SCTA
sonoma county transportation authority

490 MENDOCINO AVENUE, SUITE 206
SANTA ROSA, CA 95401
WWW.SCTAINFO.ORG (707) 565-5373

RCPA
regional climate protection authority

Technical Advisory Committee

MEETING AGENDA

July 23, 2015 1:30 PM

Sonoma County Transportation Authority
SCTA Large Conference Room
490 Mendocino Avenue, Suite 206
Santa Rosa, California 95401

ITEM

1. Introductions

2. Public Comment

3. Approval of Minutes, June 25, 2015* – **DISCUSSION / ACTION**

4. Comprehensive Transportation Plan Update – **DISCUSSION / ACTION**

5. TFCA/TDA Article 3 Quarterly Report** – **DISCUSSION / ACTION**

6. Measure M **DISCUSSION / ACTION**

- 6.1 Measure M Invoicing / Appropriation Status*
- 6.2 Fiscal Year End Reminder: Reporting Letters Due 9/15/15

7. Regional Information Update – **DISCUSSION / ACTION**

- 7.1 OBAG 2 Update

8. Rail Update – **DISCUSSION**

9. Draft SCTA Board Meeting Agenda: No August Meeting

10. Other Business / Comments / Announcements - **DISCUSSION**

11. Adjourn - **ACTION**

*Materials attached.
**Handout at meeting

The next **S C T A** meeting will be held September 14, 2015
The next **TAC** meeting will be held on August 27, 2015?

Copies of the full Agenda Packet are available at www.sctainfo.org

DISABLED ACCOMMODATION: If you have a disability that requires the agenda materials to be in an alternate format or that requires an interpreter or other person to assist you while attending this meeting, please contact SCTA at least 72 hours prior to the meeting to ensure arrangements for accommodation.

SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the ***Technical Advisory Committee*** after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 490 Mendocino Ave., Suite 206, during normal business hours.

Pagers, cellular telephones and all other communication devices should be turned off during the committee meeting to avoid electrical interference with the sound recording system.

TAC Voting member attendance – (6 Month rolling 2014/15)

Jurisdiction	Jan	Feb	Mar	Apr	May	June	July
Cloverdale Public Works		√		√	√		
Cotati Public Works							
County of Sonoma DHS			√		√	√	
County of Sonoma PRMD							
County of Sonoma Reg. Parks	√	√	√	√	√	√	
County of Sonoma TPW	√	√	√	√	√	√	
Healdsburg Public Works	√			√		√	
Petaluma Public Works & Transit	√	√	√	√	√	√	
Rohnert Park Public Works	√	√	√	√	√	√	
Santa Rosa Public Works	√	√			√	√	
Santa Rosa Transit							
Sebastopol Public Works	√	√	√	√	√	√	
SMART		√		√			
Sonoma County Transit							
Sonoma Public Works	√	√	√	√	√	√	
Windsor Public Works	√	√	√	√	√	√	

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SCTA TECHNICAL ADVISORY COMMITTEE

Meeting Minutes of June 25, 2015

1. Call to Order/Introductions

The meeting was called to order by Chair Kelly.

Members: Nancy Adams, Santa Rosa; Art Da Rosa, Rohnert Park; Sue Kelly, Sebastopol; Mario Landeros, Healdsburg; Alejandro Perez, Windsor; Diane Ramirez, Petaluma; Dan Takasugi, Sonoma; Anthony Taylor, SoCo DHS; Elizabeth Tyree, SoCo Reg Parks; Steve Urbanek, SoCo TPW.

Guests: None.

Staff: Brant Arthur, Chris Barney, James Cameron, Marge Fernandez, Seana Gause, Suzanne Smith, Dana Turrey.

2. Public Comment

None.

3. Approval of Minutes, May 28, 2015

The minutes were approved as submitted.

4. Comprehensive Transportation Plan Update

Staff handed out project lists that contain all projects except for Transit. The CTP project list is online and is linked to the SCTA-RCPA Home web page. Staff will present a summary of the CTP project list to the SCTA Board on July 13, 2015. The CTP list will go to the SCTA Board in September for approval.

5. Measure M

5.1. Measure M Invoicing / Appropriation Status

The status update included in the agenda packet is the last report for FY14/15. New status sheets will begin next month for FY15/16. It should be noted that staff received invoices from Santa Rosa and Healdsburg; respectively for Hearn Avenue, and Foss Creek Trail. The invoices have been reviewed but not processed yet.

5.2. Fiscal Year End Reminder Letter

Letters were sent out to the jurisdictions regarding the end of the fiscal year for Measure M. The fiscal year ends on June 30, and the new fiscal year begins July 1. Reporting letters for all Measure M recipients are due on September 15, 2015.

If jurisdictions have open appropriations and have expenditures for 14/15 and have not submitted an invoice to the SCTA by June 30, then an actual invoice or an estimate is due to the SCTA by July 2, 2015

5.3. M Project Presentation Schedule to CAC

Included in the agenda packet is the proposed Measure M presentation schedule that will be presented to the Citizen's Advisory Committee (CAC) on August 29, 2015. Contact staff to make adjustments to the schedule if the dates listed on the schedule are problem.

5.4. Maintenance of Effort Report

Staff handed out a summary report of the Maintenance of Effort calculations. Last year three jurisdictions fell below the baseline, this year only two jurisdictions fell below the baseline numbers from FY11/12.

Staff requests that the TAC recommend the staff recommendation for Board approval.

The TAC unanimously approved the staff report recommendation.

6. Regional Information Update

6.1. Draft Federal Obligation Plan for FY2015/16

MTC will require project sponsors to comply with the new regional deadlines in FY15/16. Project sponsors must submit an E-76 request by November 1, 2015, for an obligation date by January 31, 2016.

6.2. Federal Aid Obligations and Cultural Resources Reports

Staff recommends that federal-aid project sponsors complete the Federal-Aid Cultural Resources Studies Survey on projects that have experienced significant delays or jeopardized funding due to excessive cultural resources studies and reporting requirements. Staff requests responses are submitted to SCTA staff by the close of business on July 2, 2015.

7. Rail Update

Staff attended the SMART TAC meeting today; SMART is moving along, although they have been delayed in their NEPA delivery by Cultural Resources studies requirements. SMART is anticipating completion by October.

8. Draft SCTA Board Meeting Agenda for July 13, 2015

A draft of the SCTA-RCPA Board meeting agenda for July 13, 2015, is included in the agenda packet.

