



One Bay Area Grant (OBAG) Program Implementation: Agenda Items 8A and 8B

Presented to the Alameda CTC Board
December 6, 2012



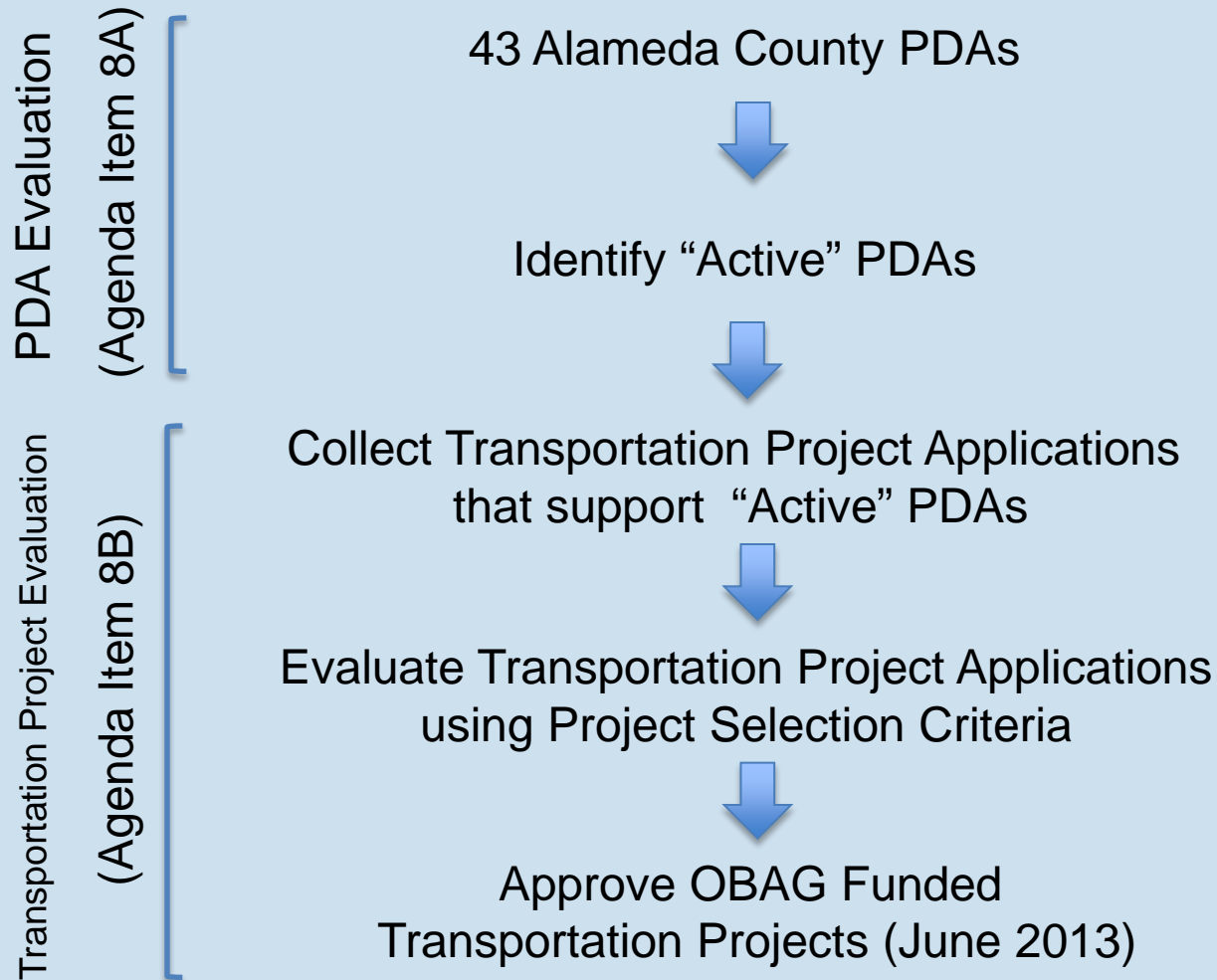
Overview

- OBAG Policy Objectives
- OBAG Implementation Process
- PDA Evaluation
 - *Summary of comments received to date*
 - *Presentation of Revised Draft PDA Readiness Classification*
- Transportation Project Evaluation Guidelines
 - *Summary of comments received to date*
 - *Presentation of Draft Transportation Project Evaluation Criteria*

