achieve our joint goals. Specifically, Outer Bay Area communities in need of transportation investments did not receive adequate funding through the One Bay Area Grant (OBAG) program in relation to past and projected growth.

To achieve the policy objectives outlined above, elected officials of the Tri-Valley cities would like to offer the following principles for MTC/ABAG consideration during the update to *Plan Bay Area*:

- Recognize and plan for interregional travel.
- Invest in transportation improvements that increase connectivity to existing activity nodes and job centers.
- Include policies that better support Bay Area communities that are experiencing growth and are working to be more sustainable.
- Include policies for “geographic equity” within counties.

Our recommended principles respond to the region’s challenge and the deficiencies of the adopted plan.

First, the *Plan Bay Area* update should **recognize and plan for interregional travel**. Regional and city boundaries are arbitrary when it comes to housing choices, and inter-regional and inter-city commuting is an ongoing reality. The planning process should identify impacts of in-commuting from outside the region and mitigate them to the extent practicable. Specifically, the travel model should not arbitrarily assume that housing construction will keep up with demand and occur within the regional boundaries. While working aggressively towards housing goals in practice, we simultaneously need to invest in the interregional transportation system – particularly in the state’s interregional rail connections. This would also involve increasing mobility options along major commute routes to reduce congestion, improve goods movement, and enhance quality of life. To this end, one of the Performance Targets should address goods movements and congestion on major corridors.

Second, the *Plan Bay Area* update should **invest in transportation improvements that increase connectivity to existing activity nodes and job centers**. The Regional Transportation Plan should include more projects that better connect economically significant areas such as the Tri-Valley to the rest of the Bay Area, to reflect the deconcentrated nature of jobs centers that exists in the region. In particular, the plan should prioritize heavy rail transit and arterial gap closure projects throughout the entire region that link people to job centers. Projects should also enhance connectivity



between transit systems to increase “access to opportunity”, including educational facilities and services throughout the region. These investments would not only improve access to jobs but also stimulate new business activity through transit-oriented development, enhancing economic vitality.

Third, the update to *Plan Bay Area* should **include policies that better support Bay Area communities that are experiencing growth and are working to be more sustainable**. The update should include stronger funding links to areas experiencing growth in order to support smart planning and investments. There should also be more direct support to Outer Bay Area communities that are working to implement SB 375, but need major investments in their transportation systems. This principle applies to areas with growing job centers, not just housing. Specific projects should be evaluated based on their anticipated effects on future housing production and economic development, taking into account local plans and policies that promote sustainability goals. Embracing and encouraging balanced growth in subregions throughout the Bay Area fosters a better jobs/housing match and reduces commuting pressures.

Fourth, *Plan Bay Area* should **include policies for “geographic equity” within counties**. Explicitly incorporating “geographic equity” into OBAG allocations would help the entire Bay Area manage growth. This responds to demands from tax payers for a local return on regional and countywide funding initiatives.

Lastly, we encourage the regional agencies and counties to be cautious about spending OBAG funds on non-transportation purposes. The OBAG program broadened the scope of projects eligible for transportation funds, yet it did not incorporate any supplemental non-transportation funding sources. This exacerbates the effect of declining federal funding for transportation overall.

As MTC and ABAG staff update *Plan Bay Area* and modify the Regional Transportation Plan, Tri-Valley elected officials strongly recommend staff and committees consider revisions that will help the region meet its goals. We offer the following specific suggestions:

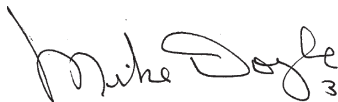
- **Modeling:** Update the model with current assumptions about travel patterns (not surveys from 2000) to capture changing mode choice preferences and needs. Model a scenario that better matches the existing rate and amount of housing construction occurring in the Bay Area, relative to job growth. Model in-commuting/out-commuting that is likely to occur at the region’s gateways.
- **Regional Investments:** Include projects in the RTP that improve mobility along major commuter corridors and that enhance connectivity for the region’s



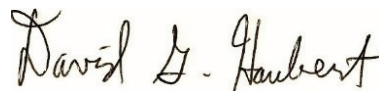
residents and workers, with a focus on transit and arterial gap closures (consistent with our recommended principles). Evaluate projects based on their anticipated effects on housing and job production, rather than relying on historical data. In addition, give Priority Development Areas near transit centers, which are in the early stages of development, similar credit to those that have completed projects (recognizing that infrastructure development can facilitate and accommodate planned growth).

- **OBAG Funding:** Require counties to consider geographic equity when allocating OBAG program funds. While the exact mechanism could be determined at the county level, this could involve utilizing a distribution formula similar to that used by MTC when allocating OBAG funds to each county, which would also support a stronger link between transportation funding and growing areas. As recommended by the Southwest Area Transportation Committee in Contra Costa County, another approach to ensuring equity in the distribution of OBAG funds is through the creation of a “geographic overlay”.

Sincerely,



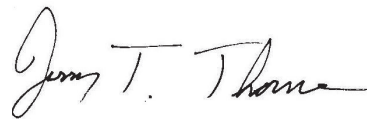
Mike Doyle, Mayor
Town of Danville



David Haubert, Mayor
City of Dublin



John Marchand, Mayor
City of Livermore



Jerry Thorne, Mayor
City of Pleasanton



Bill Clarkson, Mayor
City of San Ramon



Cc: Joint MTC Planning Committee/ABAG Administrative Committee Members:
James P Spering, Anne W. Halsted, Scott Haggerty, Alicia C. Aguirre, Sam
Liccardo, Steve Kinsey

ABAG Administrative Committee Members: Bill Harrison, Dave Pine, David
Rabbitt, Eric Mar, Mark Luce, Pat Eklund, Pradeep Gupta

MTC Staff: Steve Heminger, Alix Bockelman, Allison Brooks, Ken Kirkey, Dave
Vautin, Doug Johnson, Vikrant Sood

ABAG Staff: Ezra Rapport, Miriam Chion, Duane Bay, Pedro Galvao



From: Cynthia Armour

Date: October 30, 2015 at 9:45:46 AM PDT

To: Scott.Wiener@sfgov.org

Cc: arichman@mtc.ca.gov, Kenneth Kao <kkao@mtc.ca.gov>, Kevin Mulder <kmulder@mtc.ca.gov>, Marty Martinez <marty@saferoutespartnership.org>, abockelman@mtc.ca.gov

Subject: Updating the Complete Streets Requirement in OBAG 2 - request for discussion

Supervisor Wiener,

We are writing to express our strong support for MTC to build upon the Complete Streets policies approved two years ago by local jurisdictions as part of the One Bay Area Grant Program.

The attached letter is presented by six organizations leading efforts in the Bay Area to enhance the safety, efficiency and sustainability of our street for generations to come.

Please review and include this letter in the agenda packet for the November 4 Programming and Allocations Meeting for discussion.

We look forward to having a thoughtful conversation with the MTC as to how the Complete Streets Requirement can be improved in OBAG 2.

Sincerely,

Bike East Bay
Bike Concord
Safe Routes to School National Partnership
San Francisco Bicycle Coalition
Silicon Valley Bicycle Coalition
TransForm

Cynthia Armour
Project Manager
[Bike East Bay](#)

Office: 466 Water Street, Jack London Square, Oakland
Mail: PO Box 1736, Oakland, CA 94604
(510) 845-7433, ext 5



October 30, 2015
Scott Wiener, Chair
Programming and Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street Oakland, California 94607

Re: OBAG Complete Streets Requirement

Dear Supervisor Wiener:

We, the undersigned six organizations, are writing to express an urgent need to build upon the Complete Streets policies approved two years ago by local jurisdictions as part of the One Bay Area Grant Program. We value and appreciate the sustained efforts of MTC commissioners and staff in working with the advocacy community for years to improve the OBAG program.

OBAG's Complete Streets requirement has succeeded in getting over ninety percent of jurisdictions in the Bay Area to adopt a resolution or have a general general plan that complies with AB 1358, California's Complete Streets Act of 2008. OBAG Cycle 1 required jurisdictions to either pass a policy resolution with specified criteria, or update their General Plan circulation element. The original staff proposal for OBAG Cycle 2 would have required a General Plan update even if a resolution had been passed. Now the latest staff proposal eliminates this and returns us to the Cycle 1 requirement.

The requirement for a General Plan update should not be taken off the table, with a notice that this might be an option for Cycle 3. For Cycle 2, MTC should assess how Complete Streets policies are translating into on-the-ground improvements.

In the Plan Bay Area adopted on July 18, 2013, the performance analysis determined that many of the key targets relating to Complete Streets would miss the mark. Performance analysis predicted an increase of injuries and fatalities from all collisions by 18% from a target of 50% reduction (Target #4). Furthermore, the time Bay Area residents would spend walking or bicycling for transportation increased by just 1 minute over 35 years - a 17% increase from a target of 70% (Target #5). The Plan also missed

targets to increase non-auto mode share, reduce VMT per capita, and clearly calls for MTC and ABAG to “focus future attention on conceptualizing breakthrough strategies to achieve the four targets”.

Even though these targets are being revised, their spirit remains the same, and in order for OBAG 2 to reach the region’s health and safety goals, MTC needs to ensure that Complete Streets policies are working to make impacts in the day to day lives of the region’s residents.

Our recommendations for building upon the Complete Streets Requirement are two-fold:

- Improve the Complete Streets checklist.
- Initiate a Complete Streets implementation monitoring program/system.

We believe that these recommendations will act to help guide cities to plan and implement projects that meet the intent of the Complete Streets Program.

1. Enhancing the Effectiveness of the Complete Streets Checklist

Resolution 3765 requires project sponsors to complete a checklist that is intended to ensure that the accommodation of non-motorized travelers is considered at the earliest conception or design phase. The CMAs ensure that project sponsors complete the checklist before projects are considered by the county for funding and submission to MTC. CMAs were required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) or similarly relevant advisory bodies for review prior to CMAs’ project selection actions for Cycle 2.