9. Other Business / Comments / Announcements

Upcoming retirements will be occurring over the next few months; Sue Kelly, City of Sebastopol; Tom O'Kane, County of Sonoma, and Rick Pedroncelli, City of Rohnert Park.

10. Adjourn

The meeting adjourned at 2:16 PM.

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Staff Report

To: **Technical Advisory Committee**

From: **Chris Barney, Senior Transportation Planner**

Item: **2015 CTP Performance Assessment – Analysis of Transportation Policies**

Date: **7/23/2015**

Issue

The first phase of the 2015 CTP Performance Assessment analyzed project level impacts on plan performance measures. The performance assessment demonstrated that projects provided congestion and travel time benefits, but did not provide countywide benefits in other performance areas. The next phase of the performance assessment will focus on how transportation policies, technology, and behavioral changes can help SCTA meet CTP performance targets and goals.

Testing Policy Impacts

Innovations in transportation technologies, changes to how people travel, and transportation policies could reduce vehicle miles traveled (VMT), reduce emissions and improve air quality, and provide other benefits that would help SCTA reach CTP performance targets. Staff will test the performance impact of the following policy approaches, improvements to technology, and changes to travel choice/behavior in phase 2 of the performance assessment:

1. *Transportation Pricing*: The cost of driving or traveling using different modes can have a significant impact on mode choice. Making driving more expensive and other modes less expensive could shift travel onto more efficient travel modes. Staff proposes testing the impact of transportation pricing using the following policy levers:
    a. Cost of driving: Increase the cost of driving representing a combination of the following pricing policies: VMT tax, use based fees, pay as you drive insurance, congestion pricing, and/or fuel tax increases.
    b. Parking pricing: Increase parking pricing in all downtown areas.
    c. Lower transit fares: Assume lower transit fares.
2. *Alternative Commuting*: Travel to and from work represents 1/3 of daily travel in Sonoma County most of which occurs during the most congested periods of the day. Changes to when, how, and where commuters travel could have a big impact on future congestion, VMT, and other CTP performance measures. Staff proposes that the following alternative commute strategies be analyzed in phase 2 of the performance assessment:
    a. Car-sharing
    b. Increased telecommuting
    c. Increased carpool/vanpool rates and use of dynamic ridesharing
    d. Compressed work week

   e. Increased HOV lane utilization
   f. Travel demand management implantation including: ride-matching, free transit passes, parking cash-outs, and other incentive programs.
   g. Increased instant or digital delivery of goods and services including increased teleconferencing, online shopping and delivery, online media consumption, etc.
3. *Mode shift to non-motorized transportation*: Bicycling and walking are inexpensive and low impact travel modes and increased travel using these travel modes can help decrease VMT, emissions, and the cost of travel, and improve health and safety. Staff proposes that the following mode shift policies be analyzed in phase 2 of the performance assessment:
   a. Build-out of the bicycle and pedestrian network
   b. Continued implementation of Complete Streets projects
   c. Improvements focused on making walking and biking a better experience including urban design, marketing, and improvements in technology.
4. *Mode shift to transit*: Travel shifting onto transit from auto-based modes can reduce VMT and emissions, reduce the cost of transportation, reduce wear and tear on the roadway system and improve community health and safety. Staff proposes that the following policies that could encourage increased transit use be analyzed in phase 2 of the performance assessment:
   a. Lower transit fares
   b. Increased headways/improved transit service
   c. Transit marketing and changes in public attitudes towards transit
5. *Land Use*: The first phase of the performance assessment showed that housing and employment growth have a very large impact on CTP performance measures and will contribute to increased travel, congestion, emissions, accident rates, and travel times in Sonoma County. More efficient land use patterns could help reduce the impact of existing and forecasted growth in the county. Staff proposes analyzing the following land use policies in phase 2 of the performance assessment:
   a. More development in priority development areas
   b. Higher densities
   c. Balanced housing and employment growth
6. *System Efficiency*: Improved efficiencies could allow the existing transportation system to operate more effectively and could reduce future degradation of the transportation system and accessibility. The countywide transportation system could be improved and made more efficient through technological advances and implementation of programs and policies that encourage efficient travel behavior. Staff proposes that the following system efficiency improvements be analyzed in phase 2 of the performance assessment:
   a. Intelligent transportation systems – Signal timing, corridor management, incident response programs, changeable message signs, metering improvements, traffic information communication programs. Etc.
   b. Improvements in vehicle technology – smart cars, freeway vehicle platooning, driverless vehicles, fuel economy improvements, increased electric vehicle fleet, etc.
   c. Freight improvements – more efficient vehicles, changes to distribution networks, route planning improvements.
   d. Eco-driving training and marketing programs
   e. Improved enforcement – HOV lane usage and speed limits.

Maintaining the System

SCTA has identified maintaining the existing transportation system as a priority and one of the five CTP goals. The Sonoma County Travel Model and available post-processing tools do not provide a way to estimate future system condition. Project sponsors have identified projects that are expected to improve roadway condition (PCI), transit system condition (average fleet age), or non-motorized facility condition. A list of maintenance projects will be included in the final CTP.

Next Steps

Staff will test policy based scenarios during July and August. The results of this analysis will be used to identify a package of projects and policies that could be implemented that would allow CTP performance targets to be met.

Policy Impacts

Policies that are shown to help SCTA achieve CTP goals and reach performance targets could be prioritized in the CTP or by the SCTA board.

Fiscal Impacts: No direct impacts at this time.

Staff Recommendation: Provide feedback on the list of transportation policies to be tested.

2015 CTP Goals, Performance Measures, and Targets

Goal 1: Maintain the System

- *Performance Target: Roadway Condition* – Improve countywide Pavement Condition Index (PCI) for arterial and collector streets to 80 (very good condition) by 2040. Improve countywide PCI for residential streets to 65 (good condition) by 2040.
- *Performance Target: Transit System Condition* – Reduce the average bus fleet age by 25% below 2010-2012 average fleet age by 2040 (7.5 years for 2010-2012).

Goal 2: Relieve Traffic Congestion.

- *Performance Target: Congestion Reduction - Reduce Person Hours of Delay (PHD) by 20% below 2005 levels by 2040.* Staff has estimated annual peak period delay per traveler in addition to (PHD) for each transportation scenario. This metric can be used to compare countywide congestion conditions to congestion conditions in other regions.[1]

Goal 3: Reduce Greenhouse Gas Emissions

- *Performance Target: Reduce GHG emissions to 40% below 1990 levels by 2040*. Climate Action 2020 targets shall be incorporated into the CTP when they are finalized.

