



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Commission Vice Chair

Mayor Bill Harrison, City of Fremont

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Mayor John Marchand

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City of Pleasanton

Mayor Jerry Thorne

City of San Leandro

Mayor Pauline Cutter

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Alameda County Technical Advisory Committee

Thursday, July 7, 2016, 1:30 p.m.

**1111 Broadway, Suite 800
Oakland, CA 94607**

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

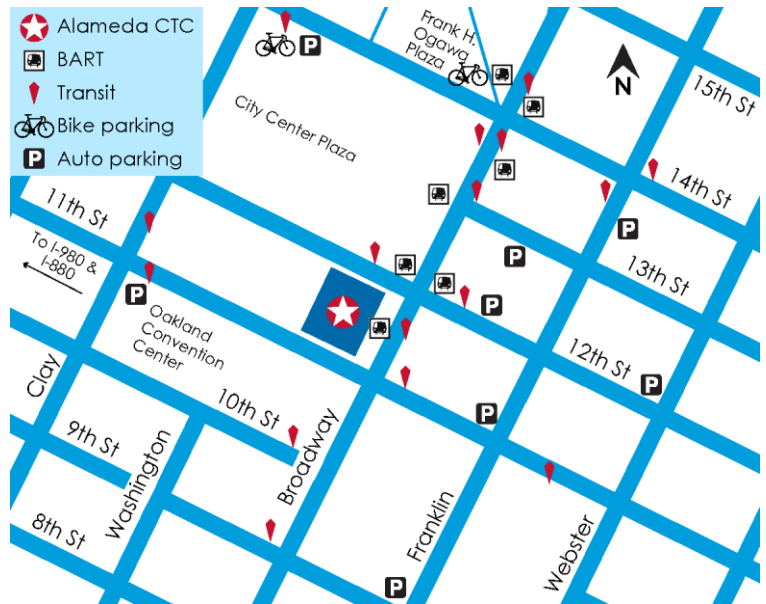
Glossary of Acronyms

A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

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Alameda County Technical Advisory Committee Meeting Agenda Thursday, July 7, 2016, 1:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Introductions/Roll Call

Chair: Arthur L. Dao, Alameda CTC Executive Director

Staff Liaison: Vivek Bhat

Public Meeting Coordinator: Angie Ayers

2. Public Comment

3. Administration

Page A/I

- | | | |
|---|---|---|
| 3.1. June 9, 2016 ACTAC Meeting Minutes: Approve the June 9, 2016 meeting minutes | 1 | A |
|---|---|---|

4. Programs/Projects/Monitoring

- | | | |
|---|-----|---|
| 4.1. One Bay Area Grant Program Cycle 2 Principles for Alameda County: Approval of the One Bay Area Grant Cycle 2 Programming Principles for Alameda County | 7 | A |
| 4.2. Alameda CTC's Comprehensive Investment Plan Update 2016 Update: Approval of the Comprehensive Investment Plan 2016 Update | 77 | A |
| 4.3. One Bay Area Grant Cycle 1 Program: Approval of the Funding Strategy for City of Berkeley's Hearst Avenue Complete Streets Project | 81 | A |
| 4.4. Draft FFY 2016-17 Annual Obligation Plan | 87 | I |
| 4.5. Cycle 3 Active Transportation Program Summary of Applications | 99 | I |
| 4.6. Alameda County Federal Inactive Projects List: June 2016 Update | 103 | I |
| 4.7. FY 2016-17 Alameda County Technical Advisory Committee Meeting Calendar | 107 | I |

5. Policy and Transportation Planning

- | | | |
|--|-----|---|
| 5.1. Countywide Bicycle/Pedestrian Count Program | 109 | I |
|--|-----|---|

6. Member Reports

- | | | |
|---|-----|---|
| 6.1. Metropolitan Transportation Commission Local Streets and Roads Working Group | 117 | I |
| 6.2. Other Reports | | I |

7. Adjournment/Next Meeting

Thursday, September 8, 2016

All items on the agenda are subject to action and/or change by the committee.



Alameda County Technical Advisory Committee Fiscal Year 2016-2017

Member Agencies

AC Transit
BART
City of Alameda
City of Albany
City of Berkeley
City of Dublin
City of Emeryville
City of Fremont
City of Hayward
City of Livermore
City of Newark
City of Oakland
City of Piedmont
City of Pleasanton
City of San Leandro
City of Union City
County of Alameda

Other Agencies

Chair, Alameda CTC
ABAG
ACE
BAAQMD
Caltrans
CHP
LAVTA
MTC
Port of Oakland
Union City Transit
WETA

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Alameda County Technical Advisory Committee Meeting Minutes Thursday, June 9, 2016, 1:30 p.m.