The checklist, in its current iteration, is purely informative; it serves no purpose beyond documenting a city’s effort to consider the needs for bikes and pedestrians. Although feedback is solicited, BPACs are not given any means to do more than provide feedback on the checklist, and are not assured that their review will be taken into consideration. Some BPACs are not presented with the checklists at all. The lack of a formal review process hinders the effectiveness of BPAC input.

Step 1: Update the Complete Streets checklist and establish new rules for its usage to ensure it is a useful tool for improving projects

The Complete Streets Checklist created in 2006 needs to be updated in order to stay relevant. Each jurisdiction applying for project funding through MTC is required to fill out the Complete Streets Checklist at the earliest phase of conception or design.

CMAs are required to make completed checklists available to their BPAC for review prior to CMAs’ project selection actions for Cycle 2. However the checklists lack key information in regards to project scope and do not reference newer types of bicycle and pedestrian infrastructure which are already being built in the Bay Area. See **Appendix A** for a list of suggested updates.

[Requested Action: Direct staff to work with the MTC Active Transportation Working Group to develop a set of updates for the Complete Streets checklist.](#)

Step 2: Establish a Review Process

Create a means for BPACs or relevant advisory groups to flag projects that do not meet complete streets standards for review with MTC or CMA, if there is no existing forum or venue. The goal is to create a feedback loop that will facilitate conversations and ensure project applications include adequate design for non-motorized users. If a BPAC is concerned that a project sponsor has not considered all feasible options to design a street for all users, they would alert the appropriate entity who would pass the information along to the project sponsor as well as the MTC.

This will be an extension of MTC resolution 3765 item 10:

“MTC and its partner agencies will monitor how the transportation system needs of bicyclists and pedestrians are being addressed in the design and construction of transportation projects by auditing candidate TIP projects to track the success of these recommendations.”

Staff from the active transportation program within MTC would compile a list of flagged projects for more thorough review when funding requests are submitted, and would report to the commission on the number of funded projects which were flagged and what changes were made to the projects to address BPAC concerns.

This process would allow the MTC to comply with its own directive: *“MTC should review the success of the application process and ensure project application responses include adequate designs for non-motorized users wherever appropriate and feasible”* (MTC, June 2006, [Understanding Routine Accommodations for Bicyclists and Pedestrians in the Bay Area](#) p. 28).

2. Reporting back on the Outcomes of Complete Streets

MTC must work with advocates and jurisdictions to create a meaningful process for assessing how well Complete Streets policies are meeting their objectives. In order to do so, we ask MTC to direct staff to create an outcome-based evaluation of projects.

Performance measurement is an important tool in the implementation and evaluation of policies, whether qualitative or quantitative. As the requirement currently stands, implementation of Complete Streets is driven solely by incentivization and lack of outcome-based evaluation hinders the success of the requirement. As Complete Streets policies continue to be implemented throughout the nine counties, the MTC should lead and assist jurisdictions in gathering data that illustrates the policies' success as needed.

Step 1: Draft proposal for performance measurement based on PBA goals

In order to better quantify the quality of projects being approved through OBAG and heralded as Complete Streets, we ask that MTC establish a set of metrics by which to evaluate projects post-construction. These performance measures should be both output and outcome based and can be based on Plan Bay Area targets and on the checklist. In addition, exceptions may be made if there are other overlapping metrics for the project area. See **Appendix B** for relevant Plan Bay Targets that may be used to measure the success of Complete Streets.

The MTC Active Transportation Working Group is a good forum for having these discussions. However, MTC must ensure staff capacity for having meaningful discussion and evaluation of projects. MTC should

take a leading role in this important program by assisting cities perform these performance metrics and in reviewing the results in a timely manner at commission meetings.

[Requested Action: Direct staff to work with the MTC Active Transportation Working Group to develop a set of performance measures based on Plan Bay Area targets to evaluate the outcome of the Complete Streets checklist.](#)

In conclusion, we strongly believe that the current Complete Streets Requirement proposed for OBAG 2 does not advance Plan Bay Area's agenda enough from the foundation built by OBAG 1. Approving this program without more consideration will result in more missed targets and further delays in safety, equity, transportation, and health goals.

The Complete Streets Requirement has successfully established widespread policy action throughout the Bay Area. We look forward to working with MTC to ensure that in the future projects are more closely examined and that project sponsors are given guidance and held accountable in achieving best possible results. Let's build upon the strong policy from OBAG 1 by beginning a more qualitative and evaluative approach to the process.

Thank you for your time and consideration.

Sincerely,

Cynthia Armour
Project Manager
Bike East Bay
cynthia@bikeeastbay.org

Janice Li
Community Organizer
San Francisco Bicycle Coalition
Janice@sfbike.org

Kenji Yamada
Lead Advocacy Organizer
Bike Concord
Kenji@bikeconcord.org

Shiloh Ballard
Executive Director
Silicon Valley Bicycle Coalition
shiloh@bikesiliconvalley.org

Marty Martinez
Bay Area Policy Manager
Safe Routes to School National Partnership
marty@saferoutespartnership.org

Clarrissa Cabansagan
Community Planner
TransForm
ccabansagan@transformca.org

Appendix A

Suggestions meant to provide BPACs with more complete information for reviewing.

Section I.1: Project Area

- Include the following information: Number of vehicle lanes, vehicle lane widths, existing bike lane width, speed limit.

Section I.3: Collisions

- Include the following information: Number of collisions, modes involved, severity, cause.

Section II.5: Policies, Design Standards and Guidelines

- Include the National Association of City Transportation Officials (NACTO) guide and Caltrans Protected Bikeway Guidelines in list of approved design standards and guidelines.

Section III.7: Project Scope

- Remove mention of “wide outside lanes or improved shoulders” as acceptable bicycle facilities.
- Include Class IV bike lanes, bike boxes, protected intersections, green paint in conflict zones, and raised cycletracks as acceptable bicycle facilities.
- Include bulb-outs, curb expansions, and slip lane removal, as possible pedestrian facilities.

Section III.8.b: Right-of-way

Include the following questions:

- Was a road-diet considered?
- Was parking removal considered?

Appendix B

The performance measures could be organized in three main categories:

- Output: for example, miles of bike lane/sidewalks, crossing improvements, etc.
- Equity: number of projects or dollars spent in communities of concern vs. other communities.
- Outcomes: changes in safety and mode share along a project.

The following Plan Bay Area 2035 targets (from [Performance Assessment Report](#)) demonstrate the close ties between the Bay Area’s goals and the potential impact of the Complete Streets Requirement. The updated targets for Plan Bay Area 2040 could be the basis for performance measures in the Complete Streets Requirement.

- Healthy and Safe Communities:
 - Increase the average daily time walking or biking per person for transportation by 70% (for an average of 15 minutes per person per day)
 - Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian)

- Reduce premature deaths from exposure to particulate emissions: Reduce premature deaths from exposure to fine particulates (PM2.5) by 10% Reduce coarse particulate emissions (PM10) by 30% Achieve greater reductions in highly impacted areas
- Equitable access
 - Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing
- Economic Vitality
 - Increase gross regional product (GRP) by an average annual growth rate of approximately 2%
- Transportation System Effectiveness
 - Increase non-auto mode share by 10% Decrease automobile vehicle miles traveled per capita by 10%



NOV 02 2015

900 Fifth Avenue
Suite 100
San Rafael
California 94901

Phone: 415/226-0815
Fax: 415/226-0816

www.tam.ca.gov

Belvedere
Sandra Donnell

Corte Madera
Diane Furst

Fairfax
John Reed

Larkspur
Dan Hillmer

Mill Valley
Stephanie Moulton-Peters

Novato
Madeline Kellner

Ross
P. Beach Kuhl

San Anselmo
Ford Greene

San Rafael
Gary Phillips

Sausalito
Tom Theodores

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Kathrin Sears
Steve Kinsey
Judy Arnold

October 22, 2015

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Dear Mr. Heminger:

TAM has actively participated in numerous discussions regarding the upcoming One Bay Area Grant program, OBAG 2. The most recent discussions include policy consideration by MTC of more closely tying the distribution of funds within each county to the estimated production of housing. TAM extends our concerns over further restrictions on this vital resource. We rely on this resource to further our substantial progress towards greenhouse gas emissions reduction in the transportation sector.

In the first round of OBAG, TAM received \$7.7 million for projects and programs. Engaging in a robust outreach process, TAM recommended programming the \$7.7 million to a variety of multi-modal projects. TAM was able to capture nearly \$19 million in other local and regional funds resulting in a portfolio of projects under OBAG1 exceeding \$25 million. This would not be possible under a formulaic share scenario.

The submission and selection of specific projects follows local jurisdiction planning processes that bring the top priority projects forward for consideration. This prioritization enables local governments to better match funds that they seek from the OBAG program. The resultant program that TAM developed under OBAG1 exceeded by over 200% the funds made available by MTC alone. TAM believes that retaining that process of planning, prioritizing, and local government support has worked exceptionally well and should not be hampered under OBAG 2.

We have been able to effectively reduce greenhouse gas emissions with transportation investments such as our very successful Safe Routes to Schools and Electric Vehicle support programs. We would be remiss in believing that the best projects for our community and the best reduction of greenhouse gas emissions could be met under a more stringent and limited formulaic process. We do not support going down this path.

We will continue to participate in the process of seeking input and appreciate your consideration of this recommendation.

Sincerely,

Dianne Steinhauser

DS/dmm



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-0925 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Reported to Commission
File created: 9/23/2015 **In control:** Legislation Committee
On agenda: 11/13/2015 **Final action:**
Title: AB x1-24 (Levine) Reconfiguration of MTC's Board

This bill would replace MTC's current 21-member board with a directly-elected board of an undetermined number of members and change MTC's name to the Bay Area Transportation Commission.

Sponsors:

Indexes:

Code sections:

Attachments: [9 AB x1-24 \(Levine\)](#)

Date	Ver.	Action By	Action	Result
11/18/2015	1	Metropolitan Transportation Commission		
11/13/2015	1	Legislation Committee		

Subject:

AB x1-24 (Levine) Reconfiguration of MTC's Board

This bill would replace MTC's current 21-member board with a directly-elected board of an undetermined number of members and change MTC's name to the Bay Area Transportation Commission.

