



## Memorandum

**DATE:** September 26, 2012

**TO:** Alameda County Technical Advisory Committee (ACTAC)

**FROM:** Matt Todd, Manager of Programming  
Vivek Bhat, Senior Transportation Engineer

**SUBJECT:** **Approval of Draft One Bay Area Grant (OBAG) Program Guidelines Elements**

### Recommendation

It is recommended the Commission approve the Initial Draft One Bay Area Grant (OBAG) Program Guidelines. ACTAC is scheduled to consider this item on October 2, 2012.

### Summary

Resolution 4035, approved by MTC on May 17, 2012, provides guidance for the programming and allocation of the Cycle 2 Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds for the next four fiscal years (FY 2012-13 through FY 2015-16). Resolution 4035 also includes specific policy objectives and implementation requirements of the OBAG Program that Bay Area congestion management agencies (Alameda CTC in Alameda County) must meet as a condition for the receipt of OBAG funds.

Alameda County's estimated share of the OBAG funding is \$63 million of STP/CMAQ spread over four fiscal years (FY 2012-13 through FY 2015-16). In large counties, such as Alameda County, 70 percent of the OBAG funding must be programmed to transportation projects that support Priority Development Areas (PDAs) and 30 percent of the OBAG funds may be programmed for transportation projects anywhere else in the county.

OBAG also provides annual funds for Congestion Management Agency (CMA) planning activities, previously provided by MTC to CMAs through a separate process and agreement. The ongoing planning and programming functions provided by the Alameda CTC maintains compliance with MTC mandated requirements (e.g., Regional Transportation Plan (RTP), Congestion Management Program (CMP), countywide travel demand model, Lifeline programming, fund programming). In addition to these traditional planning tasks there are other new or significantly expanded planning needs that emerge as a result of OBAG.

MTC Resolution 4035 also provides funds for a Regional Safe Routes to Schools (SR2S) program. Similar to Cycle 1 federal funding in the MTC region, the SR2S program remains a regionally funded program with direct county distributions. MTC has identified about \$4.3 million for Alameda County for SR2S efforts for a 4-year period over and above the OBAG funds. The OBAG program does allow for the option to contribute additional funding to augment SR2S activities of the Regional SR2S program funding.

The Draft Programming Guideline elements with ACTAC comments will be presented to the Committees and the Commission later this month. The Draft Programming Guidelines will be presented to the Committees and Commission at the November meetings

### **Discussion**

MTC has requested the Alameda CTC provide an OBAG program recommendation by June 30, 2013, that meets the OBAG program requirements in the allocation of funding to local transportation priorities. The Alameda CTC has been provided with a programming target of \$63 million in STP and CMAQ funds over the next 4 years.

### ***OBAG Funding and Eligibility***

Projects will need to comply with OBAG and federal funding requirements as well as local criteria that will be used to evaluate projects in Alameda County. The programming of these federal funds is constrained to a mix of transportation projects that conform to the eligibility requirements of the approximately \$36 million of CMAQ and \$27 million of STP (including \$4 million of Transportation Enhancement (TE)/Transportation Alternatives under MAP-21) available to program. The selected projects will be required to meet federal obligation deadlines no later than FY 15-16 (e.g. be ready to submit request for fund obligation to Caltrans no later than January 2016). Certain types of transportation projects are eligible under the OBAG and federal funding requirements. Eligible types of projects include:

- Capital pedestrian projects/improvements
- Capital bicycle projects/improvements
- Safe Routes to Schools education and outreach
- Transportation Demand and Traffic Management
- Outreach, rideshare, and telecommuting programs
- Signal improvements
- Transit capital and transit expansion
- Experimental pilot programs
- Alternative fuel projects
- Road rehabilitation (STP only)

### ***Programming Categories***

The OBAG funds are proposed to be programmed to the following categories: Planning/Programming Support, Local Streets and Roads, PDA Supportive Transportation Investments, and Safe Routes to School (SR2S). The limitations of the eligibility of STP and

CMAQ and the status of the development of the 43 PDAs in Alameda County will play a primary role in the amount of funds available for each program category.

**Table 1: OBAG Programming Categories**

<b>Program / Category</b>	<b>Total</b>	<b>% Share</b>
<b>Planning</b>	<i>7,106,000</i>	<i>11.3%</i>
<b>Local Streets and Roads</b>	<i>15,228,000</i>	<i>24.1%</i>
<b>PDA Supportive Transportation Investment</b>	<i>38,731,000</i>	<i>61.4%</i>
<b>Augment Regional SR2S</b>	<i>2,000,000</i>	<i>3.2%</i>
<b>Total</b>	<b><i>63,065,000</i></b>	<b><i>100%</i></b>

Note : Attachment A provides additional detail on the funding by Program/Category

**Planning/Programming:**

The ongoing planning and programming functions provided by the Alameda CTC maintains compliance with MTC mandated requirements (e.g., Regional Transportation Plan (RTP), Congestion Management Program (CMP), countywide travel demand model, Lifeline programming, fund programming). Other planning needs that emerge from OBAG are new or significantly expanded. Staff has identified the following tasks that have been required or will add to the existing planning work load.