Goal 4: Plan for Safety and Health

- *Performance Target: Active Transportation* – Reduce drive alone mode share for all trips to 33.3% by 2040 (2010 - 45%). Increase active transportation mode share (bike, walk, and transit) to 15% by 2040 (2010 – 8.38%).
- *Performance Target: Safety* – Reduce total daily accident rates by 20% by 2040.

Goal 5: Promote Economic Vitality

- *Performance Target: Reduce transportation costs for business and residents* - Reduce average peak period travel time per trip by 10% by 2040 (2010 – 11.31 minutes).
- *Performance Target: Provide equitable access* - CTP projects should serve Communities of Concern[2] if possible. Staff has calculated average monthly household transportation costs and percentage of average household income devoted to transportation for each scenario. This metric provides additional information on how different transportation projects and policies may impact the affordability of transportation in Sonoma County.

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[1] Annual person-hours of traffic delay per traveler is an estimate made for large, medium, and small regions annually by the Texas Transportation Institute and published by the US Bureau of Transportation Statistics.
[2] SCTA defines Communities of Concern as census tracts in which 30% or more of families have incomes between 0-200% of the federal poverty level ($21,660-$74,020 total household income depending on family size).

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Staff Report

To: **SCTA Technical Advisory Committee**

From: **Dana Turréy, Transportation Planner**

Item: **Quarterly Status Report of TDA3 and TFCA Projects**

Date: **July 23, 2015**

This report provides the status of TDA3 and TFCA projects not yet fully expended as of June 30, 2015.

Transportation Development Act, Article 3 (TDA3) Projects						
Jurisdiction	Project	ID	Programmed Amount	Funds Expended	Funds Remaining	Funds Expire
County of Sonoma	Bodega Bay Bike & Ped Trail - Coastal Prairie Trail	15-0010-01	$260,000.00	$0.00	$260,000.00	6/30/2017
Petaluma	E. Washington Park Multi-Use Pathway Connection	15-0010-02	$306,623.00	$0.00	$306,623.00	6/30/2017
Santa Rosa	Class III Bike Signage Program	14-0010-04	$20,000.00	$0.00	$20,000.00	6/30/2016
Santa Rosa	Ped Enhancements Citywide	14-0010-05	$100,000.00	$0.00	$100,000.00	6/30/2016
Santa Rosa	3rd Street Traffic Signal	14-0010-07	$93,000.00	$0.00	$93,000.00	6/30/2016
Sonoma	Napa Rd Class II Bike Lanes	14-0010-02	$23,533.81*	$0.00	$23,533.81	6/30/2016

*Original programmed amount was $5,000; 14-0010-03 was completed under budget of which the remaining funds ($18,533.18) were moved to project 14-0010-02.

Project costs must be incurred prior to the TDA3 expiration date (typically June 30). Sponsors must submit invoices no later than August 31 for any funds expiring June 30.

Transportation Fund for Clean Air (TFCA) Projects						
Jurisdiction	Project	ID	Programmed Amount	Funds Expended	Funds Remaining	Funds Expire
Petaluma	Transit Marketing Program	15-SON-03	$58,474.00	$0.00	$58,474.00	12/19/2016
Petaluma	Student Bus Pass Subsidy	15-SON-04	$25,000.05	$0.00	$25,000.05	12/19/2016
Rohnert Park	Southwest Blvd Bike Lane Gap Closure & Traffic Calming	13-SON-02*	$131,121.75	$115,730.95	$15,390.80	10/16/2015
Santa Rosa	Trip Reduction Incentive Programs	15-SON-01	$241,452.15	$91,183.25	$150,268.90	12/19/2016
Sonoma County Transit	Sonoma County Transit Passenger Info. System	11-SON-01	$227,955.40	$0.00	$227,955.40	10/28/2015
Sonoma County Transit	Bus Stop Improvement Projects	13-SON-06*	$82,299.00	$61,674.68	$20,651.32	10/16/2015
Sonoma County Transit	Transit Shelters	14-SON-04	$77,983.00	$0.00	$77,983.00	10/29/2015
Sonoma County Transit (Sebastopol)	Sebastopol Bus Stop Improvements	14-SON-05	$75,000.00	$0.00	$75,000.00	10/29/2015
Sonoma County Transit	Transit Marketing Program	15-SON-02	$146,278.33	$57,395.07	$88,883.26	12/19/2016
Windsor	Arterial Management	15-SON-05	$132,941.84	$0.00	$132,941.84	12/19/2016

* For FY12/13, SCTA project numbers differ from BAAQMD numbers. BAAQMD files are “12-SON” and SCTA files are “13-SON”; there are no “13SONxx” project numbers at BAAQMD.

Please submit all invoices by June 24 for any expenses incurred in that fiscal year.

Interim and Final Reports are due to SCTA by October 16, 2015. A notice will be sent out in late September and will include current report forms.

Sonoma County Transportation Authority
Measure M Appropriation/Invoice Status Report
FY 14/15

Project Sponsor	Project Name	Measure M Program	Prior Apprp Balance	14/15 Amt Prog'd	14/15 Amount Apprp	Appropriation Date	Last Invoice Date	Balance Remaining	Notes
Santa Rosa	Hearn Avenue (Phase 1)	LSP	$530,640	$0	$0	6/14/10	4/16/15	$0	PROJECT COMPLETED
Santa Rosa	Hearn Avenue (Phase 3)	LSP	$0	$1,150,000	$1,150,000	4/8/15	6/29/15	$809,351	
Santa Rosa	Fulton Road Impvrovements	LSP	$0	$500,000	$0				Coop going to SR council in July?
Santa Rosa	Santa Rosa Creek Trail - Stmsd to Mission	Bike/Ped	$0	$0	$375,000	12/9/13	11/24/14	$55,852	
Santa Rosa	Access Across 101 Comm Conn	Bike/Ped	$159,056	$0	$0	9/12/11	9/10/14	$121,741	Coop Amendment going to Council in August
SoCo DHS	SRTS (DHS)	Bike/Ped	$8,168	$26,000	$42,000	12/8/14	1/20/15	$42,000	timing of prev. approps allowed >2015 prog amount
SCBC	SRTS (SCBC)	Bike/Ped	$797	$19,000	$19,000	2/9/15	7/1/15	$8,553	
SCBC	BTW (SCBC)	Bike/Ped	$1,511	$15,000	$15,000	2/9/15	7/1/15	$3,804	
SoCo Regional Pks	Sonoma Schellville	Bike/Ped	$57,262	$0	$0	10/19/09	5/11/15	$42,421	
SoCo Regional Pks	Central Sonoma Valley Trail	Bike/Ped	$0	$85,000	$15,000	4/13/15	4/1/15	$0	SCTA 4/13; BOS 4/14; inv subm concurrently
SoCo Regional Pks	Bodega Bay Trail	Bike/Ped	$0	$300,000	$200,000	4/13/15	4/1/15		SCTA 4/13; BOS 4/14; inv subm concurrently
Sebastopol	Street Smart Sebastopol	Bike/Ped	$0	$170,000	$170,000	9/8/14	9/22/14	$0	PROJECT COMPLETED
Healdsburg	Foss Creek Trail	Bike/Ped	$474,000	$0	$474,000	9/8/14	6/25/15	$0	Prog'd in FY13/14, approp'd in 14/15
Healdsburg	Foss Creek Trail	Bike/Ped	$0	$341,000	$341,000	2/9/15	6/22/15	$0	
Petaluma	Petaluma River Tr	Bike/Ped	-$821,103	$995,000	$847,775	3/9/15	3/12/14	$26,672	Invcs submttd against advanced funding. Balance s/b deoblig
SMART	NWPRR	Bike/Ped	$0	$1,000,000	$0	6/8/15	4/30/15	$668,915	
SMART	IOS Construction (Bond)	Rail	$410,331	$0	$0	10/10/11	4/17/14	$0	