Presenter:

Randy Rentschler

Recommended Action:

Commission Approval

Attachments



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: November 6, 2015

FR: Executive Director

W. I. 1131

RE: AB x1-24 (Levine) Reconfiguration of MTC's Board

Background

AB x1-24 (Levine) would replace MTC's current board with a directly-elected board comprised of districts that represent approximately 750,000 residents with one additional member for those districts that have a toll bridge located within the district. Drawn by a citizen's redistricting commission, 10 districts based on the currently estimated 7.6 million total population in the San Francisco Bay Area would be joined by an indeterminate number of additional members for those districts that include a toll bridge within its boundaries. The bill combines MTC and BATA into a single entity and renames it the Bay Area Transportation Commission.

Other than the certainty that districts would cross county lines, given the wide array of potential options for district boundaries, it is impossible to forecast potential district boundaries or the actual number of board seats. However, a useful illustration would be the current boundaries of California's State Senate districts that were created by an independent redistricting commission. Nine Senate districts include a substantial portion of a Bay Area county. The table below compares the current board structure with the number of seats that would be assigned based on the current State Senate district boundaries.

Illustrative Only

Representing	Commissioners
Alameda County	3
Contra Costa County	2
Marin County	1
Napa County	1
San Francisco County	2
San Mateo County	2
Santa Clara County	3
Solano County	1
Sonoma County	1
San Francisco Bay Conservation and Development Commission	1
Association of Bay Area Governments	1
Total Voting Members	18

California State Senate District	Counties Represented	Number of Seats under AB x1-24
10	Alameda,	2
7	Alameda, Contra Costa	2
9	Alameda, Contra Costa	2
3	Contra Costa, Napa, Solano	2
2	Marin, Sonoma	2
11	San Francisco	2
13	San Mateo, Santa Clara	2
15	Santa Clara	1
17	Santa Clara	1
Total		16

Recommendation: Action on this bill is a policy matter for the Commission.

Discussion

When reviewing the table on the prior page, the table below and Attachment 1 (a map illustrating the number of seats based on the State Senate district boundaries), a few things stand out on the question of board representation:

- Alameda, Contra Costa, San Francisco and Santa Clara County would have split representation due to the fact that their populations each exceed the 750,000 threshold.
- Santa Clara County, which currently has three seats (including the City of San Jose’s seat) could potentially drop to just two dedicated seats because it lacks a toll bridge.
- Marin, Napa, Solano, Sonoma and potentially San Mateo counties would each be required to share representation with another county in order to reach the approximate 750,000 population threshold.

For reference, the official 2010 U.S. Census population counts by county are as follows:

County	Population	County	Population
Alameda	1,510,271	San Mateo	718,451
Contra Costa	1,049,025	Santa Clara	1,781,642
Marin	252,409	Solano	413,344
Napa	136,484	Sonoma	483,878
San Francisco	805,235	Total	7,150,739

Another noteworthy change to the overall board representation would be the loss of voting representation for the Association of Bay Area Governments and the Bay Conservation and Development Commission, as well as the nonvoting seats for Caltrans, the U.S. Department of Transportation and the U.S. Department of Housing and Urban Development.

In addition to these “shape of the table” issues, there are several additional policy ramifications of AB x1-24 for the Commission to consider:

- Both nationally and within California, directly-elected transportation boards are very rare. Of the thousands of public transit providers in America, there are only three directly-elected boards. Of the hundreds of MPO’s in America, only one, Portland Oregon’s Metro, is directly elected.
- Under the current structure, most MTC commissioners represent local jurisdictions. As such, they are land use decision-makers as well and bring that expertise to bear in fashioning regional transportation policy. A directly elected board would sever that valuable connection to local land use decision-making.
- This legislation also repeals the separate legal status enjoyed by the Bay Area Toll Authority (BATA), and simply states that BATA “is the Bay Area Transportation Commission.” This change – together with the directly-elected nature of the new board – could cause credit concerns about the segregation of toll funds from other MTC activities and the willingness of an elected board to raise tolls as necessary to fulfill our obligation to bondholders.

Known Positions

Support


None on file

Oppose

Mayor Ed Lee, City and County of San Francisco

Mayor Sam Liccardo, City of San Jose

Mayor Libby Schaaf, City of Oakland



Steve Heminger

Attachments

SH: rl

J:\COMMITTEE\Legislation\Meeting Packets\Legis2015\11_Legis_Nov 2015\4a_AB x1-24-revised.docx

Potential Board Representation Under AB x1-24 Based on Existing State Senate Boundaries





September 28, 2015

The Honorable Marc Levine
California State Assembly
State Capitol, Room 2141
Sacramento, CA 95814

The Honorable Phil Ting
California State Assembly
State Capitol, Room 3123
Sacramento, CA 95814

Re: ABX1 24 (Levine and Ting) Bay Area Transportation Commission: Election of Commissioners – OPPOSE

Dear Assemblymember Levine and Assemblymember Ting,

As mayors of the largest cities in the Bay Area, we write to inform you of our respectful opposition to ABX1 24. The bill would redesignate the Metropolitan Transportation Commission (MTC) as the Bay Area Transportation Commission and merge the Bay Area Toll Authority into this new organization, which would be comprised of commissioners elected based on the population and existence of toll bridges in a given district. By entirely reconstituting the representation of an organization that has provided important support and coordination to our cities and our region, this proposal only adds uncertainty to the future of Bay Area land use and transportation planning.

For decades, MTC has been a leader in forward-looking transit and transportation planning in the Bay Area. Comprised of elected officials and planning experts from across the region representing a mixture of city, county, and statewide viewpoints, the Commission and its staff have worked effectively to produce thoughtful and impactful results for our cities. Projects such as the US 101 Doyle Drive replacement and SFMTA Central Subway expansion in San Francisco, the Citywide Pavement Management Program and ongoing BART extension projects in San José, and the Port of Oakland/Oakland Army Base and I-880 North safety improvements in Oakland have all benefited from financial and planning support provided by MTC. The Commission has also championed ambitious multi-county efforts, ranging from the Bay Area bike share expansion program to Caltrain electrification to BART Tube seismic retrofitting. These are just a few of the many examples of MTC-supported endeavors that are helping to improve the functionality of our region and better connect the residents of our cities.

As the Bay Area continues to grow, we as mayors need the continued support of steady and coordinated regional planning organizations, and under its current structure, MTC has provided a high level of competency for important transportation and transit projects in our cities. As always, there are opportunities for improvement. We are committed to working closely with

the Commission to build upon its ongoing coordination with all of the citizens, cities, and issues that it works to benefit, particularly as we continue to address pressing concerns about transportation system capacity, housing supply, and affordability in our cities. However, we do not believe that your proposed remaking of the Commission's structure would improve the quality of land use planning in the Bay Area.

For the reasons stated, we respectfully oppose ABX1 24.

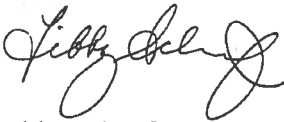
Sincerely,



Edwin M. Lee
Mayor, City and County of San Francisco



Sam T. Liccardo
Mayor, City of San José



Libby Schaaf
Mayor, City of Oakland

Cc: Honorable Members, San Francisco State Legislative Delegation
Honorable Members, San José State Legislative Delegation
Honorable Members, Oakland State Legislative Delegation

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0010
(916) 319-2010
FAX (916) 319-2110

Assembly California Legislature



MARC LEVINE
ASSEMBLYMEMBER, TENTH DISTRICT

COMMITTEES
CHAIR: WATER, PARKS AND WILDLIFE
GOVERNMENTAL ORGANIZATION
HIGHER EDUCATION
AGING AND LONG-TERM CARE
ARTS, ENTERTAINMENT, SPORTS,
TOURISM AND INTERNET MEDIA

SELECT COMMITTEES
CHAIR: CRAFT BREWING AND DISTILLING
BIOTECHNOLOGY
CAMPUS CLIMATE
COASTAL PROTECTION
IMPROVING BAY AREA TRANSPORTATION
SYSTEMS
WINE

E-MAIL
Assemblymember.Levine@assembly.ca.gov

WEBSITE
www.assembly.ca.gov/Levine

October 19, 2015

The Honorable Steve Kinsey
Metropolitan Transportation Commissioner
3501 Civic Center Drive Room 329
San Rafael, CA 94903

RECEIVED

OCT 23 2015

MTC

Dear Commissioner Kinsey:

I am writing to thank you for our productive meeting on October 15, 2015. It was good to hear that the Metropolitan Transportation Commission (MTC) will be fully funding the Association of Bay Area Governments (ABAG) through the 2015-2016 fiscal year. This will allow for more discussion and input from stakeholders on the proposed consolidation of regional planning under MTC. It is critical that any change in regional planning and governance be well thought out and have broad support in the region.

Additionally, I hope that MTC will view AB 1 x 24 as a means to improve public confidence in Bay Area transportation planning and infrastructure. I look forward to hearing MTC's thoughts on what can be done to build public trust in Bay Area transportation decision making.

Sincerely,


MARC LEVINE

cc: Dave Cortese, Chair
Alicia C. Aguirre, Commissioner
Jason Baker, Commissioner
David Campos, Commissioner
Federal D. Glover, Commissioner
Anne W. Halsted, Commissioner
Mark Luce, Commissioner
Bijan Sartipi, Commissioner
James P. Spering, Commissioner
Scott Wiener, Commissioner
Steve Heminger MTC Executive Director

Jake Mackenzie, Vice Chair
Tom Azumbrado, Commissioner
Tom Bates, Commissioner
Dorene M. Giacomini, Commissioner
Scott Haggerty, Commissioner
Sam Liccardo, Commissioner
Julie Pierce, Commissioner
Libby Schaaf, Commissioner
Adrienne J. Tissier, Commissioner
Amy Rein Worth, Commissioner
Bay Area Legislative Caucus





Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-1015 **Version:** 1 **Name:**
Type: Resolution **Status:** Passed
File created: 10/15/2015 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee
On agenda: 11/18/2015 **Final action:** 11/18/2015
Title: MTC Resolution No. 4204, Revised. Remaining Performance Targets.

