Approval of Draft One Bay Area Grant (OBAG) Program Guideline Elements

OBAG Funding

- $63 million of STP and CMAQ funds over the next 4 years (FYs 2012/13 – 2015/16)
- Approximately
  - $30.6 million of CMAQ and
  - $32.4 million of STP (including $3.7 million of Transportation Enhancement (TE) / Transportation Alternatives under MAP-21)
OBAG Project Types

- 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)
  - Planning/Programming (STP only)

OBAG Programming Categories

<table>
<thead>
<tr>
<th>Program / Category</th>
<th>Total</th>
<th>% Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMA Planning / Programming</td>
<td>7,106,000</td>
<td>11.3%</td>
</tr>
<tr>
<td>Local Streets and Roads</td>
<td>15,257,000</td>
<td>24.2%</td>
</tr>
<tr>
<td>PDA Supportive Transportation Investment</td>
<td>38,702,000</td>
<td>61.4%</td>
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<tr>
<td>Augment Regional SR2S</td>
<td>2,000,000</td>
<td>3.2%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>63,065,000</strong></td>
<td><strong>100%</strong></td>
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Draft OBAG Fund Category Summary

<table>
<thead>
<tr>
<th>WITHIN PDAs (70%)</th>
<th>OUTSIDE PDAs (30%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMA Planning / Programming</td>
<td>CMA Planning / Programming</td>
</tr>
<tr>
<td>PDA Supportive Transportation Investments</td>
<td>Local Streets and Roads</td>
</tr>
<tr>
<td>Augment Regional SR2S*</td>
<td>Augment Regional SR2S*</td>
</tr>
<tr>
<td><strong>$44 M</strong></td>
<td><strong>$19 M</strong></td>
</tr>
</tbody>
</table>

Alameda County OBAG $63 M

*Regional SR2S (Non-OBAG) Alameda County Share = $4.3M

OBAG Programming Categories

- CMA Planning/Programming ($7.1 M)
  - Traditional CMA Tasks
  - Additional OBAG Tasks
CMA Planning/Programming

• 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
  ▪ 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 a Capital Improvement Program
  ▪ Countywide Bike and Pedestrian Plan related Planning efforts
CMA Planning/Programming

• Additional OBAG Tasks (continued)
  ▪ 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

OBAG Programming Categories

• Local Streets and Roads (LSR) ($15.2 M)
  ▪ Support of the “fix it first” strategy
    - Maintenance shortfall in Alameda County
  ▪ Proposed to be sub-allocated to cities and County based on 50% Population and 50% Lane Miles formula.
    - Maximum LSR funds that may be received by a jurisdiction.
    - The minimum LSR funds a jurisdiction may receive is $100,000
  ▪ Not eligible for CMAQ funding.
OBAG Programming Categories

- **PDA Supportive Transportation Investment ($38.7 M)**
  - PDA supportive projects are anticipated to include bicycle, pedestrian, and Transportation for Livable Communities (TLC) type projects
    - Station Improvements
      - Plazas,
      - Station access pocket parks,
      - Bicycle parking
    - Complete streets improvements
    - Transportation Demand Management projects
    - Connectivity projects
    - Streetscape projects
  - Located in a PDA or by “Proximate Access”

- **Safe Routes to School (SR2S) ($4.3 M)**
  - $1.1 million per year of Regional SR2S funding
    - Over and above the OBAG funds
  - Proposal includes the augmentation of $500,000 per year ($2 million total) of OBAG funds
    - To augment the Regional SR2S funding to sustain and provide strategic expansion opportunities
    - Funding for additional 30-50 school programs
**OBAG Eligibility/Screening/Selection**

- **Agency** Eligible for OBAG Funding
- **Project** meets the OBAG Screening Criteria
- **Projects prioritized**
  - *Based on project selection criteria*
    - OBAG Required Criteria
    - Other ACTC Criteria

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**Agency Eligibility Criteria**

- **Alameda CTC Requirements**
  - Complete the OBAG Checklist for Compliance with MTC Resolution No. 4035 *
- **Local Agency Eligibility Requirements**
  - By January 31, 2013
    - Adoption of Complete Streets Resolutions (or compliant General Plan) *
    - Certification of housing element by the California Department of Housing and Community Development *

* Required by MTC OBAG Program
**Project Screening Criteria**

- Eligible for funding from one of the Defined Programs:
  - Local Streets and Roads Preservation
  - PDA Supportive Transportation Investments
- PDA
  - 70% of all OBAG Funds must be
    - Located in a PDA, or *
    - Have “Proximate Access” to a PDA*
- Request for a minimum of $500,000 in OBAG funds*
  - Some exceptions allowed
- Consistent with the adopted Regional Transportation Plan and the Alameda Countywide Transportation Plan
- Local match of 11.47% required

  * Required by MTC OBAG Program

**Project Selection Criteria**

- Project Readiness
- PDA/Proximate Access*
- Project is well-defined and results in a usable segment
- Sustainability
- Transportation project need/benefit/effectiveness:
  - Project is located in high impact project areas in regards to PDA development and the SCS *
  - Project is located in Communities of Concern (COC) *
- Transportation investments in PDAs that have affordable housing preservation and creation strategies *
- Transportation investments in PDAs that overlap with Air District Communities Air Risk Evaluation (CARE) communities and/or are in proximity to freight transport infrastructure *
- Priority of the PDA*

  * Required by MTC OBAG Program
Project Selection Criteria

- LSR Additional Selection Criteria
  - Projects located on the Federal-Aid System
  - Project Functional Classification system
  - Project 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 based on the analysis results from an established PMS for a jurisdiction

Coordinated Programming

- $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
Other OBAG Programs

- PDA Planning Assistance
  - Working with MTC to identify additional resources
- Priority Conservation Areas (PCA) Program
  - Recommend sponsors partner with interested agencies to compete for regional program

ACTAC/BPAC Comments

- ACTAC Comments
  - Supportive of LSR Category
  - Concerns about Planning needs at local level
- BPAC Comments
  - Requested Schedules of OBAG in relation to Cycle 5 Countywide Discretionary funds
  - Concerns about using Measure B funds as “match"
  - Supportive of Exchanges (Federal to Local Dollars)
Questions / Answers