Sonoma County Transportation Authority
Measure M Appropriation/Invoice Status Report
FY 15/16

Project Sponsor	Project Name	Measure M Program	Prior Apprp Balance	15/16 Programmed	15/16 Amount Apprp	Appropriation Date	Last Invoice Date	Balance Remaining	Notes
Santa Rosa	Hearn Avenue (Phase 3)	LSP	$1,150,000			4/8/15	6/29/15	$809,351	
Santa Rosa	Fulton Road Impvrovements	LSP	$0		$0				Coop to council in July; $500K prog'd 14/15 $0 approp'd
Santa Rosa	Access Across 101 Comm Conn	Bike/Ped	$121,741	$0	$0	9/12/11	7/13/15	$121,741	Coop Amendment going to Council in August
Sonoma County	Airport Blvd	LSP	$0	$2,047,000	$0				
SoCo DHS	SRTS (DHS)	Bike/Ped	$42,000	$26,000		12/8/14	1/20/15	$42,000	timing of prev. approps allowed >2015 prog amount
SCBC	SRTS (SCBC)	Bike/Ped	$8,553	$19,000	$0	2/9/15	7/1/15	$8,553	
SCBC	BTW (SCBC)	Bike/Ped	$3,804	$15,000	$0	2/9/15	7/1/15	$3,804	
SoCo Regional Pks	Sonoma Schellville	Bike/Ped	$42,421	$0	$0	10/19/09	5/11/15	$42,421	
SMART	NWPRR	Bike/Ped	$668,915	$0	$0	6/8/15	4/30/15	$668,915	

As presented to the Policy Advisory Council on July 8, 2015

METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 6
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Memorandum

TO: Policy Advisory Council

DATE: July 2, 2015

FR: Ross McKeown, Principal, MTC

RE: One Bay Area Grant Program Cycle 2 Proposal

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 supports *Plan Bay Area*, the region's SCS by incorporating the following program features:

- Targeting project investments into the region's Priority Development Areas (PDA)
- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and subsequently permit such 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", which was presented to the MTC Planning Committee in February 2014 (http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf).

OBAG 1 projects are nearing completion and there are now two years remaining of the OBAG 1 cycle (FY 2012-13 through FY 2016-17); therefore, it is time to discuss the upcoming funding cycle (OBAG 2) with stakeholders and MTC commissioners. This will provide sufficient lead time for regional program managers and county Congestion Management Agencies (CMAs) to design programs and select projects to use funds in a timely manner within the OBAG 2 five-year period (FY 2017-18 through FY 2021-22).

Recommendations

Considering the positive results achieved to-date in OBAG 1, staff recommends only minor revisions for OBAG 2. Listed below are principles that are guiding 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 percent annual escalation rate above current federal revenues is assumed, consistent with the recent 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 percent escalation, revenues for OBAG 2 are 3% 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 as Recognizing Revenue Constraints**:
   The OBAG Program as a whole is expected to face declining revenues from $827 million in OBAG 1 to $796 million in OBAG 2. Therefore, staff recommends no new programs and to strike a balance among the various transportation needs that were supported in OBAG 1.

   - The regional pot of funding decreases by 3%. With the exception of regional planning activities (to account for escalation) and the Priority Conservation Area (PCA) program, funding programs are either maintained or decreased from their OBAG 1 funding levels.
   - The OBAG 2 county program decreases by 3% with largely the same planning and project type activities proposed to be eligible.

   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 fund cycle.

Table 1. Proposed OBAG 2 Funding

OBAG 2 Programs	OBAG 2 Proposed Funding (million $, rounded)
Regional Planning Activities	$10
Pavement Management Program	$9
Regional PDA Planning and Implementation	$20
Climate Initiatives	$22
Priority Conservation Area Program	$16
Regional Operations Programs	$173
Transit Priorities Program	$192
County CMA Program	$354
OBAG 2 Total	$796

3. **Support the Plan Bay Area's Sustainable Communities Strategy by Linking OBAG Funding to Regional Housing Needs Allocation (RHNA), Housing Production, Affordable Housing, and Smart Growth Goals**:
   A few changes to policies are proposed for OBAG 2, which have worked well in OBAG 1. (See also Attachment 2)

   - PDA Investment targets stay at OBAG 1 levels: 50% for the four North Bay counties and 70% for the remaining counties.

- PDA Investment Growth Strategies, now fully completed, should play a stronger role in guiding the County CMA project selection and be aligned with the countywide plan update cycle.

Table 2. OBAG Distribution Factors

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1 (Current)	50%	25%	25%	50%
OBAG 2 (Proposed)	50%	30%	20%	60%

- The county OBAG 2 distribution formula is revised to further weight past housing production against future RHNA housing commitments, and affordable housing shares within each of these categories will be increased by 10% (see Table 2 above). Also the OBAG 2 county fund 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 percent) in order to mitigate the effect of the recent recession and major swings in housing permit approvals (see Table 4 on next page). Lastly, the recommended OBAG 2 fund distribution includes adjustments to ensure that a CMA's base planning is no more than 50% of the county's total. The resulting fund distributions to the county congestion management agencies are presented in Table 3 below.

