

Metropolitan Transportation Commission Programming and Allocations Committee

October 12, 2016

Commission Agenda Item 6e

MTC Resolutions No. 4202, Revised

Subject: Revisions to the One Bay Area Grant Program (OBAG 2) Project Selection Criteria and Programming Policy to clarify provisions pertaining to the North Bay's Priority Conservation Area (PCA) Program and reprogramming of funds within the Bay Bridge Forward Initiative.

Background: On November 18, 2015 the Commission adopted MTC Resolution No. 4202, the project selection criteria and programming policy for OBAG 2, which guides the distribution of the Bay Area's share of federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for Fiscal Years 2017-18 through 2021-22. The policy was updated in July, 2016.

This month, the following revisions are proposed:

1. North Bay Priority Conservation Area (PCA) Program

The OBAG 2 Priority Conservation Area (PCA) Program includes one approach for the North Bay (Marin, Napa, Solano, and Sonoma counties) and a second approach for the remaining five counties of the Peninsula, East Bay, and South Bay.

As outlined in MTC Resolution No. 4202, for the North Bay counties, each County Congestion Management Agency (CMA) will receive dedicated funding to lead their own county-wide program. The CMAs select projects to recommend for funding, building on their PCA planning conducted to-date.

Staff proposes a clarification to the provisions of the North Bay's PCA Program within the OBAG 2 County Program, removing the statement that a 2:1 match is required. As currently written, there is an inconsistency in the framework requirements for the North Bay between the description in Attachment A and the description in Appendix A-9. The clarifying language for Attachment A, page 27, is provided as **Attachment A**, and removes reference to the 2:1 match requirement for the North Bay PCA Program. Appendix A-9 remains unchanged, but is provided for reference as **Attachment B**.

2. Bay Bridge Forward

On July 27, 2016, the Commission approved revisions to the program to direct an additional \$40 million in funding for the Bay Bridge Forward program of projects, in conjunction with the OBAG 2 framework. One change is proposed:

- **Ferry Service Enhancement Pilot:** The Commission approved \$2.5 million in STP/CMAQ funding to the Water Emergency Transportation Authority (WETA) for a pilot to increase service.

WETA recently informed MTC staff that they are unable to use federal funds for this purpose, and has requested the Commission substitute an equivalent amount in non-federal funds to implement the pilot.

A proposed allocation of a roughly equivalent amount in Regional Measure 2 (RM2) to WETA's service enhancement project is covered under Agenda Item 2d on today's agenda. Contingent upon the approval of that item, staff proposes to deprogram \$2.5 million in STP/CMAQ funds from the WETA project.

Issues: The programming action proposed in this item is contingent upon Commission approval of the RM 2 Allocation in Agenda Item 2d.

Recommendation: Refer MTC Resolution No. 4202, Revised to the Commission for approval.

Attachments: Attachment A – Clarifying Language to Provisions of the North Bay's PCA Program within the OBAG 2 County Program
Attachment B – Appendix A-9 Priority Conservation Area Program
MTC Resolution No. 4202 Attachments A and B-1, Revised

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 North Bay program framework is to be developed by the four North Bay CMAs, building upon 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 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-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

PAC Agenda Item 4b, Attachment B

Attachment A, MTC Resolution No. 4202

November 18, 2015

	<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/>.

Date: November 18, 2015
W.I.: 1512
Referred by: Programming & Allocations
Revised: 07/27/16-C 10/26/16-C

ABSTRACT

Resolution No. 4202

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

The resolution includes the following attachments:

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

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

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

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, and October 12, 2016.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
October 2016

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 10/26/16-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL OBAG 2 STP/CMAQ
OBAG 2 REGIONAL PROGRAMS			
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	Regionwide	MTC	\$9,555,000
1. REGIONAL PLANNING ACTIVITIES		TOTAL:	\$9,555,000
2. PAVEMENT MANAGEMENT PROGRAM			
Pavement Management Program	Regionwide	MTC	\$1,500,000
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	\$250,000
2. PAVEMENT MANAGEMENT PROGRAM		TOTAL:	\$9,250,000
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation	Regionwide	MTC	\$18,500,000
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC	\$1,500,000
3. PDA PLANNING & IMPLEMENTATION		TOTAL:	\$20,000,000
4. CLIMATE INITIATIVES			
Climate Initiatives Program of Projects	TBD	TBD	\$22,000,000
Spare the Air Youth Program	Regionwide	MTC	\$1,000,000
4. CLIMATE INITIATIVES		TOTAL:	\$23,000,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
AOM Implementation	Regionwide	MTC	\$22,500,000
511 Next Gen	Regionwide	MTC	\$39,000,000
Rideshare	Regionwide	MTC	\$10,000,000
Bay Bridge Forward	Regionwide	MTC	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Alameda	AC Transit	\$1,200,000
Pilot Transbay Express Bus Routes	Alameda	AC Transit	\$800,000
Eastbay Commuter Parking	Alameda	MTC	\$1,500,000
Casual Carpool in San Francisco and along I-80	SF/Alameda	MTC	\$1,000,000
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Contra Costa	WestCat	\$2,000,000
Ferry Service Enhancement Pilot (pending exchange)	Various	WETA	\$2,500,000
<u>Unprogrammed Balance</u>	<u>TBD</u>	<u>TBD</u>	<u>\$2,500,000</u>
Columbus Day Initiative (CDI)	Regionwide	MTC	
Freeway Performance	Regionwide	MTC	\$43,500,000
Arterial/Transit Performance	Regionwide	MTC	\$18,000,000
Connected Vehicles/Shared Mobility	Regionwide	MTC	\$5,000,000
Transportation Management System	Regionwide	MTC	
Field Equipment Devices O&M	Regionwide	MTC	\$19,000,000
Incident Management	Regionwide	MTC	\$13,000,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		TOTAL:	\$179,000,000
6. TRANSIT CAPITAL PRIORITIES			
BART Car Replacement/Expansion	Various	BART	\$150,000,000
Clipper	Regionwide	MTC	\$20,000,000
<i>Unprogrammed Balance</i>			\$19,283,000
6. TRANSIT CAPITAL PRIORITIES		TOTAL:	\$189,283,000
7. PRIORITY CONSERVATION AREA (PCA)			
<i>Regional Peninsula, Southern and Eastern Counties PCA Program</i>			
Peninsula, Southern and Eastern Counties PCA Program	TBD	MTC/CCC	\$8,200,000
<i>Local Northbay PCA Program</i>			
Marin PCA Program	Marin	TAM	\$2,050,000
Napa PCA Program	Napa	NCTPA	\$2,050,000
Solano PCA Program	Solano	STA	\$2,050,000

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
October 2016

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 10/26/16-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL OBAG 2 STP/CMAQ
OBAG 2 REGIONAL PROGRAMS			
Sonoma PCA Program	Sonoma	SCTA	\$2,050,000
7. PRIORITY CONSERVATION AREA (PCA)		TOTAL:	\$16,400,000
8. LOCAL HOUSING PRODUCTION INCENTIVE			
Local Housing Production Incentive	TBD	TBD	\$30,000,000
8. LOCAL HOUSING PRODUCTION INCENTIVE		TOTAL:	\$30,000,000
OBAG 2 REGIONAL PROGRAMS			TOTAL: \$476,488,000