Traditional CMA Tasks

- Developing and updating the Congestion Management Program (CMP)
- Developing and updating the Countywide Transportation Plan (CWTP) including Arterial Performance Initiative
- Travel Model Support
- Evaluation of Transportation and Land Use Policies
- Developing Countywide Bike and Pedestrian Plans
- Lifeline Program / Community Based Transportation Plan (CBTP)
- Performing ongoing Programming Tasks
- Performing ongoing Monitoring Tasks

#### Additional OBAG Tasks

- Lifeline Program / Community Based Transportation Plan (CBTP)
- Developing and updating the PDA Investment and Growth Strategy
- Preparing the PDA Strategic Plan and/or programs to provide PDA technical assistance to local agencies
- Enhanced Monitoring due to PDA Growth Strategy and Complete Streets
- Multi-jurisdictional PDA Coordination
- Developing the Capital Improvement Program
- Countywide Bike and Pedestrian Plan related Planning efforts
- Complete Streets Policy Planning efforts (Ensuring local compliance with MTC's Complete Streets policy)
- Outreach efforts (Expanding public outreach and communication with stakeholders)
- Priority Conservation Areas related Planning / Programming efforts
- Development of a Comprehensive Multi-modal Strategic Plan with Bus, Rail, Parking, TDM, land use and Bike and Pedestrian elements

These efforts will need to be funded with STP funds because they are not eligible for CMAQ funds. This programming will be split between the 70/30 percent PDA and non-PDA categories on a similar percentage. It is proposed \$7.1 Million of OBAG funds be available for Planning/ Programming related activities. Additional information on planning/programming eligibility is also included in MTC Resolution 4035.

Alameda CTC Planning and Programming efforts are also anticipated to increase with the potential passage of Measure B1. Based on the results of the November election, staff would bring any recommendation revisions to the Committees and Commission.

#### **Local Streets and Roads (LSR):**

This programming will support the “fix it first” strategy as well as address the maintenance shortfall in Alameda County. This category of projects is not eligible for CMAQ funding. The LSR funding is proposed to be sub-allocated to cities and County based on 50% Population and 50% Lane Miles formula. The target numbers generated as a result of this formula will be the maximum LSR funds that may be received by a jurisdiction. The minimum LSR funds a jurisdiction may receive is \$100,000 which is consistent with MTC OBAG.

To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction must have an MTC certified Pavement Management Program (StreetSaver® or equivalent). Pavement projects will be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. PMP certification status can be found at [www.mtcpms.org/ptap/cert.html](http://www.mtcpms.org/ptap/cert.html). Other project specific eligibility requirements for LSR projects include:

### Pavement Rehabilitation:

Pavement rehabilitation projects including pavement segments with a PCI below 70 should be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP. Preventive Maintenance: Only projects where pavement segments have a Pavement Condition Index (PCI) of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's Pavement Management Program (PMP) must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(5) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding

### Non-Pavement:

Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps and features that bring the facility to current standards. The jurisdiction must still have a certified PMP to be eligible for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), capacity expansion, new roadways, roadway extensions, right of way acquisition (for future expansion), operations, routine maintenance, spot application, enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to current standards), and any pavement application not recommended by the Pavement Management Program unless otherwise allowed above.

Federal Aid Secondary (FAS) Program Set-Aside: While passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 dissolved the Federal Aid Secondary (FAS) program, California statutes provide the continuation of minimum funding to counties, guaranteeing their prior FAS shares. The first three years of Cycle 2 FAS were programmed under the Cycle 1 FAS program (covering a total 6-year period from 2008/09 to 2014/15). Cycle 2 of the OBAG federal funding includes four years of funding through FY 2015/16. Funding provided to the counties by the CMAs under OBAG will count toward the continuation of the FAS program requirement.

Under the OBAG program guidelines, LSR projects may be included in the PDA Supportive category based on the location of the project. Under the OBAG Program, approximately \$15,228,000 will be available to Alameda County for eligible LSR projects. Additional information on LSR project eligibility is also included in MTC Resolution 4035.

## **PDA Supportive Transportation Investment:**

PDA supportive projects are anticipated to include bicycle, pedestrian, and Transportation for Livable Communities (TLC) projects.

