

Technical Advisory Committee

MEETING AGENDA

September 24, 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, July 23, 2015* – **DISCUSSION / ACTION**
4. Approval of Minutes, Special Meeting: August 25, 2015* - **DISCUSSION / ACTION**
5. Comprehensive Transportation Plan Update – **DISCUSSION / ACTION**
6. SB 743: Transportation Impacts in CEQA - **DISCUSSION**
7. Measure M **DISCUSSION / ACTION**
 - 7.1 Measure M Invoicing / Appropriation Status*
 - 7.2 Status of Annual Reporting Letter Submittal*
 - 7.3 Updated schedule for Measure M presentations to the Citizen's Advisory Committee*
8. Regional Information Update – **DISCUSSION / ACTION**
 - 8.1 OBAG 2 Update : Eligibility Requirements regarding the Complete Streets Act
9. Rail Update – **DISCUSSION**
10. Draft SCTA Board Meeting Agenda: October 12, 2015
11. Other Business / Comments / Announcements - **DISCUSSION**
12. Adjourn - **ACTION**

*Materials attached.
**Handout at meeting

Page 1 of 2

The next **S C T A** meeting will be held October 12, 2015
The next **T A C** meeting will be held on October 22, 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 2015/16)

Jurisdiction	Feb	Mar	Apr	May	June	July	Sept
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	√	√	√	√	√	√	

SCTA TECHNICAL ADVISORY COMMITTEE

Meeting Minutes of July 23, 2015

1. Call to Order/Introductions

The meeting was called to order by Chair Kelly. This is the last meeting that Sue Kelly will chair. Chair Kelly introduced Rich Emig, Public Works Supervisor for Sebastopol as her interim replacement.

Members: Art Da Rosa; Rohnert Park, Rich Emig; Sebastopol, Mona Ibrahim; Windsor, Jim O'Brian; Windsor, Dan Takasugi; Sonoma, Steve Urbanek; Sonoma County Transportation Public Works, Mary Jo Young; Cloverdale, Larry Zimmer; Petaluma.

Guests: None.

Staff: Chris Barney, Marge Fernandez, Seana Gause, Sue Kelly, Janet Spilman, Dana Turrey.

2. Public Comment

None.

3. Approval of Minutes, June 25, 2015

The minutes were approved as submitted.

4. Comprehensive Transportation Plan Update

At the project level the performance assessment demonstrated that projects provided congestion and travel time benefits, but did not provide countywide benefits in other performance areas.

Staff will test policy based scenarios during July and August. The results of the 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.

MTC is accepting projects for the Regional Transportation Plan (RTP) project list for the Plan Bay Area update. The SCTA will submit the list of projects we have. There will be large capital projects that will have to be modeled for the air quality conformity to be in the TIP. There will be other large categories of projects; road rehab, intersection improvements, and bike projects that need to be in the next RTP. Staff will bring this list to the next TAC meeting.

This process will take MTC several months to analyze and evaluate our projects. The SCTA Board will be asked to approve the Preliminary list in September 2015.

5. TFCA/TDA3 Quarterly Report

Staff handed out the TFCA/TDA3 Quarterly Status report to the TAC. There are no planned expirations of TDA3 projects as of June 30, 2015. The TFCA projects that will be expiring in October 2015 are highlighted in red. Contact staff if extensions are required. Staff pointed out that the list contains only actual expenditures that have been invoiced.

6. Measure M

6.1. Measure M Invoicing / Appropriation Status

Included in the agenda packet are two status reports; one for the close of fiscal year 14/15 and the other for the new fiscal year 15/16. The only new programming for fiscal year 15/16 is for Bike Safety and Education.

6.2. Fiscal Year End Reminder: Reporting Letters Due 9/15/15



Reporting letters are due on September 15, 2015.

7. Regional Information Update

7.1. OBAG 2 Update

Preliminary OBAG estimates have been adjusted slightly. With this adjustment our estimates went up. SRTS will be distributed on a population enrollment formula.

8. Rail Update

SMART is continuing to move forward on the Haystack Landing Bridge. Two crews are operating to meet the deadline for switching it over. The first drop of the bridge is anticipated in mid-August. They expect to shut the track down for eighteen days, demolish the old bridge, and rebuild the track to connect to the new bridge. This is scheduled for September 18, 2015.