Recommendation for performance targets not already adopted (adequate housing, displacement risk, jobs / wages, and goods movement).

Sponsors:

Indexes:

Code sections:

Attachments: [10 Resolution No. 4204, Revised](#)
[Res-4204 Revised After Committee - Handout 11.18.15](#)
[10 Res.4204,Revised-Amended Handout](#)

Date	Ver.	Action By	Action	Result
11/18/2015	1	Metropolitan Transportation Commission		
11/13/2015	1	Joint MTC Planning Committee with the ABAG Administrative Committee		

Subject:

MTC Resolution No. 4204, Revised. Remaining Performance Targets.

Recommendation for performance targets not already adopted (adequate housing, displacement risk, jobs / wages, and goods movement).

Presenter:

Dave Vautin, MTC and Pedro Galvao, ABAG

Recommended Action:

Commission Approval

Attachments



TO: Joint MTC Planning Committee with the ABAG
Administrative Committee

DATE: November 6, 2015

FR: ABAG Executive Director and MTC Executive
Director

RE: Staff Recommendation for Remaining Performance Targets (MTC Resolution No. 4204,
Revised)

This memorandum presents the staff recommendation for the four remaining performance targets for Plan Bay Area 2040. In September 2015, MTC and ABAG approved the Plan goals, as well as nine of the thirteen performance targets. Over the past two months, staff has sought feedback from jurisdictions and stakeholders to develop a recommendation for the remaining four targets. Staff is seeking action by the committees to refer the remaining Plan Bay Area 2040 targets for approval by the MTC Commission on November 18 and by the ABAG Executive Board on November 19.

Background

Performance-based planning is a central element of the long-range planning process for MTC and ABAG. In 2013, Plan Bay Area included a set of ten performance targets that were used to evaluate over a dozen different scenarios and hundreds of transportation projects. Plan Bay Area 2040 carries over the goals from the last Plan, as well as performance targets related to greenhouse gas emissions, open space & agricultural preservation, affordability and non-auto mode share. In total, thirteen performance targets will be used to compare scenarios, highlight tradeoffs between goals, analyze proposed investments and flag issue areas where the Plan may fall short. Performance targets will guide Plan development and will be supplemented in the future by required federal performance measures.

In September, MTC and ABAG adopted the goals and nine of the thirteen performance targets (refer to **Attachment A** for more detail). At that time, policymakers also directed staff to identify four more performance targets for consideration this month; these targets relate to adequate housing, displacement risk, jobs/wages and goods movement. This memorandum highlights the staff recommendation developed in response to this direction, which is being reviewed by the Regional Advisory Working Group, Regional Equity Working Group, MTC Policy Advisory Council, and MTC Planning / ABAG Administrative Committees this month.

Development Process for Staff Recommendation

Staff received clear direction from policymakers in September regarding the issue areas for each of the four remaining performance targets. However, for each issue area, there are a number of potential performance targets, each with their own strengths and weaknesses. To narrow down the field to the most promising candidates, staff scored potential targets' viability using the standard targets criteria identified in **Attachment B**. Stakeholder input was then sought at an October 6 meeting, at which point staff discussed options for the remaining performance targets. Staff received valuable feedback from approximately 50 attendees, ranging from local governments & congestion management agencies to non-governmental organizations representing equity, economic, and environmental interests.

The four proposed performance targets are highlighted in **Attachment A**, with specific methodologies included in **Attachment C**. The remainder of this memorandum discusses the rationale behind the staff recommendation for each performance target.

Proposed Target #2: Adequate Housing

ABAG and MTC staff have reached consensus on the Adequate Housing target language and are recommending using MTC's proposed language with inclusion of the explanation below. The Adequate Housing target relates to a Regional Housing Control Total per the settlement agreement signed with the Building Industry Association (BIA), which increases the housing forecast by the housing equivalent to in-commute growth. The forecast of households, jobs, population, and in-commute will remain as established by the approved forecast methodology and best practices.

Proposed Target #7: Equitable Access - Displacement Risk

The proposed performance target for risk of displacement seeks to eliminate displacement risk for low- and moderate-income renter households who live in one or more of the following geographies: Priority Development Areas (PDAs – the building blocks for Plan Bay Area 2040), Transit Priority Areas (TPAs – transit-rich areas defined by Senate Bill 375), or high-opportunity areas (as defined by the Kirwan Institute). This target aligns with adopted target #6, which emphasizes affordable housing production and preservation in these very same geographies.

Proposed Target #9: Economic Vitality - Jobs/Wages

Over the past few months, there has been significant discussion with stakeholders about the issue of middle-wage jobs. Middle-wage jobs have been declining in the Bay Area, impacting the region's economic diversity and stability. The challenge related to creating a middle-wage job performance target has been that many potential performance targets do not meet the criteria established for the Plan Bay Area 2040 process. However, given the significance of this issue, staff is recommending including a performance target related to middle-wage job creation despite the fact that it will not vary between scenarios. This modeling limitation is a result of the control total framework, which does not allow for any variance in the total number or type of jobs across the scenarios. The proposed target sets a goal of growing the Bay Area's middle-wage jobs at the same rate as overall regional job growth.

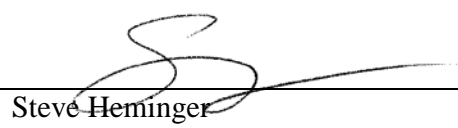
Proposed Target #10: Economic Vitality - Goods Movement

The proposed performance target for goods movement was designed to reflect concerns raised at the September joint committee meeting related to goods movement and traffic congestion. Given ongoing work with the Regional Goods Movement Plan, the proposed target focuses specifically on highway corridors identified as the Regional Freight Network¹ in that planning effort. It prominently reintroduces the issue of highway delay into Plan Bay Area 2040 by relying upon a revised version of a performance target last included in *Transportation 2035*.

Next Steps

- **November 18, 2015:** Seek ABAG Executive Board approval of all four remaining Plan Bay Area 2040 performance targets
- **November 19, 2015:** Seek MTC Commission approval of all four remaining Plan Bay Area 2040 performance targets
- **January 2016:** Release project performance assessment results for public review
- **Spring 2016:** Release scenario performance assessment results for public review


Ezra Rapport


Steve Heminger

ER / SH: pg / dv

J:\COMMITTEE\Planning Committee\2015\11_PLNG_Nov 2015\7a_Plan Bay Area 2040 - Remaining Performance Targets.docx

¹ The Regional Freight Network includes segments along the following highway corridors: I-880, I-80, I-580, US-101, I-680, SR-12/SR-37, SR-152 and SR-4; it was finalized earlier this year as part of the Goods Movement Plan.

ATTACHMENT A: STAFF RECOMMENDATION FOR REMAINING PLAN BAY AREA 2040 PERFORMANCE TARGETS

Goal	#	Proposed Target*	Same Target as PBA?
Climate Protection	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%	✓
Adequate Housing	2	House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year	
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%	
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and UGBs)	✓
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing by 10%	✓
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%	
	7	Reduce the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at an increased risk of displacement to 0%	
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions	
	9	Increase by 35%** the number of jobs in predominantly middle-wage industries	
	10	Reduce per-capita delay on the Regional Freight Network by 20%	
Transportation System Effectiveness	11	Increase non-auto mode share by 10%	✓
	12	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%	
	13	Reduce per-rider transit delay due to aged infrastructure by 100%	

* = text marked in blue highlights staff recommendation for four remaining performance targets

** = the numeric target for #9 will be revised later based on the final ABAG forecast for overall job growth

ATTACHMENT B: PRIMARY TECHNICAL CRITERIA FOR SELECTING PERFORMANCE TARGETS

Criterion for an Individual Performance Target

- 1** **Targets should be able to be forecasted well.**
A target must be able to be forecasted reasonably well using MTC's and ABAG's models for transportation and land use, respectively. This means that the target must be something that can be predicted with reasonable accuracy into future conditions, as opposed to an indicator that can only be observed.
- 2** **Targets should be able to be influenced by regional agencies in cooperation with local agencies.**
A target must be able to be affected or influenced by policies or practices of ABAG, MTC, BAAQMD and BCDC, in conjunction with local agencies. For example, MTC and ABAG policies can have a significant effect on accessibility of residents to jobs by virtue of their adopted policies on transportation investment and housing requirements.
- 3** **Targets should be easy to understand.**
A target should be a concept to which the general public can readily relate and should be represented in terms that are easy for the general public to understand.
- 4** **Targets should address multiple areas of interest.**
Ideally, a target should address more than one of the three "E's" – economy, environment, and equity. By influencing more than one of these factors, the target will better recognize the interactions between these goals. Additionally, by selecting targets that address multiple areas of interest, we can keep the total number of targets smaller.
- 5** **Targets should have some existing basis for the long-term numeric goal.**
The numeric goal associated with the target should have some basis in research literature or technical analysis performed by MTC or another organization, rather than being an arbitrarily determined value.

Criterion for the Set of Performance Targets

- A** **The total number of targets selected should be relatively small.**
Targets should be selected carefully to make technical analysis feasible within the project timeline and to ensure that scenario comparison can be performed without overwhelming decision-makers with redundant quantitative data.
- B** **Each of the targets should measure distinct criteria.**
Once a set of targets is created, it is necessary to verify that each of the targets in the set is measuring something unique, as having multiple targets with the same goal unnecessarily complicates scenario assessment and comparison.
- C** **The set of targets should provide some quantifiable metric for each of the identified goals.**
For each of the seven goals identified, the set of performance measures should provide some level of quantification for each to ensure that that particular goal is being met. Multiple goals may be measured with a single target, resulting in a smaller set of targets while still providing a metric for each of the goals.