Table 3. Comparison of Funding Distributions of OBAG 1 and Proposed OBAG 2

County	OBAG 1 Actual ($millions)		Base Formula ($millions)		with Adjustments* ($millions)	
Alameda	$73.4	19.7%	$64.5	20.8%	$71.5	20.2%
Contra Costa	$52.9	14.3%	$42.8	13.1%	$48.1	13.6%
Marin	$12.3	3.3%	$8.3	2.5%	$10.0	2.8%
Napa	$8.7	2.3%	$4.7	1.4%	$7.6	2.2%
SF	$43.5	11.7%	$43.3	14.4%	$45.2	12.7%
San Mateo	$31.2	8.3%	$26.7	8.6%	$30.0	8.5%
Santa Clara	$101.4	27.4%	$89.9	28.7%	$98.4	27.8%
Solano	$22.1	5.9%	$15.5	4.6%	$18.4	5.2%
Sonoma	$26.9	7.2%	$20.3	5.9%	$25.2	7.1%
Totals	**$372.4**	**100.0%**	**$316.0**	**100.0%**	**$354.2**	**100.0%**

*Final Adjustments to program include

- Final CMA distribution adjusted so that a CMA's base planning is no more than 50% of total.
- Safe Routes to Schools no longer a stand-alone regional program but now incorporated in the county share.
- Rural road allowance to all counties per statute with the exception of San Francisco which has no such roads.

Note that the changes to county shares in OBAG 2 compared to OBAG 1 are largely due to changes in housing production between the 1999-2006 period used in OBAG 1 and 2007-2014 added used in OBAG 2, as shown below. Population and RHNA factors only had slight changes.

Table 4. Housing Production Trends

County	Total Housing Production[1]			
	1999 2006		2007 2014	
Alameda	31,356	17.2%	17,528	16.3%
Contra Costa	32,319	17.7%	15,031	14.0%
Marin	4,951	2.7%	1,387	1.3%
Napa	4,233	2.3%	1,330	1.2%
San Francisco	17,439	9.6%	16,449	15.3%
San Mateo	9,286	5.1%	6,541	6.1%
Santa Clara	48,893	26.8%	39,509	36.8%
Solano	15,435	8.5%	4,482	4.2%
Sonoma	18,209	10.0%	5,242	4.9%
Totals	**18,2121**	**100.0%**	**17,499**	**100.0%**

[1]OBAG 1 Total housing production numbers are based on the number of permits issued from 1999-2006, but the numbers have been capped to RHNA allocations.

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.

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 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 separately required by state law. Those jurisdictions that have not updated their general plan circulation element after 2010 to meet the State's Complete Streets Act (2008) requirements will need to adopt a complete streets resolution per the MTC model used for OBAG 1, if they have not already done so. (See Attachment 2.)

6. **Continue Transparency and Outreach to the Public Through-out the Project Selection 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, coordination and Title VI civil rights compliance.

Outreach and OBAG 2 Development Schedule

MTC staff to date has made presentations to the Policy Advisory Council, the Partnership Technical Advisory Committee and associated working groups. Comments are summarized in Appendix 1, and revisions have been made to the proposal before you as a result of stakeholder feedback. After MTC staff receives additional direction from the Programming and Allocation Committee on the OBAG 2 framework, staff will return to these groups to provide outreach and to work with stakeholders to discuss any remaining issues as well as finalize OBAG 2 programming policies and procedures for program implementation. The final OBAG 2 Program is anticipated to be presented to the Commission in October for adoption, which will subsequently kick off the CMAs' project solicitation process. (See Attachment 3 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 apportionments. 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 consensus from the Committee to increase FY2016-17 SRTS funding from $2.7 million to $5.0 million. Staff will bring back the programming action to the Commission this fall. For OBAG 2, recommended funding levels for the program are $5 million per year ($25 million total).

Available OBAG 1 Funding from Bikeshare Program: With the transition of the Bikeshare program to a public-private partnership model, $6.4 million in OBAG 1 funds that were programmed to Bikeshare 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.

Staff seeks feedback on this proposed use of the savings, and would return to the Commission in the fall for approval to program the funds. MTC staff is looking forward to discussing the next cycle of OBAG with the Committee.

OBAG 2 Program Considerations	OBAG 1	OBAG 2
Regional Programs REDUCE by 3%		(millions)
1. Regional Planning Activities • 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 • Maintain PMP implementation and PTAP at OBAG 1 funding level	$9	$9
3. PDA Planning and Implementation • Maintain Regional PDA/TOD Planning and Implementation at OBAG 1 levels	$20	$20
4. Climate Initiatives Program Continue climate initiatives program to implement the SCS	$22	$22
5. Priority Conservation Area (PCA) • 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 bicycle 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.	$10	$16
6. Regional Operations • Freeway Performance Initiatives, Incident Management, Transportation Management System, 511, Rideshare • Focus on partnerships for implementation, key corridor investments, and challenge grant to leverage funding	$184	$173
7. Transit Priorities Program • BART Car Phase 1 • Clipper Next Generation System • Transit Capital Priorities (TCP), Transit Performance Initiatives (TPI)	$201	$192
	$454	**$442**
Local Programs		
❖ **Local PDA Planning** Eliminate Local PDA Planning as a separate program. • PDA planning eligible under County program.	$20	-
❖ **Safe Routes to School (SRTS)** Managed by CMAs. Provide Safe Routes To School grants to local jurisdictions. • 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. • 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 REDUCE by 3%		
❖ **County CMA Program**		
• Local PDA Planning optional through CMA County OBAG Program	-	-
• SRTS included in County OBAG program (use K-12 school enrollment formula)	-	$25
• FAS included in County OBAG program (use FAS formula)	-	$13
• Adjustment to ensure county planning is no more than 50% of total amount	-	$1
• CMA Planning Base with 2.0% annual escalation from final year of OBAG 1	$36	$39
• County CMA 40% base OBAG program (not including CMA Planning Base)	$291	$276
	$327	**$354**
Program Total	**$827**	**$796**

OBAG 2 County Program Considerations

❖ County Generation Formula

- Continue existing PDA investment targets of 50% for North Bay counties and 70% for all others.
- Adjust county generation formula. Maintain population weighting factor while increasing housing production weighting factor, with housing affordability (very low and low) increased in weighting within both the Housing Production and RHNA.
- Consider housing production over a longer time frame, between 1999 & 2006 (weighted 30%) and between 2007 and 2014 (weighted 70 percent).