SMART is very close on the NEPA for the Multi-Pathway.

SMART is closing in on the end of construction of the track. The next priorities beginning in September are the platforms, the concrete slab tops, and ramps at the stations.

9. Draft SCTA Board meeting Agenda: No August Meeting

A meeting is scheduled for September 14, 2015. There is a proposal for a focus meeting on overall work plan for the SCTA August 31.

10. Other Business / Comments / Announcements

Chair Kelly announced that the bridge is getting replaced in Sebastopol on Hwy 12 over the Laguna.

SCTA Staff acknowledged and thanked Chair Kelly for her service to the TAC.

11. Adjourn

The meeting adjourned at 2:10 PM.

TECHNICAL ADVISORY COMMITTEE SPECIAL MEETING MINUTES

Minutes of Special Meeting August 27, 2015

ITEM

1. Introductions

Meeting called to order at 1:37 p.m. by Janet Spilman.

Members: Nancy Adams, City of Santa Rosa; Art Da Rosa, City of Rohnert Park; Curt Bates, City of Petaluma; Alejandro Perez, Town of Windsor; Steve Schmitz, Sonoma County Transit; Steve Urbanek, Sonoma Co. Public Works; Anthony Taylor, Sonoma Co. Dept. of Health Services.

Guests: Mary Jo Yung, W-Trans

Staff: Brant Arthur, Chris Barney, James Cameron, Nina Donofrio, Janet Spilman

2. Public Comment

N/A

3. Comprehensive Transportation Plan : Policy Analysis* – DISCUSSION / ACTION

Discussion took place regarding the transportation project list, which Ms. Spilman provided for each jurisdiction. This will be presented to the Board at the September 14 meeting and will be posted to the SCTA/RCPA website. Ms. Spilman requested the Committee's feedback regarding how projects are categorized and encouraged members to review their projects for accuracy. She confirmed that this will dovetail into the Regional Transportation Plan (RTP).

Chris Barney presented a slide show on the CTP performance assessment, summarizing analysis of policy changes and behavioral changes in transportation in reaching CTP performance targets.

4. Other Business / Comments / Announcements – DISCUSSION

N/A

5. Adjourn – ACTION

2:47 p.m.



Staff Report

To: Technical Advisory Committee

From: Chris Barney, Senior Transportation Planner

Item: Senate Bill 743 – CEQA, Alternatives to LOS in Transportation Analysis – August 2015 Update

Date: 9/24/2015

Issue:

Senate Bill 743 requires that the California Office of Planning and Research (OPR) change the Guidelines Implementing the California Environmental Quality Act (CEQA Guidelines) associated with the analysis of transportation impacts in the environmental review process.

Background:

Senate Bill 743 directs OPR to amend CEQA guidelines associated with the analysis of transportation impacts. OPR's work has focused on recommending an alternative metric to level of service (LOS) for measuring transportation impacts. OPR released a preliminary evaluation of potential alternative methods for addressing transportation impacts under CEQA in December, 2013 and accepted comments on the preliminary evaluation document through February 14, 2014. OPR released a preliminary discussion draft on this topic which recommends using a Vehicle Miles Traveled (VMT) based metric to assess transportation impacts on August 6, 2014. This document can be viewed online here:

http://www.opr.ca.gov/docs/Final_Preliminary_Discussion_Draft_of_Updates_Implementing_SB_743_080614.pdf

OPR received many comments on the preliminary discussion draft and is preparing to release final revisions to the CEQA Guidelines in Fall 2015. OPR has indicated that much of the technical detail that was included in the preliminary discussion draft has been removed from the text of the proposed CEQA Guidelines and will be placed in a Technical Advisory.

OPR has emphasized that the contents of the Technical Advisory should be considered as advice or guidance only, and that lead agencies will need to make the final decision on the appropriate methods or thresholds that should be used within their jurisdiction and for particular projects.