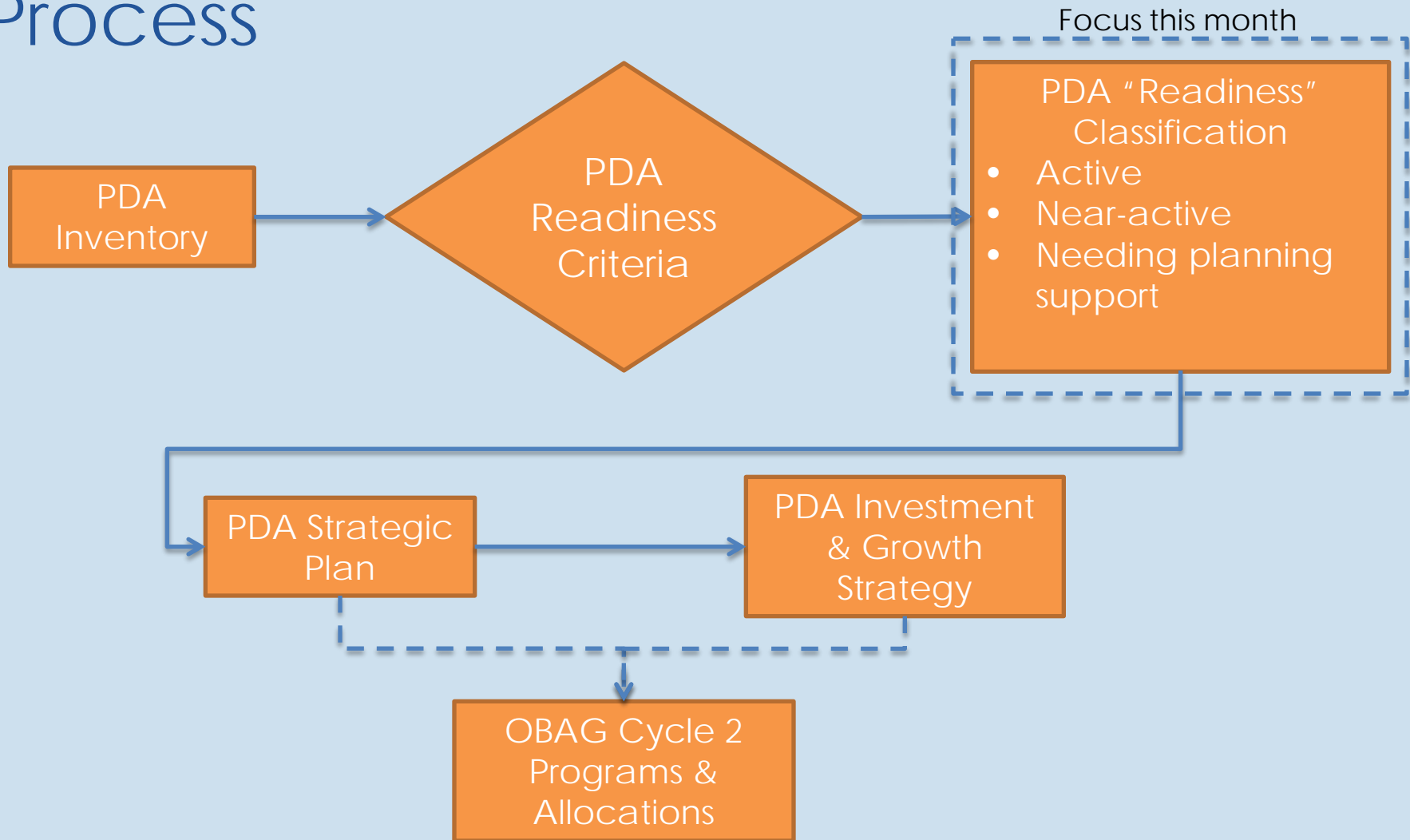
OBAG Policy Objectives

- New approach to regional federal transportation funding program:
 - *Integrate region's federal transportation program with CA climate law (SB 375) and the Sustainable Communities Strategy*
 - *Use transportation funding to reward jurisdictions that accept Regional Housing Needs Allocations and locate jobs near transit*
 - *Link land use and transportation by promoting transportation investment in Priority Development Areas (PDAs)*
 - *De-emphasizes geographic equity*
- In Alameda County, demonstrate that we are meeting regional policy objectives successfully and delivering projects within the required timeframe

OBAG Implementation Process



PDA Investment & Growth Strategy Process



Funding Strategy for Current Cycle

- OBAG PDA-Supportive Transportation Investments (\$38.7 M)
 - *Focus on PDAs with completed planning and active development markets for this four-year funding cycle*
- Sustainable Communities Technical Assistance Program
 - *Supports wide range of planning, technical work in PDAs and GOAs*
- Potential sources for additional planning and transportation capital funds
 - *To be determined*