ATTACHMENT C: PROPOSED PERFORMANCE TARGETS – BACKGROUND INFORMATION & METHODOLOGIES

Performance Target #2: Adequate Housing

House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year

Background Information

Similar to the greenhouse gas reduction target, California Senate Bill 375 requires Plan Bay Area to house all of the region's growth. This is an important regional issue given that long interregional trips – which typically have above-average emission impacts – can be reduced by planning for sufficient housing in the region.

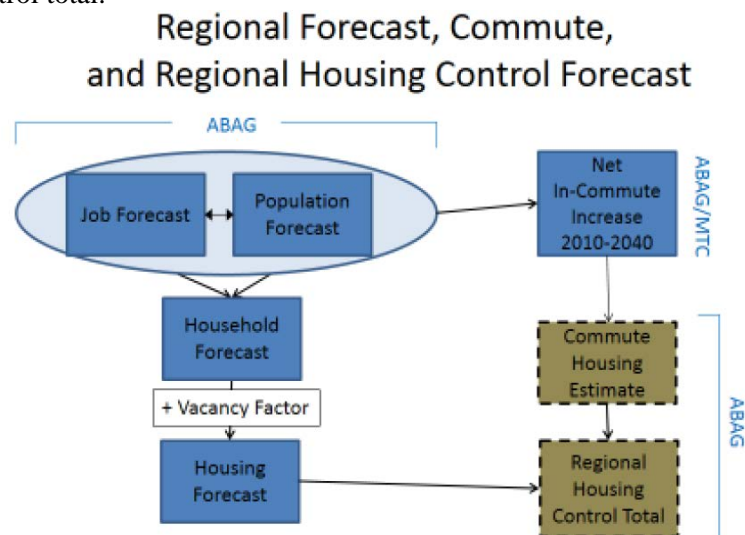
ABAG and MTC staff have reached consensus on the Adequate Housing target language and are recommending using MTC's proposed language with inclusion of the explanation below. The Adequate Housing target relates to a Regional Housing Control Total per the settlement agreement signed with the Building Industry Association (BIA) which increases the housing forecast by the housing equivalent to in-commute growth. The forecast of households, jobs, population, and in-commute will remain as established by the approved forecast methodology and best practices.

Past Experience

A similar version of this target was included in Plan Bay Area adopted in 2013, although the proposal for Plan Bay Area 2040 incorporates language clarifying how the regional housing control total will be calculated as agreed to by MTC, ABAG, and the Building Industry Association as part of a 2014 legal settlement. In 2013 Plan Bay Area housed 100% of the region's projected growth as defined under the adopted language from 2011.

Evaluation Methodology

Evaluation of this performance target will utilize the methodology relating to the Regional Forecast agreed to by both agencies. The regional housing control total will estimate the total number of units needed to accommodate all of the residents in the region plus the number of housing units that correspond to the in-commute increase. The number of units will include a reasonable vacancy level for circulation of units among movers. The figure below diagrams the overall regional forecast process that leads to a regional housing control total.



Performance Target #7: Equitable Access (Displacement Risk)

Proposed Target Language: Reduce the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at an increased risk of displacement to 0%

Background Information

Displacement has consistently been identified as a major concern for low-and-moderate-income households, who are most vulnerable to rising costs in the Bay Area's housing market. As households relocate to more affordable areas within and outside the region, they may lose not only their homes but also their social networks and support systems. The scale of displacement across the Bay Area has triggered major concerns among the region's elected officials who requested that displacement be directly addressed in Plan Bay Area.

The region's strong economy has brought many benefits such as employment growth, innovative technologies, and tax revenues for infrastructure improvements and public services. However, since housing production usually lags job creation, especially in a booming economy, there has been upward pressure on housing costs which is most keenly felt by households with the least resources. The working definition of displacement in this document is: *Displacement occurs when a household is forced to move from its place of residence due to conditions beyond its ability to control. These conditions may include unjust-cause eviction, rapid rent increase, or relocation due to repairs of demolition, among others.*

While there is currently no precise tool available to predict which and what number of households would be displaced from a given neighborhood, current research allows planners to measure existing and future displacement risk. According to the Regional Early Warning System for Displacement (REWS) study by the Center for Community Innovation at UC Berkeley (www.urbandisplacement.org), areas that are experiencing losses of low-income residents and affordable units are home to about 750,000 people. In general, areas of displacement and displacement risk are concentrated around high capacity transit corridors such as Caltrain on the Peninsula, BART in the East Bay, and in the region's three largest cities.

It is important to note that this approach highlights areas where low-income households are potentially vulnerable to displacement, however this study does not "predict" which specific neighborhoods will experience displacement, or how many households will be displaced in the future.

With a numeric target for displacement risk of 0%, ABAG and MTC are signaling the importance of this issue at the regional level. At the same time, regional agencies and stakeholders recognize that more specific local strategies will be needed beyond the scope of the Plan. The broader trend of risk is a function of job growth and wage disparities without an equal or greater expansion of adequate affordable housing at all income levels.

The performance target relies upon a consistent geography as target #6 (affordable housing), emphasizing minimization of displacement risk for low- and middle-income renters who live in PDAs, TPAs (transit priority areas, per Senate Bill 375), or high-opportunity areas (as defined under target #6). This ensures consistency between the region's goals for affordable housing and minimization of displacement risk.

Past Experience

This target is not new to Plan Bay Area 2040, although it represents a more refined version of a displacement risk measure that was based on overburdened renters in Plan Bay Area 2013 Equity Analysis. Overburdened renters served as a proxy for vulnerable populations. Using this methodology, the 2013 Equity Analysis estimated that the Plan increased the risk of displacement on Communities of Concern by 36% and 8% everywhere else. Current estimates from the REWS study suggest that this

methodology may have significantly underestimated the risk of displacement on lower-income households.

Evaluation Methodology

Regional agencies propose to measure displacement risk by measuring the decline of low and moderate-income households in PDAs, TPAs, or high-opportunity areas between the target baseline year and 2040.

In order to forecast the risk of displacement in 2040 relative to conditions in the baseline year, the analysis will compare the following three data points *[note that “lower-income” is defined as including both low- and moderate-income households]*:

- Number of lower-income renter households in the target baseline year in each census tract or TAZ;
- Number of lower-income households in 2040 as projected by ABAG through its demographic forecast; and
- Number of lower-income renter households in each census tract or TAZ in 2040 through UrbanSim, the land use model.

Working under the assumption that UrbanSim will be used for forecasting future renter household location patterns, the analysis will estimate which zones (e.g., census tracts or TAZs) gained or lost the total number and share of lower-income households – “projected” vs. “actual”. Zones designated as PDAs, TPAs, or high-opportunity areas that lost lower-income households (beyond 2 standard deviations from the regional mean to account for margin of error) would be defined as areas where there is risk of displacement. The share of lower-income households at risk of displacement would be calculated by dividing the number of lower-income households living in census tracts flagged as PDAs, TPAs, or high-opportunity areas with an increased risk of displacement by the total number of lower-income households living in census tracts flagged as PDAs, TPAs, or high-opportunity areas in 2040.

The relative risk of displacement for each Plan scenario will be estimated using this methodology. Relative risk is expected to vary between scenarios, since each scenario will allocate households across the region based on different growth patterns. A comparison of these relative risks will determine which scenario maximizes benefits or adverse impacts on lower-income households.

Performance Target #9: Economic Vitality (Jobs/Wages)

Proposed Target Language: Increase by 35% the number of jobs in predominantly middle-wage industries*

** = indicates that the numeric target will be revised based on the final ABAG forecast for overall job growth*

Background Information

As home to some of the world’s most innovative and successful businesses, the Bay Area boasted a gross regional product of \$631 billion in 2013, making it one of the world’s largest economies. However, the region’s economic prosperity is unevenly felt, as 36% of the region’s 1.1 million workers earn less than \$18 per hour with the majority of those earning even less than \$12 per hour. As the Bay Area’s cost of living (particularly housing costs) continues to skyrocket, a decent quality of life is becoming increasingly out of reach for hundreds of thousands of workers, particularly those without higher education.

The proposed performance target acknowledges the importance of middle-wage jobs in the Bay Area’s economy. The numeric target is based on a goal to preserve the target baseline year share of middle-wage jobs - by growing middle-wage jobs at the same rate as the region’s overall growth in total jobs.

The exact numeric target will be updated in early 2016 to make it fully consistent with the overall job growth rate forecast from the finalized control totals.

Past Experience

This target is new to Plan Bay Area 2040, as the issue of middle-wage jobs was not specifically addressed in Plan Bay Area.

Evaluation Methodology

The number of jobs in predominantly middle-wage industries would be forecast using ABAG's Forecast of Housing, Population and Jobs. This target expects a proportional growth of jobs in predominantly middle-wage industries to the region's overall growth in jobs; preliminary forecasts show overall job growth of approximately 35% between the target baseline year and 2040.

Given that some industries have a higher proportion of middle-wage jobs than others, ABAG will use the number of jobs in predominantly middle-wage industries as a proxy for the number of middle-wage jobs. Presently, forecasting limitations do not allow us to project the number of jobs in individual occupations (i.e., how many nurses there will be in 2040); however, ABAG can project the sectoral makeup of jobs within different industries. The share of middle-wage jobs within each industry will be identified using baseline data for wage breakdowns by industry; the share of middle-wage jobs in a given industry today will be assumed to be the same in 2040 for the purpose of target forecasting.

Notably, this target will not differ between scenarios, typically a requirement for performance targets. All regional forecast totals are held constant throughout the Plan process in order to focus on the Plan's different transportation investments and land use patterns and to assure consistency within the EIR analysis. In this sense, this performance target is more of an aspirational target, rather than a measure that can be compared across scenarios.

Performance Target #10: Economic Vitality (Goods Movement)

Proposed Target Language: Reduce per-capita delay on the Regional Freight Network by 20%

Background Information

This target reflects the importance of goods movement as a component of the region's overall economy. In addition to ensuring access to and from the Port of Oakland – a major economic engine for the Bay Area – goods movement is critical in supporting agricultural and industrial sectors in the region. This proposed target focuses specifically on how trucks – the primary mode for goods movement – are affected by traffic congestion. While truck traffic cannot be forecasted with a high level of precision, this performance target captures the delay on high-volume truck corridors already identified by the Regional Goods Movement Plan.