Technical Guidance on VMT estimation in the Analysis of CEQA Transportation Impacts:

OPR's technical guidance document will cover:

- VMT calculation techniques - lead agencies are encouraged to choose calculation methods appropriate for measuring impacts of the project being analyzed. Professional judgment and appropriate modeling or estimation tools should be used to estimate VMT impacts, and VMT impacts to neighboring jurisdictions should be considered when possible.
- OPR does not at this time recommend analyzing VMT associated with goods movement and commercial vehicle trips.
- Travel demand models, sketch planning tools, spreadsheet models, and data to estimate VMT could all be appropriate tools for analyzing VMT impacts, but should be sensitive to project factors and characteristics.
- "Thresholds of significance" may be used to assist in the determination of the significance of an impact but should be considered as a starting point for analysis.
- Lead agencies will make the final decision regarding significance of impacts.
- Environmental analysis does not need to be perfect, but does need to be reasonably feasible, and analysis should be complete and make a good faith effort to disclose impacts and provide enough analysis to make this determination.
- Selection of mitigation for significant impacts is left to the discretion of the lead agency, and the updated CEQA Guidelines will not limit any public agency's ability to condition a project based on other laws or codes using Level of Service (LOS) or automobile delay.
- ***Mitigation for transportation impacts should reduce VMT. Examples include improving transit, improving access to goods and services, building affordable housing, improving bicycle and pedestrian infrastructure, traffic calming, limiting parking supply, unbundling parking costs, travel demand management programs, etc.***
- The updated CEQA Guidelines will not prevent a lead agency from enforcing previously adopted mitigation measures.
- Development in a location where the Regional Transportation Plan and Sustainable Communities Strategy does not specify any development may indicate a significant impact.
- Projects located in transit rich areas, or with mixed-use development components may be considered to have a less than significant impact on VMT in some cases.
- ***Projects which generate fewer than 100 daily trips may generally be assumed to cause a less than significant impact on VMT.***
- ***Transportation projects which increase roadway capacity, such as addition of through lanes, including new general purpose lanes, managed lanes, peak period***

lanes, auxiliary lanes, and lanes through grade-separated interchanges should be considered to generally increase VMT and be subject to analysis.

- ***Transportation projects that would not be expected to add substantial increases in VMT include addition or reconfiguration of traffic lanes that are not utilized by through traffic, addition of capacity on local or collector streets, conversion of existing general purpose lanes to managed lanes, road diets, grade separations, installation or reconfiguration of traffic control devices, roundabouts, traffic calming, tolls, one-way to two-way conversions, removal of parking, parking restrictions, transit projects, active transportation projects.***
- ***Land use plans could be considered to have a significant impact on transportation if it is not consistent with the RTP/SCS.***
- SAFETY IMPACTS: Safety concerns should affect many people, safety concerns must be substantiated using project descriptions and data, mitigation for safety should not create other safety risks.

Guidance on setting VMT Thresholds:

SB 743 did not direct OPR to set thresholds of significance, but OPR will provide some direction on how levels of significance could be determined. The determination of significance and setting and use of thresholds is at the discretion of the lead agency. OPR has provide some detail on threshold guidance which is summarized below:

- Thresholds should address statewide GHG and VMT reduction goals
- The proposed guidelines indicate that projects that result in VMT greater than the regional average for a specific land use type may indicate a significant impact.
- OPR also recognizes that specific or general plans could be considered to have a less than significant environmental effect at the plan level if they are consistent with the adopted Sustainable Communities Strategy.
- OPR has recommended that VMT 15% below existing VMT may be a reasonable threshold of VMT impact for development projects. VMT could be calculated per capita at both the city and regional level.
- A screening tool showing average VMT for certain levels of geography (census tract, traffic analysis zone, etc.) could be used to determine if a project would likely lead to below-threshold VMT simply based on its proposed location.

Next Steps and Timeline:

OPR will be releasing final draft changes to the CEQA Guidelines associated with the analysis of transportation impacts and associated Technical Guidance in the Fall of 2015. OPR is planning on taking comments on the proposed changes for approximately 6 weeks. OPR will make revisions based on comments received and forward the final guidelines on to the Natural Resource Agency for inclusion in the CEQA Guidelines. The proposed guidelines will likely go into effect in 2016 with a 2 year optional opt-in period.

Policy Impacts:

OPR's final recommendation will change the methods required for estimating transportation impacts under CEQA. LOS will be replaced by a VMT based metric for CEQA analysis. The change represents a shift away from measuring congestion reduction to measuring GHG reduction, multimodal transportation, and efficient access in the environmental review process.

Fiscal Impacts:

No direct fiscal impacts at this time.