OBAG Distribution Factors

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1 (Current)	50%	25%	25%	50%
OBAG 2 (Proposed)	50%	30%	20%	60%

❖ Housing Element

- HCD Certified Housing element by May 31, 2015

❖ General Plan Complete Streets Act Update Requirements

- For OBAG 1, jurisdictions required to have either a complete streets policy resolution ***or*** a general plan that complied with the complete streets act of 2008 as January 31, 2013.
- For OBAG 2 jurisdictions are currently required to have the general plan circulation element comply with the Complete Streets Act of 2008 prior to January 31, 2016.

  For OBAG 2, modify the requirement for funding:

  - Resolution ***or*** Plan (somewhat similar to OBAG 1): Jurisdictions must have either a complete street policy resolution ***or*** a circulation element of the general plan updated after 2010 that complies with the Complete Streets Act. 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 OBAG 2 requirements.

❖ PDA Investment and Growth Strategy

- Currently OBAG requires an annual update of the PDA investment and growth strategy. For OBAG 2, require an update every four years with an interim status report after two years. The update would be coordinated with the countywide plan updates to inform RTP development decisions. The interim report addresses needed revisions and provides an activity and progress status.

❖ Public Participation

- Continue using the CMA self-certification approach and alter documentation submittal requirements to require CMA memorandum encompassing three areas: outreach, coordination and Title VI.

OBAG 2 Tentative Development Schedule

May-June 2015

- **Outreach**
  - Refine proposal with Bay Area Partnership and interested stakeholders
  - Policy Advisory Council / ABAG

July 2015

- **Present Approach to Programming and Allocation Committee (PAC)**
  - Outline principles and programs for OBAG 2
  - Approve complete streets requirement

July-September 2015

- **Outreach**
  - Finalize guidance with Bay Area Partnership and interested stakeholders
  - Policy Advisory Council

October 2015

- **Commission Approval of OBAG 2 Procedures**
  - October Programming & Allocations Committee (PAC)
  - Commission approval of OBAG 2 procedures & guidance

December 2015 - September 2016

- **CMA Call for Projects**
  - CMAs develop county programs and issue call for projects
  - CMA project selection process
  - County OBAG 2 projects due to MTC (September 2016)

December 2016

- **Commission Approval of OBAG 2 Projects**
  - Staff review of CMA project submittals
  - Commission approves regional programs & county projects

NOTE:
2017 TIP Update: December 2016

February 2017

- **Federal TIP**
  - TIP amendment approval

October 2017

- **First year of OBAG 2 (FY 2017-18)**
  - On-going planning and non-infrastructure projects have access to funding

NOTE:
Plan Bay Area Update: Summer 2017

October 2018

- **Second year of OBAG 2 (FY 2018-19)**
  - Capital projects have access to funding

END

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Appendix 1

OBAG 2 Stakeholder Feedback Comment Log

May-June 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-ABAG 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.

Appendix 1

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		
Dierdre Heitman	BART	Did not support the TPI/TCP reduction in funds, especially relative to other programs that are either kept whole or increased.
		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 CMAs 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.

Letter Correspondence		
6/30/2015		
Various Stakeholders	Various Stakeholders	Suggested changes to the Priority Conservation Area (PCA) program including: increased funding; standardized minimum requirements; reduced matching ratio requirement and elimination of the Master agreement.

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Bay Area Open Space Council
East Bay Regional Parks District
Friends of Stevens Creek Trail
Greenbelt Alliance
Housing Leadership Council of San Mateo County
League of Women Voters of the Bay Area
Midpeninsula Regional Open Space District
The Nature Conservancy
Public Advocates
TransForm
Trust for Public Land
Urban Habitat

Supervisor Scott Wiener
Chair, Programming and Allocation Committee
Metropolitan Transportation Commission
Scott.Wiener@sfgov.org

June 30, 2015

Dear Supervisor Wiener,

On behalf of the undersigned organizations, we write to express our strong support for the renewal of the One Bay Area grant program for Priority Conservation Areas ("PCA"). We also provide some recommendations on how to further refine and improve the program.

The PCA program is a critical tool for helping our region conserve the lands that provide clean air and water, locally produced food, wildlife habitat, and outdoor recreation. The PCA grant program has already helped communities throughout the Bay Area to protect and restore important lands for conservation, and allows all Ba Area residents, whether they reside in urban, suburban, or rural areas to benefit from the program.

It is also an important fairness component of Plan Bay Area: as MTC works to reward jurisdictions that accommodate growth within our existing urban areas, it should concurrently reward rural areas for their land conservation activities.

As you look to renew this program, we also see new opportunities to evaluate what worked and what can be improved:

1. Increase the budget for the PCA grant program to $20 million
The 2013 plan contained $10 million for the PCA grant program, making up jus over 1% of the entire One Bay Area grant program. Yet, this is the only portion of the overall grant program that specifically assists rural communities in their land conservation efforts. Valuable projects and willing participants exist. The California State Coastal Conservancy, which managed this program for five of the counties, received three times as many requests as available funding.

Using transportation funding to support land conservation makes sense. Far-flung development – usually on open space and farmland – means more spending on transportation infrastructure and more greenhouse gas emissions from driving. This in turn will only hurt MTC's efforts to comply with state law. Development will continue to occur here unless effective land conservation measures are in place

We believe an increased level of funding will show MTC's commitment to fairl serve the rural communities in the Bay Area and support the goals of Plan Bay Area. Additionally, our organizations are committed to working with MTC to identify and secure other funds for the PCA program in order to effectively leverage the program.

2. Standardize minimum requirements and metrics for PCA grants
The initial PCA grant program led to the development of multiple sets of guidelines to select and evaluate projects. The California State Coastal Conservancy ("SCC") 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.

We know that the overall impact of the PCA grant program has been significant, and your vision to use conservation to reach your transportation and land-use goals is critical for ultimate success. Yet, the varying guidelines throughout the Bay Area have made it challenging to evaluate and compare the individual projects through a regional lens. There are no consistent set of conservation outcomes or metrics, and in some counties, there is not even a requirement that the grant funds be spent inside a designated PCA.

This variation, in turn, thwarts a key goal of MTC and Plan Bay Area to pla comprehensively for the entire region. As the Plan Bay Area final report states, "Plan Bay Area sets the stage for the integration of land use, open space and transportation planning by focusing growth and investment in Priorit Development Areas, and by seeking to protect habitat, recreational and agricultura land in Priority Conservation Areas."[1] Without a minimum standard throughout the entire Bay Area, we will lose the opportunity to use local efforts for a regiona benefit.