Key Comments Heard to Date

- PDAs with weak development markets also need investment
- Consider other screens such as:
 - *Only pipeline development*
 - *Development density*
 - *Affordable housing policies and production*
- Dwelling unit threshold for pipeline development is too high
 - *Lower threshold still indicates active development market*
 - *Need to ensure that there are enough eligible transportation projects*

Revisions Based on Comments

- Development inventory was updated based on additional input from jurisdictions
- Active Classification Redefined
 - *300+ units built or in the pipeline*
 - *100+ units built or in the pipeline*
 - *Some commercial built or in the pipeline*
 - *Planning, zoning, etc. completed for entire PDA*
- Near Active Classification Redefined
 - *100+ units built or in the pipeline*
 - *Some commercial built or in the pipeline*
 - *Planning, zoning partially completed or in progress*

PDA Readiness Categories

Category	Description	Screens
Active	<ul style="list-style-type: none"> • Completion of planning, environmental and regulatory activities • History of development • Strong development activity underway 	<p>Completion of:</p> <ul style="list-style-type: none"> • Detailed planning with council/board approval • Environmental review • Consistent general plan and zoning <p>At least 3 of 4 development screens:</p> <ul style="list-style-type: none"> • Built housing, pipeline housing, and commercial development (built or pipeline)
Near Active	<ul style="list-style-type: none"> • Some planning complete or in progress • Moderate or no development history • Moderate development activity underway 	<ul style="list-style-type: none"> • Planning and/or regulatory updates are in progress or completed • At least 2 of 4 development screens
Needing Planning Support	<ul style="list-style-type: none"> • Need planning support/ zoning updates • Little to no development activity 	<ul style="list-style-type: none"> • PDA-specific planning not yet initiated • 1 or fewer development screens

Planning & Development Screens

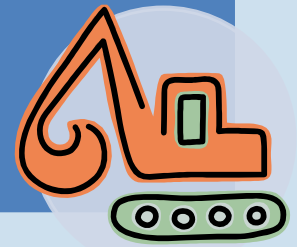
- Detailed planning for entire PDA that has council/board approval
- Required CEQA review complete
- Zoning/general plan consistency with PDA-specific plans

Planning



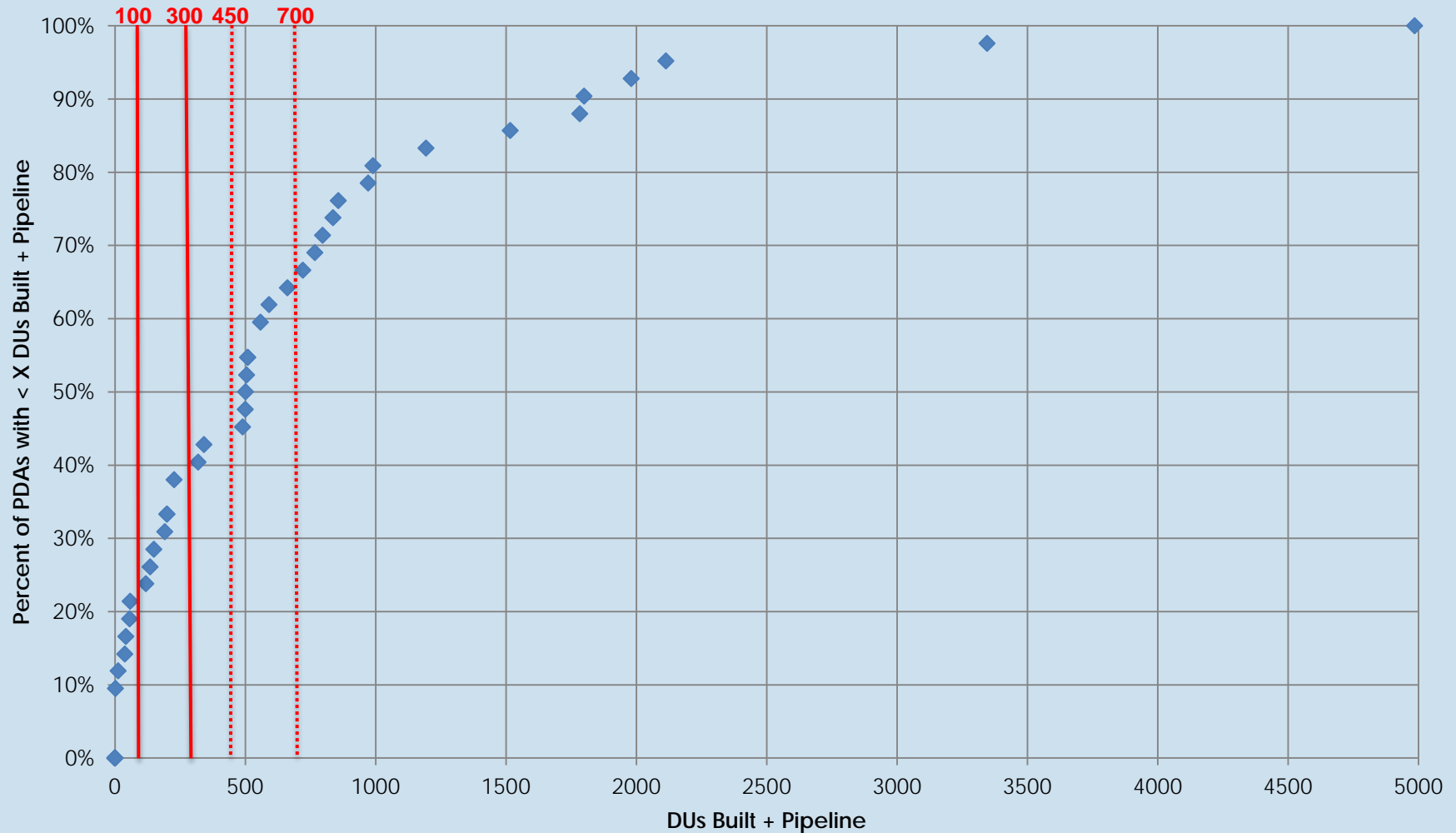
- 100+ housing units constructed since 2007
- 300+ housing units built or "in the pipeline"* (100+ for near-active)
- Commercial square footage constructed since 2007
- Commercial square footage underway or "in the pipeline"*