Staff Recommendation:

PAC members may wish to consider how changes to CEQA guidelines may impact their jurisdiction.

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 Improvements	LSP	\$0		\$500,000	9/14/15			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	9/4/15	\$42,000	estimated for 14/15 but invoice covers 14/15&15/16; under rev
SCBC	SRTS (SCBC)	Bike/Ped	\$8,553	\$19,000	\$0	2/9/15	8/7/15	\$7,153	
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	8/27/15	\$668,915	invoice under review

new balance not yet calculated

Staff Report

To: Sonoma County Transportation Authority – Technical Advisory Committee
From: Seana L. S. Gause, Senior – Programming and Projects
Item: Measure M Annual Reporting Letter Status Update
Date: September 24, 2015

Issue:

What is the status of the annual reporting for expenditures of Measure M funds this past fiscal year (FY14/15)?

Background:

The Traffic Relief Act of Sonoma County requires that agencies receiving Measure M funds report on how those funds were spent in a given fiscal year. Reporting letters are due on September 15 of each year, reporting on the previous fiscal year. This requirement is outlined in the 2014 Strategic Plan, Policy 4.12. Reporting letters are required for the following programs:

- Transit/Rail (LBT/Rail)
- Local Streets Rehabilitation (LSR)
- Local Streets Projects (LSP)
- Bicycle/Pedestrian Projects (Bike/Ped)

If an agency fails to submit Measure M reporting letters by the deadline, the Strategic Plan states that the next fiscal year's allocation or reimbursements for expenditures (in the case of Local Streets or Bike/Ped Projects) may be withheld until the reporting letter is received. Upon the suggestion of the auditor, governing bodies of any Measure M recipients delinquent in submitting annual reporting letters will be notified in writing.

The LSR program allows cities to carry over funds for *up to* three years in order to amass funds for larger projects. The program also requires that if an agency has chosen to carry over funds from previous fiscal year's allocation, interest on the sum must be reported. Banked funds must be spent in the third year, or SCTA reserves the right to withhold the next year's allocation until the jurisdiction's balance is drawn down, as is outlined in the Strategic Plan, Policy 4.1. Several jurisdictions show a partial expenditure of funds, but are banking some portion of balance for future expenditures.

Three LSR reporting letters (City of Cloverdale, City of Sonoma and the County of Sonoma) were not submitted by the 9/15/15 deadline. Two of the three letters have since been received. The City of Sonoma's reporting letter is still outstanding as of the writing of this staff report.

LBT program funds are distributed on a quarterly basis. All transit agencies receiving Measure M funding are required to submit an annual audit to accompany their reporting. Because the annual audits usually take some months to produce after the close of the fiscal year, they are not always

complete by the reporting deadline of September 15, thus transit agencies are given until December 31 to submit the required audit. Reporting letters remain due on September 15. All transit agencies submitted their annual reporting letters.

One Measure M recipient for the Bicycle and Pedestrians Projects Program did not submit their annual reporting letter by the deadline (Sonoma County Bicycle Coalition). As of the writing of this staff report the letter is still outstanding. All other reporting letters for the LSP, Bike/Ped and Rail programs were submitted on time. This summary will be provided to the Citizen's Advisory Committee and will be provided to the SCTA Board in October.

Policy Impacts:

None, these procedures are consistent with the policy established in the Traffic Relief Act of Sonoma County, and the 2014 Strategic Plan.

Fiscal Impacts:

None

Staff Recommendation:

None, this is an informational item only.

Staff Report

To: Sonoma County Transportation Authority – TAC and CAC
From: Seana L. S. Gause, Senior, Programming and Projects
Item: Measure M Project Update Schedule for FY 15/16
Date: August 24, 2015

Issue:

On what schedule will the Measure M LSP, Rail, and Bike/Ped Projects be presented to the Citizens Advisory Committee (CAC)?

Background:

The CAC is tasked with public oversight of the implementation of Measure M. The CAC review is meant to provide transparency of the project delivery process for the general public. As such, each fiscal year Measure M project sponsors programmed to receive Measure M funds are scheduled to come before the CAC and discuss the status of their projects. Specifically, how Measure M funds have been used on the project to date, how many dollars will be used in the future and for what purpose. Sponsors generally come before the CAC with a project status sheet, showing scope, schedule and cost of the project, matching funds being used (if any) and location of the proposed project.