The numeric target, reflecting a goal of reducing per-capita delay on these corridors by 20 percent, was based on *Transportation 2035* (adopted in 2009). That plan was the most recent long-range regional plan to incorporate a delay target, as Plan Bay Area did not have a specific target related to goods movement. While *Transportation 2035* focused on delay across the entire network, this performance target is slightly refined to focus in on goods movement corridors under the overarching goal of Economic Vitality.

Past Experience

This target is similar to a performance target used in *Transportation 2035*; however, no targets related to congestion reduction or goods movement were included in Plan Bay Area. In *Transportation 2035*, per-capita congestion increased as a result of capacity-constrained infrastructure (combined with robust pre-recession employment forecasts). Plan Bay Area congestion forecasts, included in the Environmental Impact Report (EIR), also showed a significant increase in congestion between baseline year and horizon year conditions.

Evaluation Methodology

In addition to calculating total delay, Travel Model One can output vehicle hours of delay for specific corridors. To calculate this target, the appropriate corridors will be flagged for analysis based on the Regional Freight Network from the ongoing goods movement plan; these include segments of the following highway corridors: I-880, I-80, I-580, US-101, I-680, SR-12/SR-37, SR-152 and SR-4. Vehicle hours of delay on this network will be calculated for a typical weekday and will be based on the differential between forecasted and free-flow speeds. The total vehicle hours of delay accrued on the network identified above will then be divided by the regional population to calculate the per-capita delay along these freeway segments. Note that rail freight delay – which is a relatively small component of both overall goods movement and goods movement delay in the Bay Area – is not reflected in the target due to travel model limitations.

Date: September 23, 2015
W.I.: 1212
Referred by: Planning Committee
Revised: 11/18/15-C

ABSTRACT

Resolution No. 4204, Revised

This resolution adopts the goals and performance targets for Plan Bay Area 2040.

This resolution was amended on November 18, 2015 to reflect the selection of the four remaining performance targets for Plan Bay Area 2040, previously included as placeholders in September 2015.

Further discussion of this action is contained in the MTC Executive Director's Memoranda to the Planning Committee dated September 4, 2015 and November 6, 2015 and to the Commission dated September 16, 2015 and November 11, 2015.

Date: September 23, 2015
W.I.: 1212
Referred by: Planning Committee

Re: Adoption of Goals and Performance Targets for Plan Bay Area 2040

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4204

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, SB 375, Chapter 728, Statutes of 2008, amended Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, and 65588 of, and added Sections 14522.1, 14522.2, and 65080.01 to, the Government Code, and amended Section 21061.3 of, to add Section 21159.28 to, and to add Chapter 4.2 (commencing with Section 21155) to Division 13 of, the Public Resources Code, relating to environmental quality; and

WHEREAS, SB 375 requires MTC and Association of Bay Area Governments (“ABAG”) to adopt a Sustainable Communities Strategy (SCS), referred to as Plan Bay Area 2040 (“the Plan”); and

WHEREAS, SB 375 specifies how MTC and the ABAG are to collaborate in the preparation of the Plan; and

WHEREAS, MTC and ABAG may elect to set performance targets for the purpose of evaluating land use and transportation scenarios to help inform selection of a draft and final Plan; and

WHEREAS, goals and performance targets adopted by MTC and ABAG will be applied in the planning process at the regional level and do not constitute standards, policies or restrictions that apply to decisions under the jurisdiction of local governments; and

WHEREAS, MTC and ABAG have solicited extensive input from local governments, partner transportation agencies, the MTC Policy Advisory Council, the Regional Equity Working Group, and other regional stakeholders on goals and performance targets; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists a set of goals and performance targets representing environmental, economic and equity outcomes MTC and ABAG hope to achieve through the Plan; and

WHEREAS, the goals and performance targets in Attachment A provide a framework for both quantitative and qualitative assessment of potential transportation projects to inform decisions about the projects to be included in the financially constrained element of the Plan; and

WHEREAS, MTC and ABAG will periodically measure progress toward the performance targets in order to assess the impacts of regional and local policies and investments, modify or adjust programs or policies, modify or adjust performance targets, or inform development of future Plan updates, now, therefore be it

RESOLVED, MTC adopts the goals and performance targets set forth in Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION

David Cortese, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
Oakland, California, on September 23, 2015.

Goals and Performance Targets for Plan Bay Area 2040

Goal	#	Performance Target
Climate Protection	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%
Adequate Housing	2	House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and UGBs)
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing by 10%
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%
	7	Reduce the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at an increased risk of displacement to 0%
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions
	9	Increase by 35%* the number of jobs in predominantly middle-wage industries
	10	Reduce per-capita delay on the Regional Freight Network by 20%
Transportation System Effectiveness	11	Increase non-auto mode share by 10%
	12	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%
	13	Reduce per-rider transit delay due to aged infrastructure by 100%

Date: September 23, 2015
W.I.: 1212
Referred by: Planning Committee

Attachment A
Resolution No. 4204
Page 2 of 2

** = the numeric target for #9 will be revised later based on the final ABAG forecast for overall job growth*

October 16, 2015

Dave Vautin
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
dvautin@mtc.ca.gov

Re: Feedback on proposed Plan Bay Area Performance Target #9 (Jobs/Wages)

Dear Mr. Vautin:

Thank you for all your work on the Jobs/Wages Performance Target (Target #9) for Plan Bay Area. As members and supporters of the Bay Area Quality Jobs Network of the 6 Wins, we would like to offer the following comments on the proposed Options #1 and #2 (as provided in the “Remaining Targets” memo dated Oct. 6, 2015):

Proposed Option #1 Focuses on the Bay Area’s Biggest Economic Challenge

Of the two options proposed for Target #9, we strongly support Option #1, “Increase by 35%* the number of jobs in predominantly middle-wage industries.”

This target focuses directly on the primary problem: the growth of wage inequality and the rapidly shrinking share of middle-wage, family-supporting jobs accessible to Bay Area residents.

Land use and transportation planning and investment plays a significant role in shaping economic development. With appropriate economic development goals the Plan Bay Area 2040 and its implementing projects can reflect an intent to retain and create more middle-wage jobs and make those jobs accessible to Bay Area’s lower-income residents. We understand that Plan Bay Area is certainly not the only factor affecting the jobs mix. But neither is it the only factor affecting the housing market (Target #2), pavement conditions (Target #12), or residents’ levels of physical activity (Target #3). In the same vein, Option #1 will open up a space in Plan Bay Area to focus on the ways in which regional and local growth patterns and decision-making do impact the jobs mix, and to do our share to address this challenge.

In contrast, Option #2, “Increase by 35%* the number of jobs in predominantly middle-wage industries accessible within 30 minutes by auto or 45 minutes by transit in congested conditions,” does not address the primary problem, and furthermore, is a near-duplicate of the already adopted Target #8 (Reso. No. 4204, adopted 9/23/15). Ensuring a robust transportation network that links people to jobs is certainly important. But there is no obvious reason to create a second target that measures the same metric for middle-wage jobs only. We have not seen any data suggesting that existing middle-wage workers have substantially *more* difficulty getting to work than do existing low-wage workers.

Increasing transportation access to middle-wage jobs without also working to increase the number and share of jobs which are middle-wage is likely to have little impact, since we already have too many people chasing after far too few middle-wage jobs.

The Bay Area Needs to Both *Preserve* and *Expand* Middle-Wage Jobs

We understand that the benchmark for this target (currently 35%) is proposed to set a goal of keeping the share of middle-wage jobs stable, rather than targeting an increased share. While we strongly believe that the Bay Area needs to not just maintain, but increase its share of middle-wage jobs, stopping the bleeding is the first step.

If the final adopted target remains at a level consonant with preserving rather than increasing middle-wage jobs, we urge MTC and ABAG to simultaneously adopt a strong statement committing to revisit the topic between now and the next update of Plan Bay Area to work towards strategies that would enable us to set and reach a more ambitious goal for PBA 2022.

Modeling Constraints Should Not Dictate Our Region's Goals

We understand that the model used to analyze alternative scenarios for Plan Bay Area (UrbanSim) does not currently have the capacity to forecast the impacts of different scenarios or programs on the jobs mix, and that as a consequence, the model output would show no difference between varied scenarios with respect to performance on Option #1.

While it would certainly be ideal to be able to model this target, the model limitations should not lead us to avoid setting goals on critical issues impacting the region. Rather, let's acknowledge that we do not currently have the technical capacity to accurately forecast it, and instead focus on gaining good understanding of current conditions as a baseline, and use those to inform planning, program and policy approaches.

We would further suggest a long-term goal to work towards being able to incorporate these indicators into the modelling methodology in time for the next update of Plan Bay Area.

We Need to Measure Wages Accurately to Reflect Geographic Differences and Recognize that Labor Markets Can Change

The formulation “predominantly middle-wage industries”, used in both options for the Jobs/Wages Performance Target, is problematic. Using industries as a proxy for wages embeds at least two assumptions: that the wage distribution in an industry is the same everywhere in the Bay Area, and that the wage distribution stays the same over time. These assumptions fail to acknowledge the ability of policies or strategies that change industry dynamics to bring low-wage jobs up to a livable wage; or conversely, to push wages downward in formerly middle-wage industries.

In short: Wage distribution is not an inherent or immutable characteristic of an industry.

- It varies over time.
- It varies by geography. A single industry, like food manufacturing, might be considered low-wage in one part of the Bay Area but middle-wage in another part.
- It varies widely within an industry sector. For example, retail is overall one of the biggest low-wage sectors; but there are middle-wage retailers. And health care is considered a middle-wage sector, but there are some health care industries that are almost entirely low-wage, such as home health care.
- Finally, it varies depending on a wide range of public policies. Some of those, like trade and immigration, are outside of the region's ability to impact. But there are others that can be influenced locally and in which many local governments are already engaged: minimum wages, zoning requirements, local, targeted or first source hiring, business attraction/retention strategies, and more.