The Bicycle and Pedestrian program may fund a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities, bicycle education, outreach, sharing and parking, sidewalks, ramps, pathways and pedestrian bridges, user safety and supporting facilities, and traffic signal actuation. According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and must reduce vehicle trips resulting in air pollution reductions. Also to meet the needs of users, hours of operation need to be reasonable and support bicycle / pedestrian needs particularly during commute periods. For example the policy that a trail be closed to users before sunrise or after sunset limits users from using the facility during the peak commute hours, particularly during times of the year with shorter days.

The purpose of Transportation for Livable Communities (TLC) projects is to support community based transportation projects that bring new vibrancy to downtown areas, commercial cores, high density neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile. General project categories:

- Station Improvements such as plazas, station access pocket parks, bicycle parking
- Complete streets improvements that encourage bicycle and pedestrian access
- Transportation Demand Management projects including car sharing, vanpooling traveler coordination and information or Clipper®-related projects
- Connectivity projects connecting high density housing/jobs/mixed use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit (bulb outs, sidewalk widening , cross walk enhancements, audible signal modification, mid block crossing and signal, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refugees, way finding signage, pedestrian scaled street furniture including bus shelters, tree grates, benches, bollards, magazine racks, garbage and recycling bins, permanent bicycle racks, signal modification for bicycle detection, street trees, planters, costs associated with on- site storm water management, permeable paving)

Based on the level of needs of the Planning/Programming and LSR categories that require STP funds, it is expected that the projects in the PDA Supportive category will use CMAQ funding. This category will include projects within the geographic boundaries of a PDA as well as projects considered in “proximate access” to a PDA. Additional information on PDA Supportive Transportation Investment project eligibility is also included in MTC Resolution 4035.

### **Safe Routes to School (SR2S):**

MTC has identified about \$4.3 million of Regional SR2S funding over and above the OBAG funds. If additional resources are required, OBAG funds are eligible to supplement the already identified funding. The current Alameda Countywide SR2S program has an annual budget of about \$1.2 million. The Regional SR2S program provides about \$1.1 million per year. This proposal includes the augmentation of \$500,000 per year (\$2 million total) of OBAG funds for the SR2S program, to augment the Regional SR2S funding to sustain and provide strategic expansion opportunities. The Regional SR2S program is proposed to be operated under a similar model to the existing Countywide SR2S program with the Alameda CTC administering the countywide program. Additional information on SR2S project eligibility is also included in MTC Resolution 4035.

### **Role of Exchanges:**

In the past, exchanges have been used to fund large projects with a more restrictive funding source, allowing for the funding of multiple smaller projects with a local fund source. The OBAG program has characteristics that make it a good fit for an exchange scenario, which is being considered as part of the programming approach. CMAQ funding makes up the majority of the OBAG programming capacity. CMAQ also has more restrictive eligibility requirements than the STP funds that are also available through the OBAG program. If an exchange candidate is identified that is eligible to expend the federal funds within the required schedule, the final program of projects could benefit with more flexibility in the types of projects selected for the OBAG program. This is based on the assumption that OBAG requirements would still need to be met for the exchanged funds (i.e., 70 percent of the programmed funds supporting PDAs and a program selected by June 30, 2013). Additional information on exchange scenarios will be available in November

### ***OBAG Eligibility, Screening and Selection Criteria***

Projects will be first screened for eligibility and will then be prioritized based on project selection criteria for the OBAG program as a whole, as well as for individual OBAG programs (Local Streets and Roads Preservation and PDA Supportive Transportation Investments). MTC's OBAG guidelines dictate multiple screening and evaluation criteria that will be required to be used.

The project selection criteria for this funding cycle will include traditional criteria that have been used in past funding cycles as well as new OBAG specific requirements that have not traditionally been applied to the evaluation of transportation projects.

## **OBAG Eligibility Criteria**

### Alameda CTC Requirements

The OBAG program requires that by May 1, 2013, the Alameda CTC complete the OBAG Checklist for Compliance with MTC Resolution No. 4035. The intent of the checklist is to delineate and ensure compliance with the requirements included in the OBAG program related to the:

- PDA Investment and Growth Strategy, the
- Performance and Accountability Policies and
- OBAG calls for Projects Guidance.

The checklist also certifies the Alameda CTC engagement with Regional and local agencies while developing the PDA Investment and Growth Strategy.

### Local Agency Eligibility Requirements

A local agency must be an eligible public agency qualified to receive federal funds per MTC's OBAG guidelines. In addition, there are two major requirements that must be met for local jurisdictions to be eligible to receive federal funds through the OBAG Program:

1. Adoption of Complete Streets Resolutions by January 31, 2013 (or compliant General Plan)
2. Certification of housing element by the California Department of Housing and Community Development by January 31, 2013

The OBAG Checklist which details the required activities for the Alameda CTC is included as Attachment B. The Local Jurisdiction OBAG Checklist also includes requirements for local jurisdictions to be eligible to receive OBAG funds is included as Attachment C.