Below is a proposed schedule for the Measure M projects to be brought before the CAC for review:

Project Name	Project Sponsor	Meeting Date
Arnold Drive	TPW	July 27, 2015
Forestville Bypass (Roundabout)	TPW	July 27, 2015
116/121 Interchange	SCTA	August 31, 2015
Airport Blvd I/C	SCTA	August 31, 2015
SMART	SMART	October 26, 2015
NWPRR Tr	SMART	October 26, 2015
Bicycle Safety and Education	SCBC	November 30, 2015
Bicycle Safety and Education	SC DHS	November 30, 2015
--No Meeting--	-----	December 2015
Hearn Avenue I/C	Santa Rosa	January 25, 2016
Fulton Road	Santa Rosa	January 25, 2016
Santa Rosa Creek Tr	Santa Rosa	January 25, 2016
Access Across 101	Santa Rosa	January 25, 2016
Bodega Bay Tr	SC RP/TPW	February 29, 2016
Central Sonoma Valley Tr.	SC RP/TPW	February 29, 2016
Sonoma Schellville Tr	SCRIP	February 29, 2016

There are no presentations scheduled in September.

There are no meetings scheduled in December.

Policy Impacts:

None, this action is consistent with policy 4.11 in the 2014 Measure M Strategic Plan.

Fiscal Impacts:

None

Staff Recommendation:

None, this item is informational.

Staff Report

To: Sonoma County Transportation Authority - Technical Advisory Committee

From: Janet Spilman, Deputy Director of Planning and Seana L. S. Gause, Senior – Programming and Projects

Item: One Bay Area Grant (OBAG) 2 Complete Streets Requirement from MTC

Date: September 24, 2015

Issue:

Changes to the eligibility requirement regarding Complete Streets Act for OBAG 2 funding from MTC.

Background:

MTC is updating their requirements regarding Complete Streets for jurisdictions to receive OBAG funding.

Memo from MTC Staff:

In the July Programming & Allocations Committee meeting, Item 5A posted online (found at <https://mtc.legistar.com/MeetingDetail.aspx?ID=374302&GUID=BDA03051-4468-4077-820B-5355778F7034&Options=info&Search>) describes the OBAG 2 requirements:

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 1 requirements.

MTC anticipates that the Commission will approve these changes in November. Jurisdictions not currently in compliance have the opportunity to complete one of the two options by January 31, 2016.

Policy Impacts:

As the memo indicates, staff anticipates this requirement to be adopted by the Commission in November.

Fiscal Impacts:

A jurisdiction's eligibility to receive OBAG funding is dependent on meeting the (MTC) Complete Streets requirement.

Staff Recommendation:

SCTA staff is attempting to determine the local impacts of this potential (likely) requirement.

Memorandum

To: Plan Bay Area Sonoma County Project Sponsors
From: Janet Spilman
Re: Plan Bay Area Project List
Date: Sent via email to Project Sponsors on September 16, 2015

The SCTA Board of Directors approved the Project List for the Comprehensive Transportation Plan. They also approved the list of projects being submitted to MTC for inclusion in the RTP (Plan Bay Area).

For this process and in the last Plan Bay Area (and before that) MTC has divided projects into programmatic categories. This allowed for a more streamlined, flexible process of entering projects in the MTC database, not requiring a high level of detail for each project. The exception to this was for large capacity increasing road projects. MTC is required to model these projects and list them as unique named projects in the RTP and ultimately, the TIP. The definition of “large” was understood to be projects costing \$50million or more. This is how we and MTC constructed our project applications in the call for projects last year. This was how we made our list of projects.

The definition has changed. The “large” part is now defined by the physical size of the project – over ¼ mile is large and needs to be included separately. This is for all capacity increasing road projects. I don’t have a metric to determine which projects those may be and it is my guess that many more projects meet that minimum threshold.

Fortunately we learned of this before the Board meeting on Monday. The work around was to include all capacity increasing road projects regardless of cost. The Board agreed with this, as did the MTC staff person (Adam Noelting) who is in charge of collecting and organizing the projects. This opens up our ability submit any (and all) capacity increasing project in the CTP. This is likely to result in a considerably larger list, requiring much more input into MTCs database. It was my intention to save you the trouble of entering your projects into the database, but that is not possible now.