3.1

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

1. Introductions/Roll Call

Arthur L. Dao called the meeting to order. The meeting began with introductions, and the chair confirmed a quorum. Representatives from all cities and agencies were present, except for the following: Jean Banker, Miriam Chion, Sergeant Ed Clarke, Kevin Connolly, Anthony Fournier, Cindy Horvath, Matt Maloney, Michael Stella, and Gary Taylor.

Cindy Horvath arrived during agenda item 6.1.

2. Public Comment

There were no public comments.

3. Administration

3.1. Approval of May 5, 2016 Minutes

Obaid Khan moved to approve the May 5, 2016 meeting minutes. Mike Tassano seconded the motion. The motion passed with the following votes:

Yes: Bell, Campbell, Dao, Fajeau, Izon, Javandel, Khan, Lee, Miyasato, Parikh, Patel, Payne, Ruark, Sunak, Tassano, Wegener, Williams, Xu

No: None

Abstain: Andrino-Chavez, Evans, Gavin

Absent: Banker, Chion, Clarke, Connolly, Fournier, Horvath, Maloney, Stella, Taylor

4. Policy and Transportation Planning

4.1. Draft Alameda Countywide Multimodal Arterial Plan

Saravana Suthanthira gave a report from the Multimodal Arterial Plan Technical Advisory Committee meeting. She expressed her appreciation of ACTAC members' support, comments, and feedback on each phase of the plan development that added value to the plan. The comments included California Department of Transportation's (Caltrans') involvement with the plan development and their level of support for implementation on state routes, the Plan's flexibility to retain the local context, and confirming that this is a planning framework and not a programming document. She mentioned that Caltrans is in complete support of this plan and is showcasing it in SMART Mobility forums around the state as an example of a multimodal plan for a larger network. Saravana recommended that ACTAC approve the Countywide Multimodal Arterial Plan.

Farid Javandel moved to approve the draft Countywide Multimodal Arterial Plan. Thomas Ruark seconded the motion. The motion passed with the following votes:

Yes: Andrino-Chavez, Bell, Campbell, Dao, Evans, Fajeau, Gavin, Izon, Javandel, Khan, Lee, Miyasato, Parikh, Patel, Payne, Ruark, Sunak, Tassano, Wegener, Williams, Xu

No: None

Abstain: None

Absent: Banker, Chion, Clarke, Connolly, Fournier, Horvath, Maloney, Stella, Taylor

4.2. Alameda Countywide Transit Plan

Tess Lengyel recommended that ACTAC members approve the final Alameda Countywide Transit Plan.

Obaid Khan moved to approve the Alameda Countywide Transit Plan. Mike Tassano seconded the motion. The motion passed with the following votes:

Yes: *Andrino-Chavez, Bell, Campbell, Dao, Evans, Fajeau, Gavin, Izon, Javandel, Khan, Lee, Miyasato, Parikh, Patel, Payne, Ruark, Sunak, Tassano, Wegener, Williams, Xu*

No: *None*

Abstain: *None*

Absent: *Banker, Chion, Clarke, Connolly, Fournier, Horvath, Maloney, Stella, Taylor*

4.3. 2016 Level of Service Monitoring Study Results

Daniel Wu gave an update on the 2016 Level of Service (LOS) Monitoring Study results and reviewed the following next steps:

- A deficiency determination will be made by the week of June 20, 2016.
- The final 2016 LOS Monitoring Report will be published in August 2016.
- The Congestion Management Program network and segmentation will be updated based on roadway characteristics and land use as part of the 2017 Congestion Management Plan update.

5. Programs/Projects/Monitoring

5.1. Alameda County Federal Inactive Projects List: May 2016 Update

Vivek Bhat provided an update on the May 2016 federal inactive projects list. He encouraged committee members to stay current with their invoicing activity.

6. Member Reports

6.1. Metropolitan Transportation Commission Local Streets and Roads Working Group Update

Vivek Bhat informed the committee that a joint meeting was held by the Metropolitan Transportation Commission (MTC) Local Streets and Roads Working Group and the Programming and Delivery Working Group on May 12, 2016. Vivek highlighted a few items from the meeting:

- Local Highway Safety Improvement Program Cycle 8 project applications are due by August 12, 2016.
- Active Transportation Cycle 3 project applications are due on June 15, 2016.
- MTC discussed the FY2015-16 Annual Obligation Plan, and Vivek noted that Jacki Taylor sent an email to project sponsors during the week of May 30, 2016.
- MTC discussed the FY2016-17 Annual Obligation Plan, and MTC will release the draft in July 2016.