## **OBAG Screening Criteria**

Projects must meet all screening criteria in order to be considered further for OBAG funding. The screening criteria will focus on meeting the eligibility requirements for OBAG funds and include the following factors:

- Project must be eligible for funding from one or more of the fund programs incorporated into OBAG:
  - Local Streets and Roads Preservation
  - PDA Supportive Transportation Investments
  - Safe Routes to School
- The project is in a PDA, or meets the minimum definition of "Proximate Access" to a PDA \*
  - If the project is not physically located within the boundaries of a PDA, provide the benefit of the proposed transportation improvement for travel to or from a PDA or between the PDA and a job center or other important community services or areas or between PDAs
  - Applies to the 70% portion of the funds



- The proposed LSR programming target will allow sponsors to submit LSR projects either inside and/or outside the PDAs. It is anticipated that the 70/30 PDA/Non-PDA split for the over all OBAG program will be met even if a majority of LSR projects proposed are outside the PDAs.
  - Project sponsor is requesting a minimum of \$500,000 in OBAG funds.
    - Requests for less than this amount may be considered on a case by case basis. Per MTC OBAG policy, grant amount will be no less than \$100,000 for any project and the overall average of all OBAG grants meet the \$500,000 minimum threshold \*
  - Project is consistent with the adopted Regional Transportation Plan and the Alameda Countywide Transportation Plan.
  - Project must have the required 11.47% local match in committed or programmed funds.
- \* - Indicates OBAG specific requirement

### **OBAG Selection Criteria**

The project selection criteria for this funding cycle will include criteria used in past Alameda CTC funding cycles as well as new requirements that are mandated by the OBAG program. Projects that meet all of the OBAG screening criteria will be prioritized for OBAG funding based on the factors listed below.

- Project Readiness
  - Status / work completed to date
  - Cost estimate and funding plan
  - Schedule
- Proximate Access\*
  - If the project is not physically located within the boundaries of a PDA, provide the benefit of the proposed transportation improvement for travel to or from a PDA or between the PDA and a job center or other important community services or areas or between PDAs
- Project is well-defined and results in a usable segment
- Sustainability (e.g. maintenance responsibility, life cycle of improvement)
- Transportation project need/benefit/effectiveness:
  - Also consider transportation project need/benefit/effectiveness in direct relation to the PDA(s)
  - Includes safety issues
- Project is located in high impact project areas in regards to PDA development and the SCS. Factors defining high-impact areas include:\*
  - Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production

- Jobs in proximity to housing and transit (both current levels and those included in the SCS)
  - Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
  - Consistency with regional TLC design guidelines or design that encourages multi-modal access
  - Project areas with parking management and pricing policies
- Project is located in Communities of Concern (COC)\*
  - Proposed transportation investments in PDAs have affordable housing preservation and creation strategies.\*
  - Proposed transportation investments in PDAs overlap with Air District Communities Air Risk Evaluation (CARE) communities and/or are in proximity to freight transport infrastructure.\*
  - Priority of the PDA\*
    - Alameda CTC is preparing a PDA Strategic Plan. This plan is proposed to identify PDAs whose development would benefit from the implementation of the proposed transportation project. This issue will be discussed in more detail under agenda item 4B.

*\* - Indicates OBAG specific requirement*

### **Local Streets and Roads Preservation Additional Selection Criteria**

The LSR Program funding is reserved for pavement rehabilitation and preventative maintenance projects located on the Federal-Aid System. Projects applying for LSR funds will be subject to additional criteria below listed:

- Projects located on the Federal-Aid System
- Identify project Functional Classification system
- Identify Functional Category within the Classification System
- Identify Preventive Maintenance projects (Eligible preventive maintenance projects must have a PCI above 70.)
- Sponsoring agency must have a certified Pavement Management System (PMS)
- Proposed project must be based on the analysis results from an established PMS for a jurisdiction

## **Coordinated Programming**

Other fund sources can complement the OBAG programming process, by providing funding that can match federal monies, funding certain project types or phases of a project. It is recommended that additional fund sources allocated by the Alameda CTC be considered in coordination with the OBAG programming process, with a focus on the PDA Supportive Transportation Investment and SR2S Categories. The minimum match required for the federal funds in these two programs would be approximately \$5.4 million.

Staff has identified the following funding to coordinate with the OBAG programming process:

- \$1.5 Million of Measure B Bike Ped. Countywide Discretionary funds
- \$1.5 Million VRF Bike Ped funds
- \$5 million of VRF Transit for Congestion Relief Program

When considering other fund sources in the recommendation for the Coordinated OBAG programming (including STP/CMAQ, Measure B and VRF funding), factors such as eligibility, schedule, and best use of each individual fund source for the entire program of projects being considered will be used.

The project sponsors receiving LSR funds will also need to provide the local match for their respective LSR projects. Based on Federal funding requirements, a 11.47% local match is required for OBAG funds. This is an eligible cost for both Measures B LSR pass through funds and VRF LSR pass through funds.