For inclusion in the RTP please enter your project information into the MTC database here <http://projects.planbayarea.org/>. It is not a particularly difficult process; MTC has videos and online help to navigate the database if you have problems. **The deadline for entering projects is Sept 30, 2015.**





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Memorandum

TO: Local Streets and Roads Working Group
Programming and Delivery Working Group

DATE: September 21, 2015

FR: Ross McKeown

RE: Proposed OBAG 2 Complete Streets Eligibility Requirement

The proposed OBAG 2 policies released in July of this year include a change in the complete streets eligibility requirement.

Under OBAG 1, a jurisdiction needed to address complete streets policies at the local level through the adoption of a complete streets policy resolution no later than January 31, 2013. A jurisdiction could also meet this requirement through a general plan that complied with the Complete Streets Act of 2008. Jurisdictions could self-certify that they met either of these two requirements.

OBAG 1 also provided a provision for eligibility for the subsequent OBAG cycle. As noted in OBAG 1, to be eligible for subsequent OBAG cycle funding a jurisdiction must have its general plan circulation element comply with the Complete Streets Act of 2008 prior to January 31, 2016.

As presented in the initial OBAG 2 proposal released in July of this year, the complete streets eligibility requirement for OBAG 2 has changed. For OBAG2, jurisdictions have two options available to meet the complete streets eligibility requirement. Either option must be met by January 31, 2016:

- 1.) Adopt a complete streets resolution incorporating MTC's required complete streets elements.**
- 2.) Adopt a revision to the circulation element of the general plan after January 1, 2011 to 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, in accordance with California Government Code Section 65302 and the Complete Streets Act of 2008 (Assembly Bill 1358, Chapter 657, Statutes of 2008).**

Self-certification that the general plan meets the complete streets Act of 2008 or adoption of a circulation element update prior to January 1, 2011, do not meet the requirement. However, a resolution with the required complete streets elements clearly

stated, adopted for OBAG 1, will be considered valid for OBAG 2 once confirmed by MTC staff. The resolution must be in affect for the duration of the OBAG 2 cycle.

This requirement is not required for jurisdictions with no general plan / land use authority such as transit agencies, Caltrans or CMAs. However, in such instances the jurisdiction in which the project is physically located must meet the requirement (except for multi-jurisdictional planning/ marketing/ outreach projects managed by a CMA).

Verification/documentation that the requirement has been met will be required.

The full Commission is scheduled to consider this proposal at its November meeting.

Questions can be directed to either Ross McKeown at rmckeown@mtc.ca.gov or Keven Mulder at kmulder@mtc.ca.gov or Mallory Atkinson at matkinson@mtc.ca.gov

July 8, 2015

Agenda Item 5a

One Bay Area Grant Program Cycle 2 Proposal

Subject: Proposal for Cycle 2 of the One Bay Area Grant Program (OBAG 2) outlining principles for changes, program funding levels, and policy revisions.

Background: The Commission adopted the inaugural OBAG Program in May 2012. OBAG provides funding to regional programs and to the county congestion management agencies (CMAs) for local decision making that advances the objectives of *Plan Bay Area*. OBAG supports *Plan Bay Area*, the region's Long Range Plan / Sustainable Communities Strategy (SCS), by directing investments to the region's priority development areas, rewarding housing production, and providing a larger and more flexible funding program to deliver transportation projects. Owing to the successful outcomes of this 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 five years (FY 2017-18 through FY 2021-22). Notable recommended changes include the following:

- Compared to OBAG 1, OBAG 2 overall revenues drop 3% from \$827 million to \$796 million due to federal budgetary constraints. Consequently staff recommends no new programs, to strike a balance between the various transportation needs that were funded in OBAG 1. Reductions are borne equally by the regional and county programs, and the funding split between the regional and county programs remains the same as in OBAG 1.
- The OBAG 2 county distribution formula is proposed to be revised slightly to further weight past housing production against future RHNA housing commitments, with affordable housing shares within each of these categories increased by 10%. The proposed formula is: Population 50%; Housing Production 30%; and Housing RHNA 20%, with housing affordability at 60%. The formula under OBAG 1 was: 50%, 25%, 25% and 50% respectively. Further, OBAG 2 is based on housing data over a longer time frame, including data from two RHNA cycles (1999-2006, and 2007-2015), to smooth out the dramatic effects of the Great Recession on housing construction.
- The complete streets requirement for jurisdictions as a condition of funding is proposed to be revised. Those jurisdictions that have not updated their circulation element after 2010 to meet the State's Complete Streets Act requirements will need to adopt a complete streets resolution per the MTC model used for OBAG 1, if they have not already done so.