[1] 2013 Plan Bay Area Final Report, p. 128

In order to standardize the PCA grants, we recommend that one set of guidelines be adopted as a baseline. In order to meet the specific needs of a community, local governments in the four northern counties can add further guidelines and metrics. We believe that the guidelines developed by the SCC could serve as the baseline standards for the entire region. These guidelines are reasonable and reflect the varying needs and opportunities of PCAs in the region

By adopting the guidelines as a minimum with the option to add community-specific goals and standards, the northern counties would continue to manage a portion of the program, while ensuring MTC is better equipped to measure the impact of the program from a regional perspective. Importantly, the guidelines will ensure that the funds are spent to further the goals of the PCA program

3. Adjust the matching ratio requirement
Currently, all PCA grant applications to the SCC require a 3:1 minimum match requirement (every $1 of federal PCA program funds requires a $3 match of other funds). There has proven to be a major barrier for a number of potential applicants. We believe that an adjusted matching ratio of 2:1 would significantly improve the quality and quantity of applications, and ultimately lead to the regional projec better accomplishing its identified goals.

4. Ease the barrier of requiring applicants to have a Caltrans master agreemen
Currently, a number of potential applicants do not have the requisite master agreement, and the process to secure this agreement is complicated and time consuming. We encourage MTC to investigate innovative ways to provide assistance and collaboration among potential grantees and other partners. We would also be interested in helping develop solutions.

Thank you for this opportunity to provide some feedback on the program, and to unequivocally endorse its renewal. We also greatly appreciate the MTC's staff efforts to seek ways to continue to improve this program.

Sincerely,

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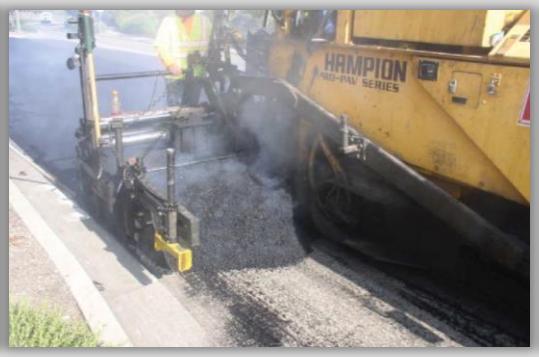
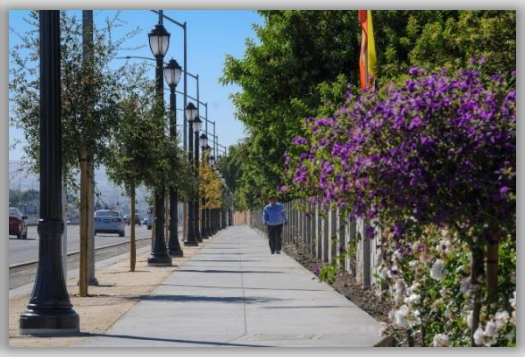
OneBayArea Grant

OBAG 2 Proposal

Policy Advisory Council

July 8, 2015

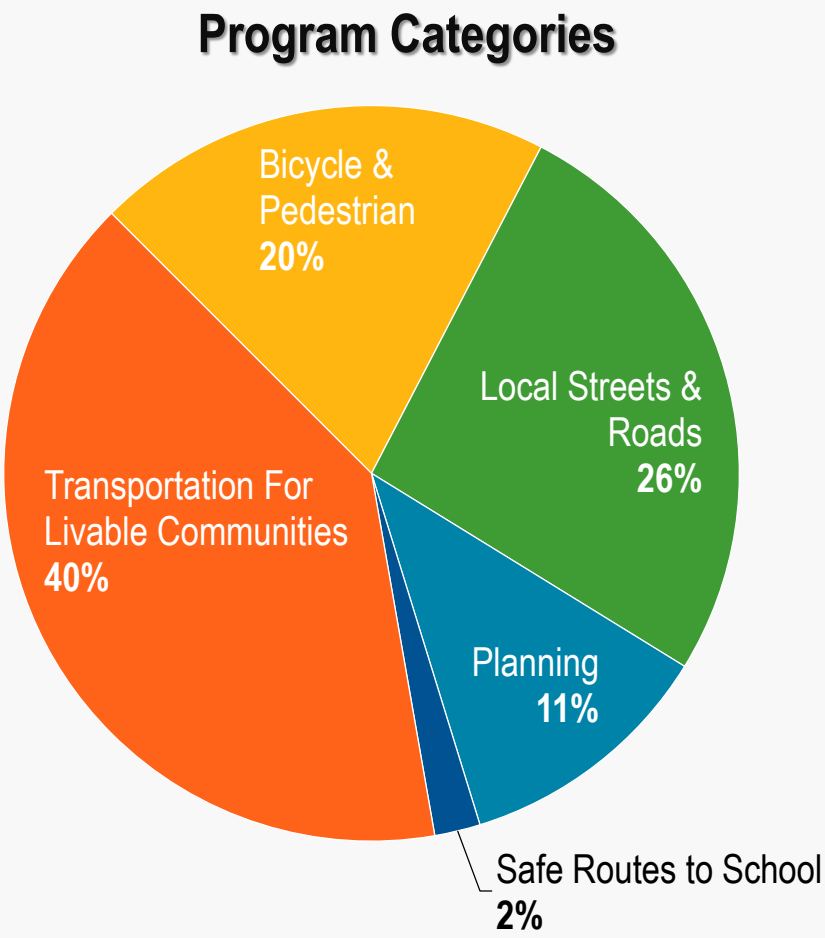




One Bay Area Grant: A Comprehensive Funding Approach

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

OBAG 1 County Program: Project Selection Outcome Summary

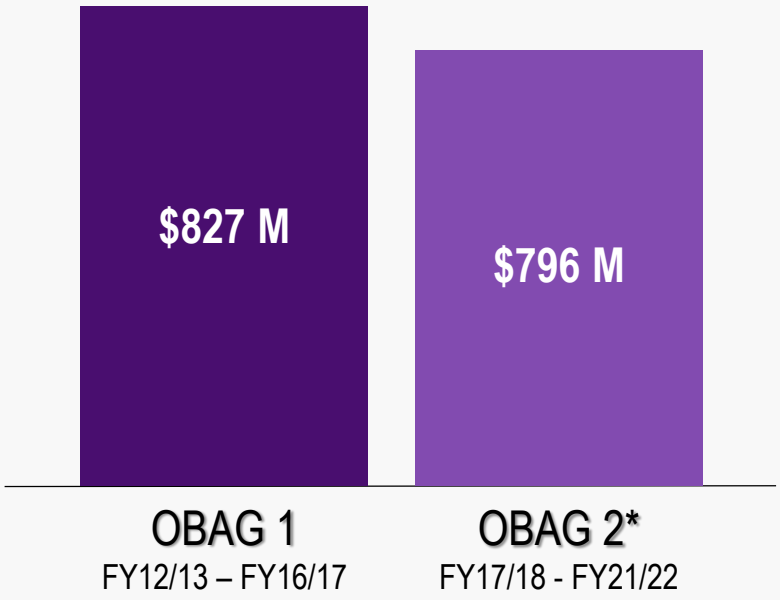


- Overall funding increased from previous cycle ($126.8M to $320M)
- More projects received grants (133 to 195)
- Average grant size increased ($1.0M to $1.6M)
- Average project size increased ($2.1M to $3.3M)
- Greater project complexity / multi-modalities and active transportation elements
- 60% of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