## **Other OBAG Programs**

### **PDA Planning Assistance**

We are working with MTC on identifying funding for additional resources to provide assistance to local agencies to further PDA developments. These funds would be from sources above and beyond the \$63 million of OBAG identified for transportation investments. This issue will be discussed at committee meetings in the upcoming months.

### **Priority Conservation Areas (PCA) Program**

This is a \$10 million program that is regionally competitive and Alameda County projects can compete for up to \$5 million (\$5 million is dedicated to the North Bay counties). Eligible projects include planning, land/easement acquisition, open space access projects, and farm-to-market capital projects. Priority would be given to projects that can partner with state agencies, regional districts, and private foundations to leverage outside funds, particularly for land acquisition and open space access. A 3:1 match is required for all projects outside of the North Bay Counties. Staff recommends that PCA project proposals should partner with agencies such as the East Bay Regional Park District and other organizations such as the Tri Valley Conservancy for this regional competitive program.

**Next Steps:**

The Draft Programming Guidelines Elements with ACTAC comments will be presented to the Committees and the Commission later this month. The Final Programming Guidelines will be presented to the Committees and Commission at the November meetings. A detailed implementation and outreach schedule is included as Attachment D.

**Fiscal Impact**

Approximately \$63 million will be available for Alameda County through the OBAG program. Alameda CTC is also eligible for funding from some of the regional programs that are part of the Cycle 2 programming approved under MTC Resolution 4035.

**Attachments:**

Attachment A:	OBAG Program Category Summary (Table)
Attachment B:	OBAG Checklist for Compliance with MTC Resolution No. 4035
Attachment C:	Local Jurisdiction OBAG Checklist
Attachment D:	OBAG Implementation Schedule
Attachment E:	MTC Resolution 4035 (Available in ACTAC packet)

**DRAFT One Bay Area Grant Program - Fund Category Summary**

Alameda County OBAG Share  
 Within PDAs  
 Outside PDAs

**\$63,065,000**  
 \$44,145,500  
 \$18,919,500

STP @ 37%      \$23,334,050  
 CMAQ @ 57%      \$35,947,050  
 STIP-TE @ 6%      \$3,783,900

Program / Category	Within PDAs (70%)	Outside PDAs (30%)	Total	% Share
Planning (STP)	4,976,000	2,130,000	7,106,000	11.3%
Local Streets and Roads (STP)	3,518,050	11,710,000	15,228,050	24.1%
PDA Supportive Transportation Investment (CMAQ / STIP-TE)	35,151,450	3,579,500	38,730,950	61.4%
Augment Regional SR2S (STP / CMAQ)	500,000	1,500,000	2,000,000	3.2%
<b>Total</b>	<b>44,145,500</b>	<b>18,919,500</b>	<b>63,065,000</b>	<b>100%</b>

*Regional SR2S (Non-OBAG) Alameda County Share*

**\$4,293,000**

**DRAFT One Bay Area Grant Program - Fund Category Summary**

**STP/CMAQ /STIP-TE Breakdown**

Alameda County OBAG Share	<b><u>\$63,065,000</u></b>	STP @ 37%	\$23,334,050
Within PDAs	\$44,145,500	CMAQ @ 57%	\$35,947,050
Outside PDAs	\$18,919,500	STIP-TE @ 6%	\$3,783,900

<b>Program / Category</b>	<b>STP</b>	<b>CMAQ</b>	<b>STIP-TE</b>	<b>Total</b>
<b>Planning</b>	7,106,000	0	0	7,106,000
<b>Local Streets and Roads</b>	15,228,050	0	0	15,228,050
<b>PDA Supportive Transportation Investment</b>	0	34,947,050	3,783,900	38,730,950
<b>Augment Regional SR2S</b>	1,000,000	1,000,000	0	2,000,000
<b>Total</b>	<b>23,334,050</b>	<b>35,947,050</b>	<b>3,783,900</b>	<b>63,065,000</b>

*Regional SR2S (Non-OBAG) Alameda County Share                      \$4,293,000*

## One Bay Area Grant (OBAG) Checklist for CMA Compliance with MTC Resolution No. 4035

Re: Federal Cycle 2 Program Covering FY 2012-13 through FY 2015-16

The intent of this checklist is to delineate the requirements included in the OBAG Grant Program in MTC Resolution 4035 related to the Priority Development Area (PDA) Investment and Growth Strategy (Appendix A-6), the Performance and Accountability Policies, and OBAG Call for Projects Guidance (Appendix A-5). This checklist must be completed by Congestion Management Agencies and submitted to MTC to certify compliance with the OBAG requirements listed in Resolution No. 4035. This checklist does not cover the programming actions by a CMA for the OBAG grant.