The attached memorandum and presentation contain additional information. Staff seeks the Committee's feedback on the proposed framework.

Issues: None

Recommendation: Information Item.

Attachments: Memorandum including attachments
Stakeholder Letter regarding increased Priority Conservation Area funding
Power Point Presentation



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Memorandum

TO: Programming and Allocations Committee

DATE: July 8, 2015

FR: Executive Director

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)		OBAG 2 Base Formula (\$millions)		OBAG 2 Proposed 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	
	Count	%	Count	%
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	182,122	100.0%	107,499	100.0%

¹OBAG 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.


Steve Heminger

Attachments

SH: CG

OBAG 2 Program Considerations		OBAG 1	OBAG 2
Regional Programs – REDUCE by 3%			(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 PMP implementation and PTAP 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 		\$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 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			
<ul style="list-style-type: none"> 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			
<ul style="list-style-type: none"> 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.			
<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 – REDUCE by 3%			
❖ 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% base OBAG program (not including CMA Planning Base) 		-	-
		-	\$25
		-	\$13
		-	\$1
		\$36	\$39
		\$291	\$276
		\$327	\$354

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	
<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 • Approve complete streets requirement 	
July-September 2015	
<ul style="list-style-type: none"> • Outreach <ul style="list-style-type: none"> • Finalize guidance with Bay Area Partnership and interested stakeholders • Policy Advisory Council 	
October 2015	
<ul style="list-style-type: none"> • Commission Approval of OBAG 2 Procedures <ul style="list-style-type: none"> • October Programming & Allocations Committee (PAC) • Commission approval of OBAG 2 procedures & guidance 	
December 2015 - September 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 (September 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 	<p>NOTE: 2017 TIP Update: December 2016</p>
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 	<p>NOTE: Plan Bay Area Update: Summer 2017</p>
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 	
END	

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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-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.
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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	<p>Did not support the TPI/TCP reduction in funds, especially relative to other programs that are either kept whole or increased.</p> <p>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 CMAA's 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.</p> <p>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.</p>
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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.
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Planning Directors Meeting

6/5/2015

Bob Macauley	STA	<p>Did not support reducing regional rideshare funding.</p> <p>Would like to keep PDA Planning at County level rather than Regional level.</p>
Tess Lengyel	ACTC	<p>Concerned more is being funded through OBAG as the revenues for OBAG are decreasing</p> <p>Commented regarding the 70% and employer outreach. Ross explained that projects like planning and outreach are split 30%-70% in OBAG</p>

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.
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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 Bay 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 just 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 fairly 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 plan 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 Priority Development Areas, and by seeking to protect habitat, recreational and agricultural 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 regional 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 project better accomplishing its identified goals.