Vivek noted that this is the last year for Cycle 1 of the One Bay Area Grant (OBAG) Program, and Alameda County project sponsors must meet their deadlines.

Discussion took place regarding OBAG Cycle 2. Alameda CTC agreed to email the committee Alameda CTC's letter to MTC regarding OBAG Cycle 2 additional federal revenues.

6.2. Other Reports

Tess Lengyel introduced new Alameda CTC staff: Krystle Pasco, Cathleen Sullivan, and Daniel Wu.

Bruce Williams (Oakland) informed the committee that Jeffery Tumlin from Nelson\Nygaard will be the Interim Director of Transportation for the City of Oakland. He noted that the City of Oakland is considering an infrastructure bond for local streets and roads improvements.

Donna Lee (BART) informed the committee that the BART Board of Directors voted to place a parcel tax bond measure on the 2016 November ballot.

Mika Miyasato (AC Transit) informed the committee that AC Transit will place a parcel tax measure on the 2016 November ballot to extend Measure VV.

7. Adjournment and Next Meeting

The meeting adjourned at 2:15 p.m. The next meeting is:

Date/Time: Thursday, July 7, 2016 at 1:30 p.m.

Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:



Angie Ayers,
Public Meeting Coordinator

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ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE

June 9, 2016

ROSTER OF MEETING ATTENDANCE

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. Gail Payne	City of Alameda	510 747 6892	gpayne@alamedaca.gov
2. Soren Fajean	CITY OF NEWARK	(510) 578 4286	soren.fajean@newark.org
3. MIKA MIYASATO	Ac. Transit	510-891-7738	mmiyasato@actransit.org
4. Christy Wegener	LAVTA	925-425-7560	cwegener@lavta.org
5. Bruce Williams	Oakland	510-238-7229	bwilliams@oakland-ca.gov
6. Ruben Izora	Alameda	510-670-5827	rubenie@acausa.org
7. Sonny Sunk	City of Fremont	510-494-4749	ssunk@fremont-ca.gov
8. Jennifer Gavin	Piedmont	510 420 3054	jgavin@ci.piedmont.ca.us
9. Athishalek Parikh	Hayward	510-583-4791	athishalek.parikh@hayward-ca.gov
10. Farid Javandel	Berkeley	510-981-7061	fjavandel@cityofberkeley.info
11. Amber Evans	Emeryville	510-596-4382	devans@emeryville.org
12. ALEIDA ANDRINO CHAVEZ	ALBANY	510-528-5759	achavez@albany-ca.gov
13. Jess Hengyel	Alameda CTC	510-208-7428	hengyel@alamedactc.org
14. ARTHUR DAO	ALBANY	2087400	adao " "
15. VIVEK BHAT	ALAMEDA CTC	510-208-7430	vbhat@alamedactc.org
16. Thomas Ruark	City of Union City	(510) 675-5301	thomasr@unioncity.org
17. Carmela Campbell	City of Union City	(510) 675-5316	carmelac@unioncity.org
18. Obaid Khan	Dublin	925-833-6630	obaid.khan@dublin-ca.gov
19. V. PATEL	City of Alameda	510 747 7947	vpatel@alamedaca.gov
20. Mike Tassano	City of Pleasanton	925 931-5670	mtassano@cityofpleasanton.ca.gov

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
21.	John Xu	Caltrans	510-286-5577	zhongping.xu@dot.ca.gov
22.	Donna Lee	BART	510 464-6282	dlee@bart.gov
23.	Derbie Bell	Livermore	925.960.4941	dlbell@cityoflivermore.net
24.	Matt Bomberg	Alameda CTC	510-208-7444	mbomberg@alameda.ctc.org
25.	Nate Conable	Fehr & Peers		nconable@fehrandpeers.com
26.	SARAYANO SUTHANTHIRA	Alameda CTC	510-208-7426	ssuthanthira@alameda.ctc.org
27.	Daniel Wu	" "	510-208-7453	dwu@alamedactc.org
28.	Mollie Cohen-Rosenthal	Alameda CTC	510-208-7471	mrosenthal@alamedactc.org
29.	Cathleen Sullivan	ACTC	510-208-7484	csullivan@alamedactc.org
30.	Laurel Pecton	Alameda CTC	510.208.7415	lpecton@alamedactc.org
31.	JOHN NGUYEN	ALAMEDA CTC	510 208 7419	NGUYEN@ALAMEDACTC.ORG
32.	JACK TAYLOR	ALAMEDA CTC	510 208-7413	JTAYLOR@ALAMEDACTC.ORG
33.	KRYSTIE PASCO	ALAMEDA CTC	510-208-7467	KPASCO@ALAMEDACTC.ORG
34.	KIM FRANCHI	UNTD	510 206 6439	KFRANCHI@UNTD.COM
35.	Tom Winkler	Quincy	915 416-1500	tomw@quincyseng.com
36.	Tamara Halbritter	Alameda CTC Consultant	510.208.7475	thalbritter@alamedactc.org
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Memorandum