Development



* In the pipeline = in one of the following stage of approvals process: building permits, entitlements, or CEQA document complete

PDA Inventory-Based Breakpoints



Revised Draft PDA Classification

PDA	Development Screens					Planning Readiness	Overall Readiness Classification
	# Units Built	# Units Built + Pipeline	Commer-cial Built	Commer-cial Pipeline	Develop-ment Readiness		
Oakland: TOD Corridors	533	4,986	87,792	285,750	Active	Active	Active
Oakland: Downtown and Jack London Square	2,106	3,346	220,820	3,007,885	Active	Active	Active
Dublin: Town Center	953	2,114	125,670	0	Active	Active	Active
Oakland: West Oakland	1,019	1,981	72,848	38,500	Active	Active	Active
Dublin: Transit Center/Dublin Crossing	674	1,800	15,000	1,700,000	Active	Active	Active
Union City: Intermodal Station District	811	1,784	9,000	43,700	Active	Active	Active
Emeryville: Mixed Use Core	739	1,517	522,780	200,000	Active	Active	Active
Dublin: Downtown Specific Plan Area	300	990	24,580	0	Active	Active	Active
Livermore: Downtown	116	837	19,911	7,500	Active	Active	Active
Hayward: The Cannery	427	767	80,000	4,000	Active	Active	Active
Fremont: Irvington District	447	721	9,200	6,830	Active	Active	Active
Berkeley: Downtown	240	662	60,000	26,600	Active	Active	Active
Oakland: Fruitvale & Dimond Areas	123	591	29,020	15,000	Active	Active	Active
Fremont: Centerville	311	559	61,000	58,000	Active	Active	Active
Berkeley: University Avenue	400	510	20,000	5,000	Active	Active	Active
Oakland: Coliseum BART Station Area	373	501	55,120	5,451	Active	Active	Active
Fremont: City Center	330	342	15,000	115,900	Active	Active	Active

Revised Draft PDA Classification

PDA	Development Screens					Planning Readiness	Overall Readiness Classification
	# Units Built	# Units Built + Pipeline	Commercial Built	Commercial Pipeline	Development Readiness		
Oakland: MacArthur Transit Village	56	1,194	165,000	1,452,500	Near Active	Active	Near Active
Livermore: Isabel Avenue/BART Station Planning Area	406	972	470,845	190,000	Active	Near Active	Near Active
Hayward: South Hayward BART Urban Neighborhood	0	857	0	78,484	Near Active	Active	Near Active
Pleasanton: Hacienda	0	506	680,580	117,700	Near Active	Active	Near Active
Alameda: Alameda Naval Air Station	200	500	0	140,000	Active	Near Active	Near Active
Fremont: South Fremont/Warm Springs	455	490	0	9,700	Active	Near Active	Near Active
Berkeley: San Pablo Avenue	81	319	14,000	33,500	Near Active	Active	Near Active
Albany: San Pablo Avenue/Solano Avenue Mixed Use Neighborhood	25	200	0	85,000	Near Active	Near Active	Near Active
San Leandro: Downtown TOD	0	200	82,000	0	Near Active	Active	Near Active
Hayward: Downtown	60	192	78,277	9,158	Near Active	Active	Near Active
Berkeley: South Shattuck	0	150	0	23,000	Near Active	Active	Near Active
Alameda County: East 14th Street and Mission Boulevard Mixed Use Corridor	135	135	31,500	0	Near Active	Active	Near Active
San Leandro: East 14th Street	119	119	144,000	28,000	Near Active	Active	Near Active