4. Ease the barrier of requiring applicants to have a Caltrans master agreement

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

Programming and Allocations Committee

July 8, 2015

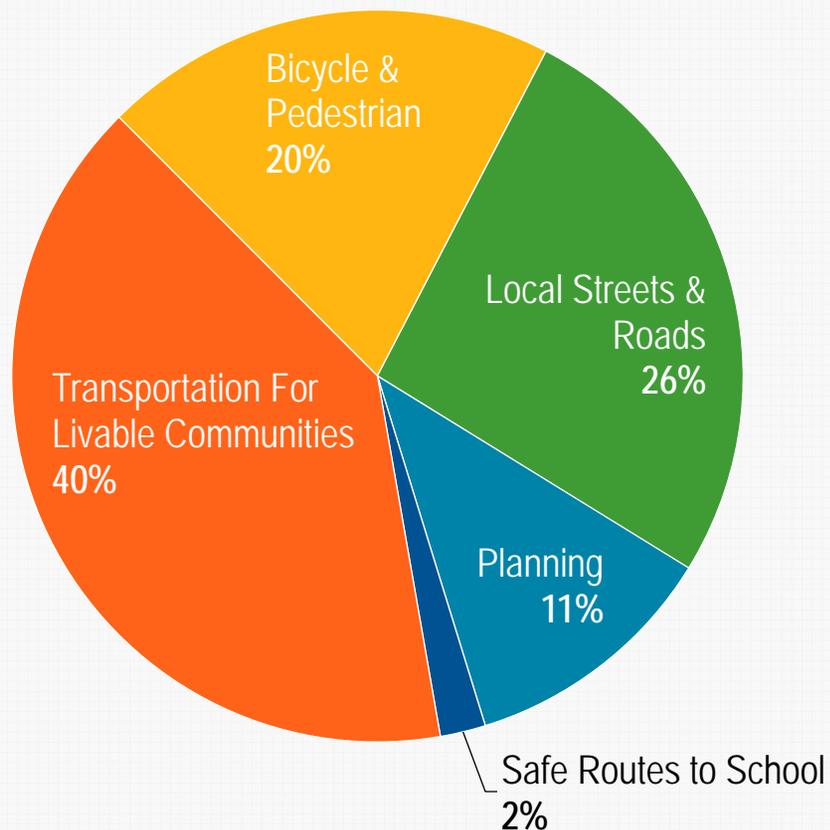


OneBayArea Grant: A Comprehensive Funding Approach

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

OBAG 1 County Program: Project Selection Outcome Summary

Program Categories

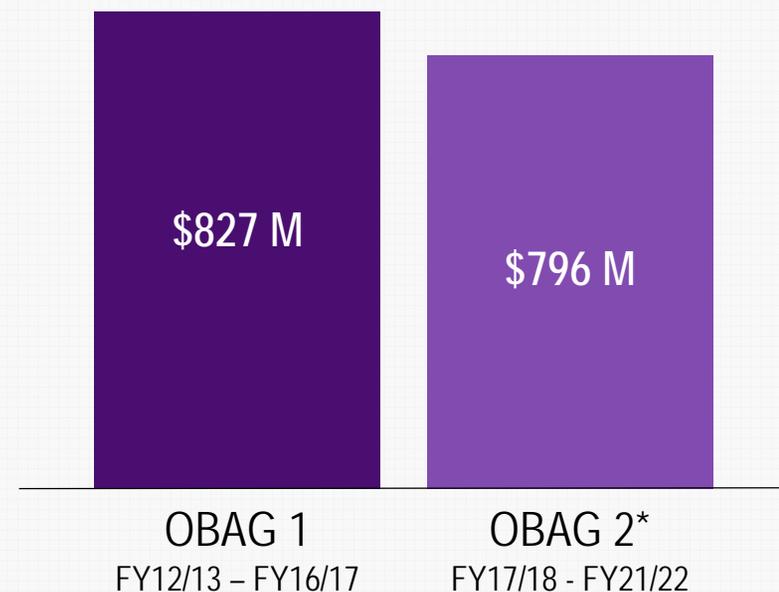


- Overall funding increased from previous cycle (\$126.8M to \$320M)
- More projects received grants (133 to 195)
- Average grant size increased (\$1.0M to \$1.6M)
- Average project size increased (\$2.1M to \$3.3M)
- Greater project complexity / multi-modalities and active transportation elements
-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

Source: OBAG Report Card, February 7, 2014

OBAG 2: Funding Assumptions

- 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



OneBayArea 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



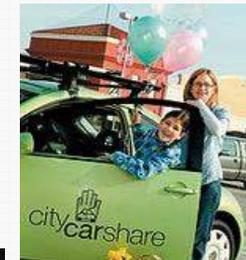
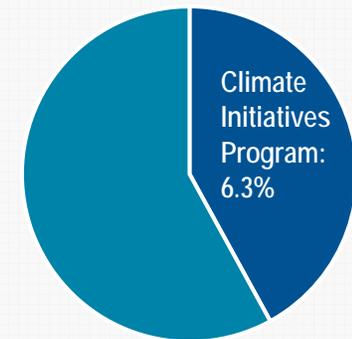
- Local planning needs
 - Out of 191 Bay Area PDAs, 100 PDAs with remaining planning needs



OneBayArea 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)



OneBayArea 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 \$2.3 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