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 1, 2016

SUBJECT: One Bay Area Grant Program Cycle 2 Programming Principles for Alameda County

RECOMMENDATION: Approve the One Bay Area Grant Cycle 2 Programming Principles for Alameda County.

Summary

The Metropolitan Transportation Commission (MTC) One Bay Area Grant (OBAG) Program provides federal funding to the county congestion management agencies (CMAs) for programming to projects, programs and planning activities that advance the goals and objectives of Plan Bay Area. In November 2015, MTC adopted Resolution 4202 (Attachment A), the Project Selection Criteria and Programming Policy for the OBAG Cycle 2 (OBAG 2) Program.

Alameda County's estimated share of OBAG 2 is approximately \$70.2 million of federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds spread over five fiscal years (FYs 2017-18 through 2021-22). Similar to OBAG 1, 70 percent of OBAG 2 funding must be programmed to transportation projects that support Priority Development Areas (PDAs) and 30 percent may be programmed for transportation projects anywhere within the county.

MTC is scheduled to adopt an updated Resolution 4202 in July 2016. The County CMAs will be required to provide a final program of projects to MTC by summer 2017. The proposed programming principles for Alameda County's OBAG 2 program are outlined in this memo and are intended to be consistent with the goals and objectives of MTC's Resolution 4202, the Countywide Transportation Plan (CTP) and Alameda CTC's Comprehensive Investment Plan (CIP).

Background

The OBAG program is intended to support the implementation of Plan Bay Area, the region's first Sustainable Communities Strategy (SCS). In November 2015, MTC adopted Resolution 4202, the Project Selection Criteria and Programming Policy for OBAG 2 (Attachment A) which outlines the proposed revenue estimates, funding approach, programming policies, project guidance, and program timeline for both the Regional and County programs. Through MTC's OBAG 2 county distribution formula, included in Attachment A, counties receive approximately 40% of the total funding available.

Alameda County's estimated share of OBAG 2 funding is approximately \$70.2 million of federal STP and CMAQ spread over five fiscal years (FY 2017-18 through FY 2021-22). Similar to OBAG 1, 70 percent of the OBAG funding must be programmed to transportation projects that support Priority Development Areas (PDAs) and 30 percent may be programmed for transportation projects anywhere in the county.

OBAG 2 Eligibility

The programming of OBAG 2 funding is constrained to transportation projects that conform to the eligibility requirements of federal STP and CMAQ funds. In addition, projects receiving OBAG funds will need to comply with MTC's OBAG 2 requirements (MTC Resolution 4202) as well as any local criteria that will be used by Alameda CTC to evaluate projects in Alameda County.

Local Agency/Sponsor eligibility requirements

Pursuant to MTC Resolution 4202, OBAG 2 eligibility is limited to public agencies qualified to receive federal funds. In addition, there are two key requirements that must be met in order for local jurisdictions to receive OBAG 2 funds: (1) adoption of a complete streets resolution and (2) certification of the general plan's housing element.

To meet the complete streets requirement, jurisdictions must adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC that incorporates the required complete streets elements as outlined in MTC's Complete Streets Guidance. Alternatively, a jurisdiction may adopt a significant revision to the circulation element of the general plan that complies with the Act after January 1, 2010 and before the date the CMAs submit their OBAG 2 project recommendations to MTC.

To meet the Housing Element requirement, jurisdictions must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive OBAG 2 funding. Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this requirement during the entire OBAG 2 funding period or their OBAG 2 funding may be deprogrammed.

The complete streets and housing requirements are not required for jurisdictions without a general plan or land use authority such as Caltrans, CMAs or transit agencies under a Joint Powers Authority (JPA) or district (not under the governance of a local jurisdiction). However, in such instances the jurisdiction in which the project is physically located must meet these requirements, except for transit/rail agency property such as, track, rolling stock or a maintenance facility.