Revised Draft PDA Classification

PDA	Development Screens					Planning Readiness	Overall Readiness Classification
	# Units Built	# Units Built + Pipeline	Commercial Built	Commercial Pipeline	Development Readiness		
Newark: Dumbarton TOD	0	797	0	0	Needs Support	Active	Needs Support
Livermore: East Side PDA	0	510	67,364	187,537	Near Active	Needs Support	Needs Support
Alameda County: Castro Valley BART	19	59	36,280	0	Needs Support	Active	Needs Support
Oakland: Eastmont Town Center	24	57	0	99,000	Needs Support	Active	Needs Support
Alameda: Northern Waterfront	45	45	25,000	0	Needs Support	Active	Needs Support
Berkeley: Adeline Street	0	42	0	1,900	Needs Support	Needs Support	Needs Support
Berkeley: Telegraph Avenue	0	38	0	4,000	Needs Support	Active	Needs Support
Alameda County: Hesperian Boulevard	13	13	0	0	Needs Support	Active	Needs Support
Newark: Old Town Mixed Use Area	0	2	0	0	Needs Support	Needs Support	Needs Support
Alameda County: Meekland Avenue Corridor	0	0	0	0	Needs Support	Active	Needs Support
Hayward: Mission Corridor	0	0	0	75,350	Needs Support	Near Active	Needs Support
Hayward: South Hayward BART Station Mixed Use Corridor	0	0	0	1,391	Needs Support	Active	Needs Support
San Leandro: Bay Fair BART Transit Village	0	0	0	0	Needs Support	Needs Support	Needs Support

Next Steps: PDA Investment and Growth Strategy

- Seek Commission endorsement of PDA classification list (December 2013)
- Seek Commission approval of PDA classification list (January 2013)
- Draft PDA Investment & Growth Strategy to Committees (February 2013)
- Seek Commission approval of Final PDA Investment & Growth Strategy (March/April 2013)
- Submit Final PDA Investment & Growth Strategy to MTC (May 1, 2013)

Agenda Item 8B

Review

- Approved at the October Commission meeting
 - *OBAG programming categories*
 - *Eligibility, Screening and Selection criteria (no weighting)*
 - *Coordinate programming OBAG funds with existing local funding*