Source: OBAG Report Card, February 7, 2014

OBAG 2: Funding Assumptions

- OBAG1 revenues were below expectations
- 2% annual escalation for future federal revenues, consistent with recent introduction of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act
- STP/CMAQ funds only, no STIP or TE
- Five-year program from federal FY 2017-18 through FY 2021-22 to maintain program size
- $796M available for OBAG 2
- No new programs
- Balance needs of existing programs



* OBAG 2 Program Proposal

OBAG 2: Regional Program Recommendations

Millions $, rounded

Program	OBAG 1	OBAG 2
Regional Planning Activities	$8	$10
Pavement Management Program	$9	$9
Priority Development Area (PDA) Planning and Implementation	$20	$20
Climate Initiatives Program	$22	$22
Priority Conservation Area (PCA)	$10	$16
Regional Operations Programs	$184	$173
Transit Capital Program	$201	$192
Totals	**$454**	**$442**

OBAG 2: Local Program Recommendations (Administered by the CMAs)

Millions $, rounded

Program	OBAG 1	OBAG 2
Local PDA Planning*	$20	*
Safe Routes to School**	$25	$25
Funding for Rural Roads (FAS)***	-	$13
County CMA Program (40% Baseline)	$327	$316
Totals	$372	$354

*Local PDA Planning Program levels in OBAG 2 is at the discretion of the CMAs.
**Safe Routes to School Program was a regional program in OBAG 1 and is now distributed through the Local CMA Program.
***Funding required by statute to the counties for their rural road system, last time addressed in the funding cycle prior to OBAG 1.

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

- PDA investment targets remain at 50% for the four North Bay counties and 70% for the other counties
- County Distribution Formula is revised slightly to further weight past housing production and affordable housing
- OBAG2 Based on housing over a longer time frame, considering housing production between 1999 & 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%).

PDA Requirements

OBAG 1 & 2 No Change	Five Southern Counties	Northbay
	70%	50%

Program	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1	50%	25%	25%	50%
OBAG 2	50%	30%	20%	60%

OBAG 2: Support the Plan Bay Area's Sustainable Communities Strategy (cont'd)

OBAG 2 Local Program Distribution

Millions $, rounded

County	OBAG 1 Actual Including SRTS and PDA Planning		OBAG 2 Proposed with Final Adjustments*	
Alameda	$73.4	19.7%	$71.5	20.2%
Contra Costa	$52.9	14.3%	$48.1	13.6%
Marin	$12.3	3.3%	$10.0	2.8%
Napa	$8.7	2.3%	$7.6	2.2%
San Francisco	$43.5	11.7%	$45.2	12.7%
San Mateo	$31.2	8.3%	$30.0	8.5%
Santa Clara	$101.4	27.4%	$98.4	27.8%
Solano	$22.1	5.9%	$18.4	5.2%
Sonoma	$26.9	7.2%	$25.2	7.1%
Totals	**$372.4**	**100.0%**	**$354.2**	**100.0%**

*Final adjustments to program include:

- Final CMA distribution adjusted so that a CMA's base planning is no more than 50% of total county share.
- SRTS no longer a stand-alone regional program but now is incorporated in the local program.
- Rural road allowance to all counties per statute with the exception of San Francisco which has none.

OBAG 2: Continue Flexibility and Local Decision Making

Local Decision Making

Flexibility

Transparency

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

OBAG 2: Cultivate Linkages with Local Land Use Planning

- Local jurisdictions need to continue to align their general plans' housing and complete streets policies as part of OBAG 2 per SB 375 and other state laws
- For OBAG 2, jurisdictions need to either have updated their circulation elements after 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
- PCA Program increases with $8M to the North Bay, $8M to the Regional Program (other counties) – includes $6.4 million in savings from OBAG1 Bikeshare project

One Bay Area Grant: Regional PDA Planning Program

Regional PDA Planning Program: *Implementing Plan Bay Area*

- Supports 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

PDA Planning → Zoning / EIR → Jobs & Housing

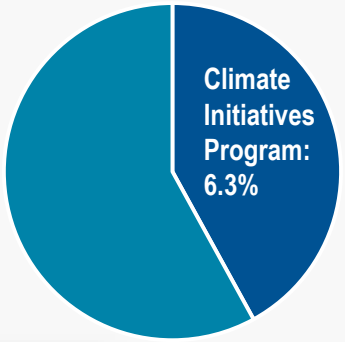
- Local planning needs
  - ❑ Out of 191 Bay Area PDAs,100 PDAs with remaining planning needs

One Bay Area Grant: Climate Initiatives Program

- 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
- Initial funding tested 19 strategies, accounting for the reduction of **5,500 tons** of GHG emissions annually, or the equivalent of *removing 1,087 cars from Bay Area roadways/year*
- Future funding will continue to support successful efforts, as well as new or expanded initiatives, such as:
  - ❑ Transportation Demand Management Programs
  - ❑ EVs and EV Charging Infrastructure
  - ❑ Fuel Efficiency Strategies
  - ❑ Bicycle/Pedestrian Programs
  - ❑ Commuter Benefits Ordinance

Plan Bay Area GHG Reduction Target

(15% per capita)



One Bay Area Grant: MTC Safe Routes to School Program

Progress

- First Regional SRTS program
- 8-year program to date
- 3 new county-wide programs in school districts in San Mateo, Sonoma, Napa
- Expansion of existing county-wide programs to new schools in 4 counties: Alameda, Marin, San Francisco, and Solano Counties
- Competitive grant programs to jurisdictions in Contra Costa and Santa Clara Counties

Funding

- $5 million annually except for last year of OBAG 1 ($2.7M in FY16-17) due to OBAG 1 revenue shortfall
- Staff recommends providing $1.3 million additionally to make program whole using cost savings in OBAG 1. Programming action will be brought back this fall.

OBAG 2: Next Steps

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