This checklist serves as an instrument for assessing the CMA's compliance with OBAG requirements as set forth in Resolution 4035, adopted by MTC on May 17, 2012.

### CMA Requirements

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#### PDA Investment and Growth Strategy: Appendix A-6

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1. Engage with Regional and Local Jurisdictions	YES	NO	N/A
a. Has the CMA developed a process to regularly engage local planners and public works staff in developing a PDA Investment and Growth Strategy that supports and encourages development in the county's PDAs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA encouraged community participation throughout the planning and establishment of project priorities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the CMA's staff or consultant designee participated in TAC meetings established through the local jurisdiction's planning processes funded through the regional PDA planning program?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Has the CMA worked with MTC and ABAG staff to confirm that regional policies are addressed in PDA plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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If "NO" or "N/A -Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

Reporting CMA: \_\_\_\_\_

For Receipt of Fiscal Years 2012–13 through 2015–16 One Bay Area Grant Funds

Reporting Period: Calendar Year 2013

<b>2. Planning Objectives to Inform Project Priorities</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a. Has the CMA kept itself apprised of ongoing transportation and land-use planning efforts throughout the county?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA encouraged local agencies to quantify transportation infrastructure needs and costs as part of their planning processes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the CMA encouraged and supported local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA?			
1. By May 1, 2013, has the CMA received and reviewed information submitted to the CMA by ABAG on the progress that local jurisdictions have made in implementing their housing element objectives and identifying current local housing policies that encourage affordable housing production and/or community stabilization?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Starting in May 2014 and in all subsequent updates of its PDA Investment & Growth Strategy, has the CMA assessed local jurisdiction efforts in approving sufficient housing for all income levels through the RHNA process and, where appropriate, assisted local jurisdictions in implementing local policy changes to facilitate achieving these goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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If “NO” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.



Reporting CMA: \_\_\_\_\_

For Receipt of Fiscal Years 2012–13 through 2015–16 One Bay Area Grant Funds

Reporting Period: Calendar Year 2013

<b>3. Establishing Local Funding Priorities</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a. Has the CMA developed funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity and that emphasize the following factors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1. Projects located in high impact project areas, including:			
a) PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production;			
b) Jobs in proximity to housing and transit (both current levels and those included in the SCS);			
c) Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.);			
d) Consistency with regional Transportation for Livable Communities (TLC) design guidelines or design that encourages multi-modal access;			
e) Project areas with parking management and pricing policies.			
2. Projects located in Communities of Concern (COC) as defined by MTC, which can be found at <a href="http://geocommons/maps/110983">http://geocommons/maps/110983</a>			
a) CMAs may also include additional COCs beyond those defined by MTC that are local priorities.			
3. PDAs with affordable housing preservation and creation strategies.			
4. Local jurisdictions that employ best management practices to mitigate exposures where PDAs overlap and/or are in proximity with communities identified in the Air District's Community Air Risk Evaluation (CARE) program or freight transport infrastructure. <i>For information regarding the Bay Area Air Quality Management District's CARE program, go to: <a href="http://www.baaqmd.gov/Divisions/Planning-and-Research/CARE-Program.aspx">http://www.baaqmd.gov/Divisions/Planning-and-Research/CARE-Program.aspx</a></i>			

Reporting CMA: \_\_\_\_\_

For Receipt of Fiscal Years 2012–13 through 2015–16 One Bay Area Grant Funds

Reporting Period: Calendar Year 2013

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	YES	NO	N/A
b. Has the CMA defined the term “proximate access”, including a policy justification, and how it would be applied to projects applying for OBAG funds?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the CMA designated and mapped projects recommended for funding that are not geographically within a PDA but provide “proximate access” to a PDA, along with policy justifications for that determination?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Has the CMA documented the approach used to select OBAG projects including outreach, and submitted a board adopted list of projects with the outreach documentation to MTC (see Call for Projects Guidance requirements below)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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## Performance and Accountability Policies

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4. Ensuring Local Compliance	YES	NO	N/A
a. Has the CMA received confirmation that local jurisdictions have met or are making progress in meeting the Performance and Accountability Policies requirements related to Complete Streets and local Housing Elements as set forth in pages 12 and 13 of MTC Resolution 4035? <i>Note: CMAs can use the Local Jurisdiction OBAG Requirement Checklist to help fulfill this requirement.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA affirmed to MTC that a jurisdiction is in compliance with the requirements of MTC Resolution 4035 prior to programming OBAG funds to its projects in the TIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

---

If “NO” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

Reporting CMA: \_\_\_\_\_

For Receipt of Fiscal Years 2012–13 through 2015–16 One Bay Area Grant Funds

Reporting Period: Calendar Year 2013

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## Call for Projects Guidance Appendix A-5

(Public Involvement and Outreach, Agency coordination, and Title VI)