Following are two possible approaches which might help the regional agencies to obtain an accurate picture of current conditions:

1) If we cannot get accurate data on wages for individual jobs (as opposed to using industry averages as a proxy), consider looking at people instead (i.e., household rather than establishment data): average weekly wages for full-time workers, or annual earnings from work. This doesn't translate directly to an hourly wage rate, but it gives a more holistic picture of workers' pay that includes the impacts of underemployment.

– OR –

2) If the regional agencies prefer to maintain the industry approach, use detailed industries – ideally 6-digit NAICS[i] – and differentiate by geography at least down to the county level. We cannot assume that the middle-wage industries in San Francisco (for example) are the same as the middle-wage industries in Napa.

Thank you for the opportunity to provide input on this critical priority for the Bay Area.

Sincerely,

Angela Glover Blackwell, President and CEO, PolicyLink

Belén Seara, Director of Community Relations, San Mateo County Union Community Alliance

Bob Allen, Urban Habitat

David Zisser, Public Advocates

Louise Auerhahn, Director of Economic & Workforce Policy, Working Partnerships USA

Rev. Earl W. Koteen, Sunflower Alliance

Rick Auerbach, Staff, West Berkeley Artisans & Industrial Companies

Tim Frank, Director, Center for Sustainable Neighborhoods

[i] Higher-level NAICS codes hide major variation between detailed industries. For example, here are average weekly wages for a few selected industries in Alameda County:

Industries within NAICS 5617:

<u>6-digit industry</u>	<u>Average weekly wage</u>
NAICS 561710 Exterminating and pest control services	\$989
NAICS 561720 Janitorial services	\$442
NAICS 561730 Landscaping services	\$688
NAICS 561740 Carpet and upholstery cleaning services	\$556
NAICS 561790 Other services to buildings and dwellings	\$702

Industries within NAICS 33441:

<u>6-digit industry</u>	<u>Average weekly wage</u>
NAICS 334412 Bare printed circuit board manufacturing	\$1,114
NAICS 334413 Semiconductors and related device mfg.	\$2,098
NAICS 334416 Capacitor, transformer, and inductor mfg.	\$1,453
NAICS 334417 Electronic connector manufacturing	\$1,829
NAICS 334418 Printed circuit assembly manufacturing	\$1,216
NAICS 334419 Other electronic component manufacturing	\$960

Industries within NAICS 54151:

<u>6-digit industry</u>	<u>Average weekly wage</u>
NAICS 541511 Custom computer programming services	\$3,375
NAICS 541512 Computer systems design services	\$2,047
NAICS 541513 Computer facilities management services	\$5,968
NAICS 541519 Other computer related services	\$1,162

(Source: Quarterly Census of Employment and Wages - Bureau of Labor Statistics, 2014Q1)

Plan Bay Area 2040



STAFF RECOMMENDATION FOR REMAINING PERFORMANCE TARGETS

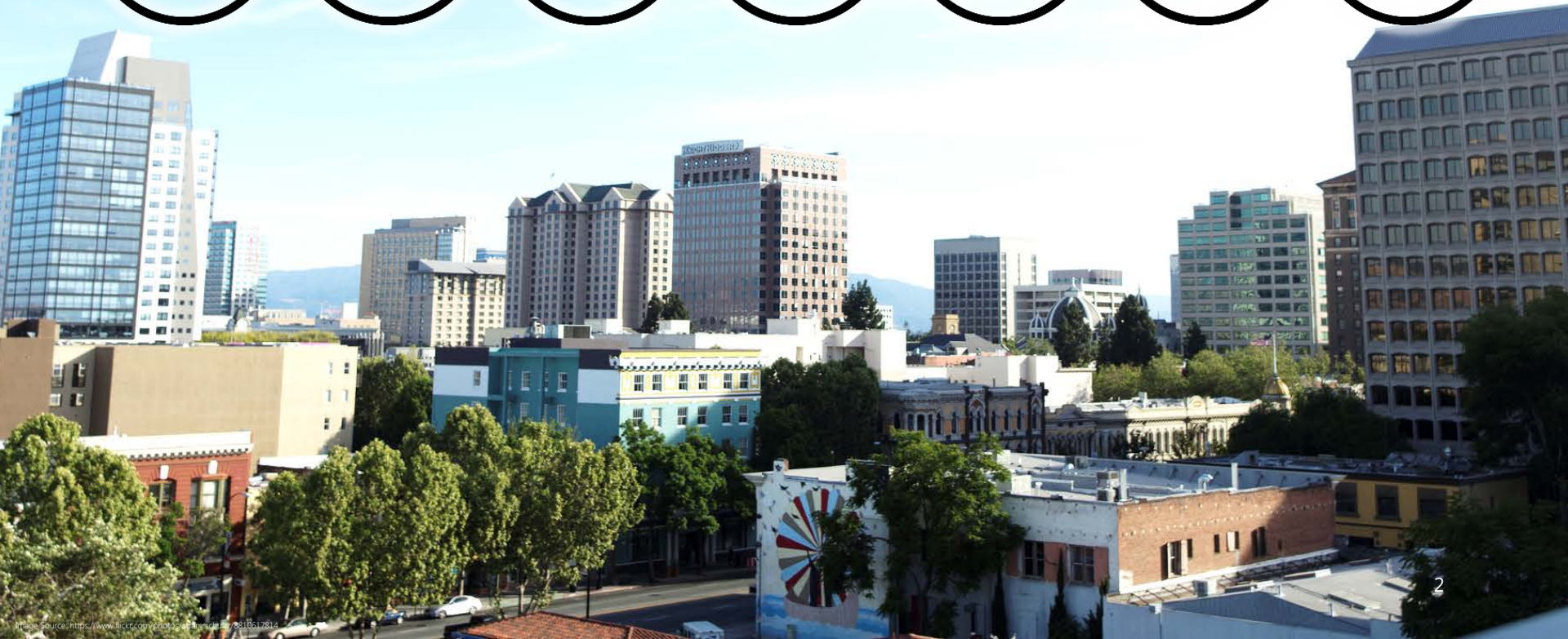


Image Source: <https://www.flickr.com/photos/warzauiwyrn/2386160235>

Joint MTC Planning Committee with the ABAG Administrative Committee
November 13, 2015






Plan BayArea 2040

Plan goals, along with nine of the thirteen performance targets, were approved by MTC and ABAG in September.



Goals & Performance Targets *(adopted in September)*

Plan
BayArea
2040

	CLIMATE PROTECTION	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%
	ADEQUATE HOUSING	2	----- Placeholder -----
	HEALTHY AND SAFE COMMUNITIES	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%
	OPEN SPACE AND AGRICULTURAL PRESERVATION	4	Direct all non-agricultural development within the urban footprint (existing urban development and UGBs)
	EQUITABLE ACCESS	5	Decrease the share of lower-income residents' household income consumed by transportation and housing by 10%
		6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%
		7	----- Placeholder -----

Goals & Performance Targets *(adopted in September)*



ECONOMIC VITALITY

8

Increase by **20%** the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions

9

----- Placeholder -----

10

----- Placeholder -----



TRANSPORTATION SYSTEM EFFECTIVENESS

11

Increase non-auto mode share by **10%****

12

Reduce vehicle operating and maintenance costs due to pavement conditions by **100%**

13

Reduce per-rider transit delay due to aged infrastructure by **100%**

Proposed Target #2: Adequate Housing

Plan
Bay Area
2040

House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year

Proposed target language aligns with MTC recommendation from September 2015 meeting. ABAG and MTC now reached consensus on target language listed above.