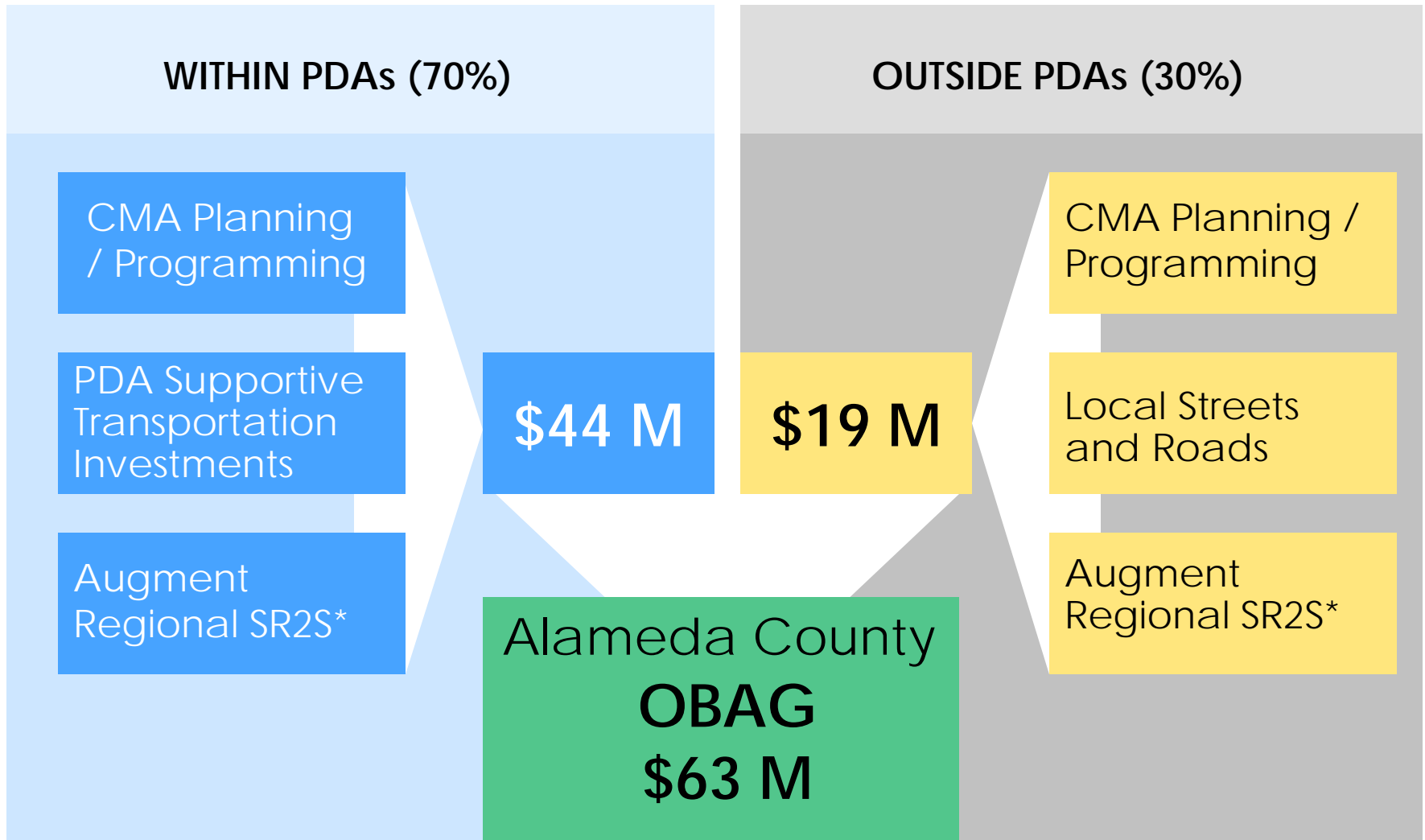
December Alameda CTC Meeting

- Review OBAG transportation project evaluation
 - *OBAG Project Transportation Project Selection also discussed at the ACTAC, PPLC, PAPCO and BPAC in November*
 - *Comments received summarized in the agenda material (Attachment H)*

Summary of Comments Received

- Support transportation investment in low income areas
 - Without displacing affordable housing
- Increase the weighting given to the “Affordable Housing Creation and Preservation” criteria
 - Consider Past and future Affordable Housing Production as well as Affordable Housing Preservation
- Maintain the prioritization for project deliverability
- Prioritize VMT Reduction
- Revise the Communities of Concern and CARE evaluation criteria
- Add additional examples to the policy options that apply to affordable housing criteria

OBAG Fund Category Summary



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

PDA Planning and Implementation Technical Assistance Program; Alameda County Share = \$3.8M

MTC Resolution 4035 OBAG Programming Categories

OBAG Program / Category	Total \$	% Share
PDA Supportive Transportation Investment	38,702,000	61.4%
Local Streets and Roads	15,257,000	24.2%
CMA Planning / Programming	7,106,000	11.3%
Countywide SR2S Program Augmentation	2,000,000	3.2%
<i>Total</i>	<i>63,065,000</i>	<i>100%</i>

MTC Resolution 4035 Other Programming Categories

MTC Resolution 4035 Other Program/Category	Total \$
Priority Development Activities funds for PDA Planning and Implementation Technical Assistance Program (P&I TAP)	3,800,000
Regional SR2S	4,293,000
<i>Total</i>	<i>8,093,000</i>

PDA Supportive Investments

- Approximately \$38.7 million of federal funds
- PDA supportive transportation projects include
 - *Bicycle and pedestrian*
 - *Station improvements such as plazas, station access pocket parks, bicycle parking*
 - *Complete Streets improvements that encourage bicycle and pedestrian access*
 - *Transportation Demand Management projects and streetscape projects focusing on high-impact, multi-modal improvements*

Local Streets and Roads

- **Approximately \$15.2 million of federal funds**
 - *50% Population + 50% Lane Miles Formula*