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<b>5. Public Involvement and Outreach</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a. Has the CMA conducted countywide outreach to stakeholders and the public to solicit project ideas consistent with Appendix A-5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA documented the outreach efforts undertaken for the local call for projects to show how it is consistent with MTC's Public Participation Plan as noted in Appendix A-5, and submitted these materials to MTC?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the CMA performed agency coordination consistent with Appendix A-5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Has the CMA fulfilled Title VI responsibilities consistent with Appendix A-5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>6. Completion of Checklist</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a. <b>Has the CMA completed all section of this checklist?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1. If the CMA has checked "NO" or N/A to any checklist items, please include which item and a description below as to why the requirement was not met or is considered Not Applicable.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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If "NO" or "N/A -Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

Reporting CMA: \_\_\_\_\_

For Receipt of Fiscal Years 2012–13 through 2015–16 One Bay Area Grant Funds

Reporting Period: Calendar Year 2013

## **Review and Approval of Checklist**

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This checklist was prepared by:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name & Title (print)

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Email

This checklist was approved for submission to MTC by:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
CMA Executive Director

---

If "NO" or "N/A -Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

## **One Bay Area Grant (OBAG) Checklist for Local Compliance with MTC Resolution No. 4035**

Re: Federal Cycle 2 Program Covering FY 2012-13 through FY 20115-16

The intent of this checklist is to delineate the requirements included in the OBAG Grant Program related to the PDA Investment and Growth Strategy (Appendix A-6), the Performance and Accountability Policies and OBAG Call for Projects Guidance (Appendix A-5). This checklist must be completed by Local Jurisdictions and submitted to the CMA to certify compliance with the OBAG requirements listed in MTC Resolution No. 4035.

This checklist serves as an instrument for assessing local compliance with OBAG requirements as set forth in Resolution 4035, adopted by MTC on May 17, 2012.

<b>1. Compliance with the Complete Streets Act of 2008</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a. Has the local jurisdiction either:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1. Adopted a complete streets policy resolution no later than January 31, 2013, or			
2. Adopted a General Plan Circulation Element that is compliant with the Complete Streets Act of 2008?			
b. Has the jurisdiction submitted a Complete Streets Checklist for any project for which the jurisdiction has applied for OBAG funding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>2. Housing Element Certification</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a. Has the local jurisdiction’s fourth-revision housing element been certified by the California Department of Housing and Community Development (HCD) for 2007–14 RHNA prior to January 31, 2013?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Reporting Jurisdiction: \_\_\_\_\_

For Receipt of Fiscal Years 2012–13 and 2015–16 CMA Block Grant Funds

Reporting Period: Calendar Year 2013

- b. If the answer to 2.a is “no”, will the local jurisdiction submit to ABAG/MTC by November 1, 2012, a request for an extension of the deadline for a certified housing element to January 31, 2014? *Note: OBAG funds cannot be programmed into the TIP until the housing element certification is complete, and if not achieved, reserved OBAG funds can be moved by a CMA to another project that meets OBAG policies and regional delivery deadlines.*

*In the fifth-revision (2015-2022), jurisdictions will be required to adopt housing elements by October 31, 2014*

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	YES	NO	N/A
<b>3. Completion of Checklist</b>			
a. Has the Jurisdiction completed all sections of this checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1. If the jurisdiction has checked “NO” or N/A to any of the above questions, please provide an explanation below as to why the requirement was not met or is considered “Not Applicable.”	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Reporting Jurisdiction: \_\_\_\_\_  
For Receipt of Fiscal Years 2012-13 and 2015-16 CMA Block Grant Funds  
Reporting Period: Calendar Year 2013

## **Review and Approval of Checklist**

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This checklist was prepared by:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name & Title (print)

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Email

This checklist was approved for submission to <INSERT NAME>City/County by:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
City Manager/Administrator or designee

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**Attachment D: Alameda CTC One Bay Area Grant Program Outreach and Implementation Schedule**