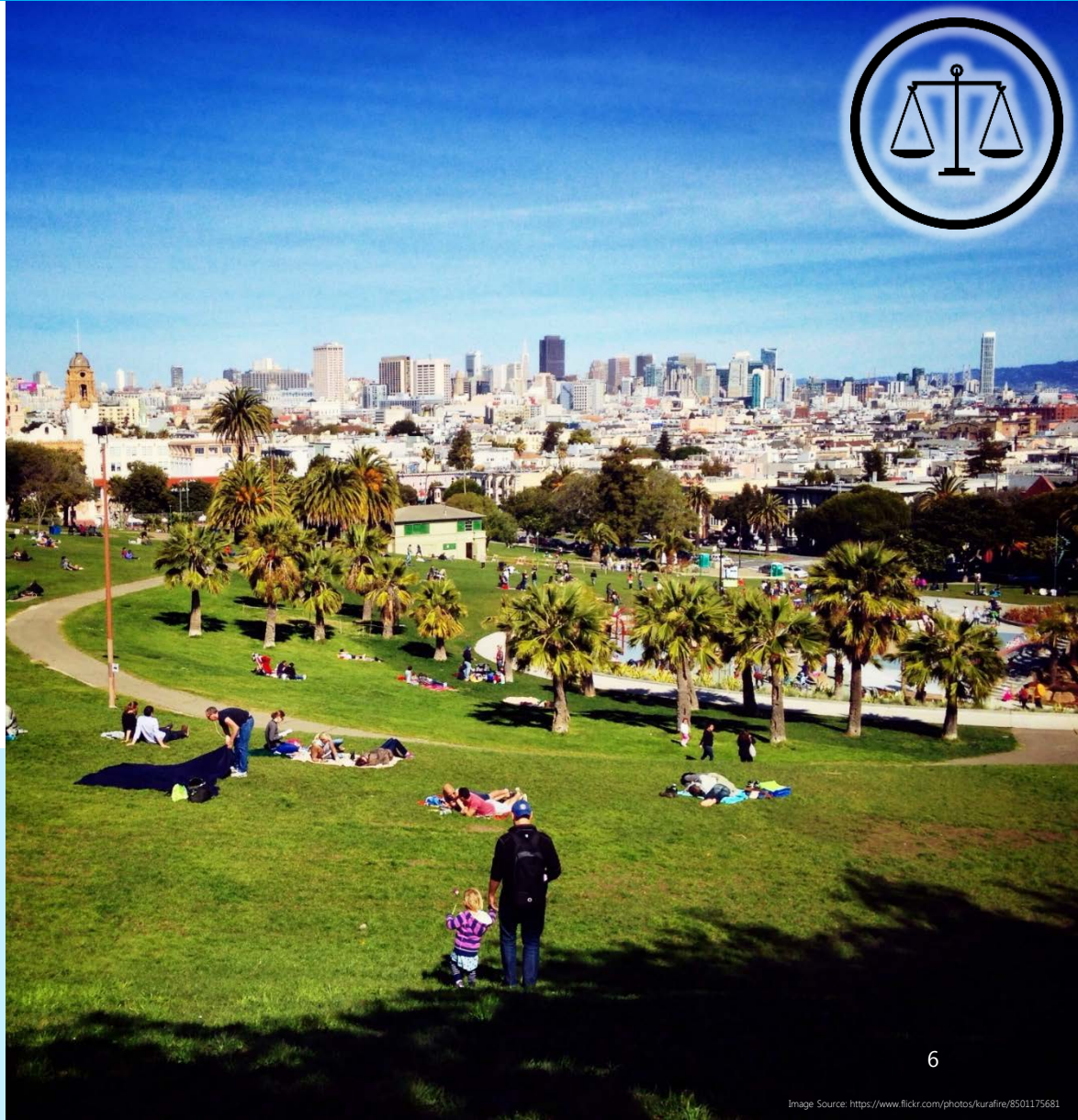


Proposed Target #7: Equitable Access – Displacement Risk

Reduce the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at an increased risk of displacement to 0%

Why was this target selected as the staff recommendation?

- Emphasizes ensuring no increase in risk of displacement compared to 2010 (*land use forecast baseline*)



Proposed Target #9: Economic Vitality – Jobs/Wages

Plan
Bay Area
2040

Increase by 35%* the number of jobs in predominantly middle-wage industries

** = numeric target will be revised later based on final
ABAG overall job growth forecast*

Why was this target selected as the staff recommendation?

- Most responsive option available for responding to stakeholder concerns about living-wage job growth
- Simple and easy to understand (i.e., preserve the year 2010 share of jobs in middle-wage industries)



Proposed Target #10: Economic Vitality – Goods Movement

Plan
BayArea
2040

Reduce per-capita delay on the Regional Freight Network by 20%

Why was this target selected as the staff recommendation?

- Reflects concerns amongst stakeholders about nexus between traffic congestion and goods movement
- Focuses specifically on corridors with high truck volumes identified in the Regional Goods Movement Plan
- Restores delay target from *Transportation 2035*

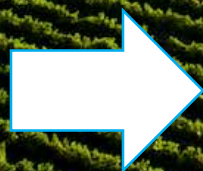


Plan BayArea 2040

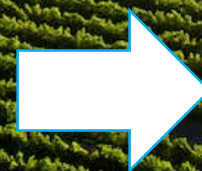
With the adoption of the remaining performance targets, the planning process can advance to the project & scenario evaluation phase.



2015
Goals & Targets
Project Evaluation



2016
Scenario Evaluation
Tradeoff Discussions



2017
EIR Process
Plan Approval

Date: September 23, 2015
W.I.: 1212
Referred by: Planning Committee
Revised: 11/18/15-C

ABSTRACT

Resolution No. 4204, Revised

This resolution adopts the goals and performance targets for Plan Bay Area 2040.

This resolution was amended on November 18, 2015 to reflect the selection of the four remaining performance targets for Plan Bay Area 2040, previously included as placeholders in September 2015.

Further discussion of this action is contained in the MTC Executive Director's Memoranda to the Planning Committee dated September 4, 2015 and November 6, 2015 and to the Commission dated September 16, 2015.

Date: September 23, 2015
W.I.: 1212
Referred by: Planning Committee

Re: Adoption of Goals and Performance Targets for Plan Bay Area 2040

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4204

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, SB 375, Chapter 728, Statutes of 2008, amended Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, and 65588 of, and added Sections 14522.1, 14522.2, and 65080.01 to, the Government Code, and amended Section 21061.3 of, to add Section 21159.28 to, and to add Chapter 4.2 (commencing with Section 21155) to Division 13 of, the Public Resources Code, relating to environmental quality; and

WHEREAS, SB 375 requires MTC and Association of Bay Area Governments (“ABAG”) to adopt a Sustainable Communities Strategy (SCS), referred to as Plan Bay Area 2040 (“the Plan”); and

WHEREAS, SB 375 specifies how MTC and the ABAG are to collaborate in the preparation of the Plan; and

WHEREAS, MTC and ABAG may elect to set performance targets for the purpose of evaluating land use and transportation scenarios to help inform selection of a draft and final Plan; and

WHEREAS, goals and performance targets adopted by MTC and ABAG will be applied in the planning process at the regional level and do not constitute standards, policies or restrictions that apply to decisions under the jurisdiction of local governments; and

WHEREAS, MTC and ABAG have solicited extensive input from local governments, partner transportation agencies, the MTC Policy Advisory Council, the Regional Equity Working Group, and other regional stakeholders on goals and performance targets; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists a set of goals and performance targets representing environmental, economic and equity outcomes MTC and ABAG hope to achieve through the Plan; and

WHEREAS, the goals and performance targets in Attachment A provide a framework for both quantitative and qualitative assessment of potential transportation projects to inform decisions about the projects to be included in the financially constrained element of the Plan; and

WHEREAS, MTC and ABAG will periodically measure progress toward the performance targets in order to assess the impacts of regional and local policies and investments, modify or adjust programs or policies, modify or adjust performance targets, or inform development of future Plan updates, now, therefore be it

RESOLVED, MTC adopts the goals and performance targets set forth in Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION

David Cortese, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
Oakland, California, on September 23, 2015.

Goals and Performance Targets for Plan Bay Area 2040

Goal	#	Performance Target
Climate Protection	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%
Adequate Housing	2	House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year*
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and UGBs)
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing by 10%
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%
	7	Reduce the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at an increased risk of displacement to 0%
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions
	9	Increase by 35%** the number of jobs in predominantly middle-wage industries
	10	Reduce per-capita delay on the Regional Freight Network by 20%
Transportation System Effectiveness	11	Increase non-auto mode share by 10%
	12	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%
	13	Reduce per-rider transit delay due to aged infrastructure by 100%

* = The Adequate Housing target relates to the Regional Housing Control Total per the settlement agreement signed with the Building Industry Association (BIA), which increases the housing forecast by the housing equivalent to in-commute growth.

** = The numeric target for #9 will be revised later based on the final ABAG forecast for overall job growth.

Date: September 23, 2015
W.I.: 1212
Referred by: Planning Committee
Revised: 11/18/15-C

ABSTRACT

Resolution No. 4204, Revised

This resolution adopts the goals and performance targets for Plan Bay Area 2040.

This resolution was amended on November 18, 2015 to reflect the selection of the four remaining performance targets for Plan Bay Area 2040, previously included as placeholders in September 2015.

Further discussion of this action is contained in the MTC Executive Director's Memoranda to the Planning Committee dated September 4, 2015 and November 6, 2015 and to the Commission dated September 16, 2015.

Date: September 23, 2015
W.I.: 1212
Referred by: Planning Committee

Re: Adoption of Goals and Performance Targets for Plan Bay Area 2040

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4204

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, SB 375, Chapter 728, Statutes of 2008, amended Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, and 65588 of, and added Sections 14522.1, 14522.2, and 65080.01 to, the Government Code, and amended Section 21061.3 of, to add Section 21159.28 to, and to add Chapter 4.2 (commencing with Section 21155) to Division 13 of, the Public Resources Code, relating to environmental quality; and

WHEREAS, SB 375 requires MTC and Association of Bay Area Governments (“ABAG”) to adopt a Sustainable Communities Strategy (SCS), referred to as Plan Bay Area 2040 (“the Plan”); and

WHEREAS, SB 375 specifies how MTC and the ABAG are to collaborate in the preparation of the Plan; and

WHEREAS, MTC and ABAG may elect to set performance targets for the purpose of evaluating land use and transportation scenarios to help inform selection of a draft and final Plan; and

WHEREAS, goals and performance targets adopted by MTC and ABAG will be applied in the planning process at the regional level and do not constitute standards, policies or restrictions that apply to decisions under the jurisdiction of local governments; and

WHEREAS, MTC and ABAG have solicited extensive input from local governments, partner transportation agencies, the MTC Policy Advisory Council, the Regional Equity Working Group, and other regional stakeholders on goals and performance targets; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists a set of goals and performance targets representing environmental, economic and equity outcomes MTC and ABAG hope to achieve through the Plan; and

WHEREAS, the goals and performance targets in Attachment A provide a framework for both quantitative and qualitative assessment of potential transportation projects to inform decisions about the projects to be included in the financially constrained element of the Plan; and

WHEREAS, MTC and ABAG will periodically measure progress toward the performance targets in order to assess the impacts of regional and local policies and investments, modify or adjust programs or policies, modify or adjust performance targets, or inform development of future Plan updates, now, therefore be it

RESOLVED, MTC adopts the goals and performance targets set forth in Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION

David Cortese, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
Oakland, California, on September 23, 2015.

Goals and Performance Targets for Plan Bay Area 2040

Goal	#	Performance Target
Climate Protection	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%
Adequate Housing	2	House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year*
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and UGBs)
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing by 10%
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%
	7	Do not increase the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at risk of displacement
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions
	9	Increase by 35%** the number of jobs in predominantly middle-wage industries
	10	Reduce per-capita delay on the Regional Freight Network by 20%
Transportation System Effectiveness	11	Increase non-auto mode share by 10%
	12	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%
	13	Reduce per-rider transit delay due to aged infrastructure by 100%

* = The Adequate Housing target relates to the Regional Housing Control Total per the settlement agreement signed with the Building Industry Association (BIA), which increases the housing forecast by the housing equivalent to in-commute growth.

** = The numeric target for #9 will be revised later based on the final ABAG forecast for overall job growth.