Jurisdiction in Alameda County	Population	% Population	Lane Mileage	% Lane Mileage	50 % Population + 50% Lane Miles	LSR Share
County of Alameda**	142,833	9.32%	995	12.51%	10.91%	\$ 1,664,840
Alameda	74,640	4.87%	275	3.46%	4.17%	\$ 635,374
Albany	18,488	1.21%	59	0.74%	0.97%	\$ 148,711
Berkeley	114,821	7.49%	453	5.69%	6.59%	\$ 1,005,702
Dublin	46,785	3.05%	247	3.11%	3.08%	\$ 469,932
Emeryville	10,200	0.67%	47	0.59%	0.63%	\$ 100,000
Fremont	217,700	14.21%	1,065	13.39%	13.80%	\$ 2,104,615
Hayward	147,113	9.60%	629	7.91%	8.76%	\$ 1,335,550
Livermore	82,400	5.38%	670	8.43%	6.90%	\$ 1,052,780
Newark	43,041	2.81%	250	3.14%	2.98%	\$ 454,076
Oakland	395,341	25.80%	1,964	24.69%	25.25%	\$ 3,851,136
Piedmont	10,807	0.71%	78	0.99%	0.85%	\$ 128,963
Pleasanton	71,269	4.65%	498	6.26%	5.45%	\$ 831,849
San Leandro	86,053	5.62%	392	4.93%	5.27%	\$ 804,507
Union City	70,646	4.61%	331	4.16%	4.39%	\$ 668,965
COUNTY TOTAL	1,532,137	100.00%	7,954	100.00%	100.00%	\$ 15,257,000

** County of Alameda information includes Planning Area 2 and 4

Population Source - Department of Finance 01/01/2012

OBAG Programming Principles

- Local agency must be an federal aid eligible public agency
- The local agency should, no later than January 31, 2013
 - *Adopt a Complete Streets policy resolution, or*
 - *Adopt a General Plan Circulation Element that is compliant with the Complete Streets Act of 2008*

and

 - *Obtain Certification of housing element by the California Department of Housing and Community Development*

OBAG Programming Principles (Continued)

- Project must be eligible for transportation funding from one of the OBAG programs:
 - *PDA Supportive Transportation Investments*
 - *Local Streets and Roads Preservation*
- Delivery Timeline
 - *OBAG transportation funding has strict timely use of funds requirements*
 - By March 31, 2015: Half of OBAG funds must be obligated
 - By March 31, 2016: Remaining OBAG funds must be obligated

OBAG Programming Principles (Continued)

- Transportation projects will be required to meet Regional Project Delivery Guidelines (MTC Reso. 3606)
- Minimum transportation project grant amount is \$500,000
- Transportation projects are required to be consistent with the adopted RTP and the Alameda CWTP
- Transportation projects must have the required 11.47% minimum local match
- Transportation projects are required to complete MTC's Routine Accommodation Checklist to comply with MTC's Complete Streets Policy

Other Resolution 4035 Programs / Categories

Safe Routes to School (SR2S)

- Approximately \$4.3 million of Regional SR2S funding
- Identified an additional \$2 million (\$500,000 per year) within the OBAG programming categories to augment the Regional SR2S funding
- Staff is proposing Measure B Countywide Discretionary Funds (CDF)/ Vehicle Registration Fee (VRF) Bicycle and Pedestrian funds be used as local match

Other Resolution 4035 Programs / Categories

PDA Planning and Implementation Technical Assistance

Program (P&I TAP)

- MTC has recently identified \$20 Million of Funds that can be used for PDA planning
- Alameda County's share is anticipated to be \$3.8 Million (above and beyond the \$63 million of OBAG identified for transportation investments)
- These funds can be used to provide assistance to local agencies to further PDA developments
- Additional information on these funds is anticipated to be available in the near future

Coordinated Programming

Local Programs to be coordinated with OBAG

- Measure B Bicycle/Pedestrian Countywide Discretionary Fund
- Vehicle Registration Fee (VRF) Pedestrian and Bicyclist Access and Safety Program
- Vehicle Registration Fee (VRF) Transit for Congestion Relief Program
- Measure B Countywide Express Bus Service Fund

OBAG Transportation Project Selection Criteria

In past federal programming, transportation project selection was based on project delivery

The OBAG program includes a substantial land use component

- Delivery criteria

(60 Points)

- Additional land use criteria mandated by the OBAG program

(40 Points)

OBAG Transportation Project Selection Criteria

- Delivery criteria

(60 Points)

- *OBAG federal funds are for transportation projects*
- *OBAG federal funds are subject to strict delivery deadlines*
- *If selected project fails to meet deadlines, funds will be lost*
- *Criteria that will prioritize eligible projects with well defined scope and funding plan and that can be delivered*

OBAG Transportation Project Selection Criteria Breakdown

Draft OBAG Selection/scoring Criteria	Weight
Delivery Criteria	
Transportation Project Readiness	25
Transportation Project is well-defined and results in a usable segment	10
Transportation Project need/benefit/effectiveness (includes Safety)	15
Sustainability (Ownership / Lifecycle/Maintenance)	5
Matching Funds	5
SUBTOTAL	60

OBAG Transportation Project Selection Criteria

- Additional land use criteria mandated by the OBAG program)
(40 Points)