<b>Date</b>	<b>Outreach Audience<sup>1</sup></b>	<b>Subject</b>	<b>Public Meeting(s)</b>	<b>Website</b>	<b>Publication</b>	<b>Media</b>	<b>Event</b>	<b>Email Outreach</b>
June 2012	<ul style="list-style-type: none"> <li>Alameda County Technical Advisory Committee</li> <li>Alameda CTC PPLC, PPC, and Commission</li> <li>Partner agencies and stakeholders</li> </ul>	Overall agency workplan for policy, planning and programming, including OBAG	✓	✓	✓			
July 2012	<ul style="list-style-type: none"> <li>Specific webpage for OBAG Grant Program</li> <li>ED Report</li> <li>Alameda CTC E-newsletter</li> </ul>	Complete streets workshop Publication of OBAG implementation schedule Initial development of PDA inventory and survey		✓	✓			
August 2012	<ul style="list-style-type: none"> <li>Notifications to technical and public outreach stakeholders of OBAG schedule and upcoming actions</li> <li>Fact sheet development</li> </ul>	Fact sheet, webpage update, email communications Develop draft PDA Inventory		✓	✓			✓
September 2012	<ul style="list-style-type: none"> <li>Alameda County Technical Advisory Committee</li> <li>Alameda CTC PPLC, PPC, and Commission</li> <li>BPAC, CAC, CWC, PAPCO</li> <li>E-newsletter publication</li> <li>ED Report publication</li> <li>Press release on OBAG</li> <li>Outreach events</li> </ul>	Overall OBAG approach, policy discussion and feedback from Commission and Committees. Complete streets draft policy	✓	✓	✓		✓	✓
October 2012	<ul style="list-style-type: none"> <li>Alameda County Technical Advisory Committee</li> <li>Alameda CTC PPLC, PPC, and Commission</li> <li>ED Report publication</li> <li>Outreach events</li> </ul>	Initial Draft OBAG Program Guidelines Draft PDA Strategic Plan Final Complete Streets Policy	✓	✓	✓		✓	✓
November /December 2012	<ul style="list-style-type: none"> <li>Alameda County Technical Advisory Committee</li> <li>Alameda CTC PPLC, PPC, and Commission</li> </ul>	Draft OBAG Program guidelines and project and program selection criteria and process	✓	✓	✓		✓	✓

<sup>1</sup> Acronyms Defined: ED: Executive Director Report; OBAG: One Bay Area Grant; PDA: Priority Development Area; PPLC: Policy, Planning and Legislation Committee; PPC: Projects and Programming Committee; BPAC: Bicycle and Pedestrian Advisory Committee; CAC: Community Advisory Committee; CWC: Citizens Watchdog Committee; PAPCO: Paratransit Advisory and Planning Committee;

	<ul style="list-style-type: none"> <li>ED Report publication</li> <li>E-newsletter</li> <li>Outreach events</li> </ul>	Draft Final PDA Strategic Plan							
December 2012/January 2013	<ul style="list-style-type: none"> <li>Alameda County Technical Advisory Committee</li> <li>Alameda CTC PPLC, PPC, and Commission</li> <li>ED Report publication</li> <li>Outreach events</li> </ul>	Final OBAG Program adoption including guidelines and project and program selection criteria and process	✓	✓	✓	✓	✓	✓	✓
January 2013	<ul style="list-style-type: none"> <li>Alameda County Technical Advisory Committee</li> <li>Alameda CTC PPLC, PPC, and Commission</li> <li>BPAC, CAC, CWC, PAPCO</li> <li>E-newsletter publication</li> <li>ED Report publication</li> <li>Press release on OBAG</li> <li>Outreach events</li> </ul>	PDA Growth and Investment Strategy update  Report on Complete Streets Policy approvals by jurisdictions  Update on Programming	✓	✓	✓	✓	✓	✓	✓
February 2013	<ul style="list-style-type: none"> <li>Alameda County Technical Advisory Committee</li> <li>Alameda CTC PPLC, PPC, and Commission</li> <li>ED Report publication</li> <li>Outreach events</li> </ul>	Initial Draft PDA Growth and Investment Strategy Draft  Update on Programming	✓	✓	✓	✓	✓	✓	✓
March 2013	<ul style="list-style-type: none"> <li>Alameda County Technical Advisory Committee</li> <li>Alameda CTC PPLC, PPC, and Commission</li> <li>BPAC, CAC, CWC, PAPCO (per regular schedules)</li> <li>E-newsletter publication</li> <li>ED Report publication</li> <li>Outreach events</li> </ul>	Final Draft PDA Growth and Investment Strategy to Commission  Update on Programming	✓	✓	✓	✓	✓	✓	✓
April 2013	<ul style="list-style-type: none"> <li>Alameda County Technical Advisory Committee</li> <li>Alameda CTC PPLC, PPC, and Commission</li> <li>BPAC, CAC, CWC, PAPCO (per regular schedules)</li> <li>ED Report publication</li> <li>Outreach events</li> </ul>	Final PDA Growth and Investment Strategy Adoption by Alameda CTC and submission to MTC  Draft OBAG programming recommendation	✓	✓	✓	✓	✓	✓	✓
May/June 2013	<ul style="list-style-type: none"> <li>Alameda County Technical Advisory Committee</li> <li>Alameda CTC PPLC, PPC, and Commission</li> <li>BPAC, CAC, CWC, PAPCO (per regular schedules)</li> <li>ED Report publication</li> <li>Press release on OBAG</li> <li>Outreach events</li> </ul>	Final Board approval of OBAG programming  Submission of OBAG programming to MTC	✓	✓	✓	✓	✓	✓	✓