OBAG policy requires considering multiple and diverse evaluation criteria including

- *Land Use*
- *Housing*
- *Jobs*
- *Socio Economic Factors*
- *Air Quality*

OBAG Transportation Project Selection Criteria Breakdown

Draft OBAG Selection/scoring Criteria	Weight
Additional land use criteria mandated by OBAG	
PDA Supportive Investments (Includes Proximate Access)	10
Transportation Investment addressing/implementing planned vision of PDA	5
High Impact Projects and Areas	15
Communities of Concern (C.O.C)	5
Freight and Emissions	5
SUBTOTAL	40

OBAG Transportation Project Selection Criteria Breakdown

Draft OBAG Selection/scoring Criteria	Weight
High Impact Project Areas	
Housing Growth	3
Jobs Growth	3
Improved transportation choices for all income levels	3
PDA Parking management and pricing policies	3
PDA affordable housing preservation and creation strategies	3
HIGH IMPACT PROJECT AREAS - SUBTOTAL	15

Summary of Comments Received

- Support transportation investment in low income areas
 - Without displacing affordable housing
- Increase the weighting given to the “Affordable Housing Creation and Preservation” criteria
 - Consider Past and future Affordable Housing Production as well as Affordable Housing Preservation
- Maintain the prioritization for project deliverability
- Prioritize VMT Reduction
- Revise the Communities of Concern and CARE evaluation criteria
- Add additional examples to the policy options that apply to affordable housing criteria

Summary of Comments Received

- Increase the weighting given to the “Affordable Housing Creation and Preservation” criteria
 - Consider past and future affordable housing production as well as affordable housing preservation

Staff Response – Evaluate Affordable Housing Criteria based on:

- Policies that Increase Supply of Affordable Housing,
- Policies that Preserve Affordable Housing,
- Policies that Prevent Displacement of Existing Residents .

Consider revising distribution of the “Additional land use criteria mandated by OBAG” (40 points)

Summary of Comments Received

- Maintain the prioritization for project deliverability

Staff Response – Recommend maintaining the scoring weight for the project delivery criteria

- Prioritize VMT Reduction

Staff Response - Consider revising distribution of the “Additional land use criteria mandated by OBAG” (40 points)

Summary of Comments Received

- Revise the Communities of Concern and CARE evaluation criteria

Staff Response – Recommend considering all major freight routes. Consider revising distribution of the “Additional land use criteria mandated by OBAG” (40 points)

- Add additional examples to the policy options that apply to affordable housing criteria

Staff Response – Consider all suggestions to ensure appropriate policies/programs/zonings are included

Next Steps

- Seek Commission endorsement of OBAG Transportation Project Selection Criteria Weighting (December 2013)
- Seek Commission approval of Transportation Project Selection Criteria Weighting (Final Program Guidelines) (January 2013)
- Release call for projects (February 2013)
- Review Draft OBAG Program of Transportation Projects (May 2013)
- Approve Final OBAG Program of Transportation Projects (June 2013)

Alternative

OBAG Transportation Project Selection Criteria Breakdown

		Alternate Scenario	Difference
Draft OBAG Selection/scoring Criteria	Weight	Weight	Weight
Delivery Criteria			
Transportation Project Readiness	25	25	N/A
Transportation Project is well-defined and results in a usable segment	10	10	N/A
Transportation Project need/benefit/effectiveness (includes Safety)	15	15	N/A
Sustainability (Ownership / Lifecycle/Maintenance)	5	5	N/A
Matching Funds	5	5	N/A
SUBTOTAL	60	60	

OBAG Transportation Project Selection Criteria Breakdown (Continued)

Draft OBAG Selection/scoring Criteria	Weight	Alternate Scenario	Difference
Additional land use criteria mandated by OBAG			
PDA Supportive Investments (Includes Proximate Access)	10	5	-5
Transportation Investment addressing/implementing planned vision of PDA	5	4	-1
High Impact Projects and Areas	15	22	7
Communities of Concern (C.O.C)	5	4	-1
Freight and Emissions	5	5	N/A
SUBTOTAL	40	40	

OBAG Transportation Project Selection Criteria Breakdown (Expanded)

		Alternate Scenario	Difference
Draft OBAG Selection/scoring Criteria	Weight	Weight	Weight
High Impact Project Areas			
Housing Growth	3	2	-1
Jobs Growth	3	2	-1
Improved transportation choices for all income levels	3	6	3
PDA Parking management and pricing policies	3	3	0
PDA affordable housing preservation and creation strategies	3	9	6
HIGH IMPACT PROJECT AREAS - SUBTOTAL	15	22	7