OBAG 2 County Program Categories

The OBAG 2 County Program fund estimate makes funds available for programming to the following categories:

County Program Category	Total	% Share
CMA Planning	8,489,000	12%
Local Streets and Roads State of Good Repair	18,000,000	26%
PDA Supportive Transportation Investment: -Bicycle and Pedestrian Improvements and -Transportation for Livable Communities	35,985,000	51%
Safe Routes to School (SR2S)	5,990,000	9%
Federal Aid Secondary (FAS) (To County of Alameda for unincorporated areas)	1,779,000	3%
Total	70,243,000	100%

Principles for the Alameda County OBAG 2 Program

Key features of each County Program category are described below. In addition to MTC's requirements for each of these programs, which are detailed in Attachment A, staff recommends additional programming principles be applied, as follows:

OBAG 2 Planning, Programming and Outreach

In order to maintain compliance with various federal, State and regional requirements, CMAs are required to perform a mix of countywide planning and programming, monitoring and outreach functions. Although the "traditional" CMA functions include the programming of federal STP and CMAQ funds, because MTC requires CMAs to perform additional planning, programming, monitoring and outreach efforts through the OBAG program, as with OBAG 1, CMAs may choose to designate additional funding from their County Program to augment their efforts. The Alameda CTC's "traditional" and OBAG responsibilities are listed below:

Traditional:

- Congestion Management Program (CMP)
- Countywide Transportation Plan (CWTP)
- Countywide Bike and Pedestrian Plans
- Countywide modal plans and corridor planning
- Community Based Transportation Plan (CBTP)
- Travel Demand Model Support
- Evaluation of Transportation and Land Use Policies
- State Transportation Improvement Program (STIP) Programming
- Federal STP and CMAQ Programming

- Lifeline Transportation Program (LTP)
- Performing ongoing Monitoring Tasks

OBAG 2:

- 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 Investment and Growth Strategy and Complete Streets
- Multi-jurisdictional PDA Coordination
- Updating the Comprehensive Investment Plan
- Countywide Bike and Pedestrian Plan related Planning efforts
- Complete Streets Policy Planning efforts (Ensuring local compliance with MTC's Complete Streets policy) and complete streets policy implementation
- Outreach efforts (Expanding public outreach and communication with stakeholders) to meet Title VI requirements
- 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
- Enhanced OBAG project monitoring/ compliance with MTC's Regional Project Delivery Policy (MTC Resolution 3606) and Annual Obligation Plan requirements

These additional planning and programming efforts are eligible only for the STP funds made available through OBAG, not CMAQ. Staff recommends a total of \$8.4 Million of OBAG 2 STP funds be programmed for Alameda CTC planning and programming activities related to OBAG 2.

Local Streets and Roads Preservation/State of Good Repair

This category is for the preservation of local streets and roads on the federal-aid system to support a state of good repair. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction must have a certified Pavement Management Program (StreetSaver® or equivalent). In addition, selected pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. This requirement ensures that streets selected for investment are cost effective. MTC is responsible for verifying the certification status of jurisdictions. The certification status of area jurisdictions can be found at <http://www.mtc.ca.gov/services/pmp/>.

Under MTC Resolution 4202, LSR projects may be included in the PDA Supportive Transportation Investments category based on the location of the project. Staff

recommends approximately \$18,000,000 be made available to jurisdictions within Alameda County for eligible LSR projects.

This programming will support the "fix it first" strategy as well as address the maintenance shortfall in Alameda County. The LSR funding is proposed to be sub-allocated cities/ 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 (Attachment B). The minimum LSR funds a jurisdiction may receive is \$100,000 which is consistent with MTC's minimum amount for OBAG 2 programming. Additional information on LSR project eligibility is included in MTC Resolution 4202.

PDA Supportive Transportation Investments

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

A wide range of bicycle and pedestrian improvements are eligible for federal STP and CMAQ funding, including bicycle facilities, bicycle education, outreach, sharing and parking programs, sidewalks, ramps, pathways and pedestrian bridges, user safety and supporting facilities, and traffic signal actuation.

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. This category may include projects within the geographic boundaries of a PDA as well as projects located outside of a PDA that provide proximate access to a PDA. *As with Cycle 1, staff proposes to define Proximate Access as follows:*

Transportation improvements not physically located within the boundaries of a PDA but providing benefits of travel to or from a PDA, between PDAs, or between a PDA and a job center or other important community services or areas.

Currently, there are 43 PDAs in Alameda County that have been voluntarily nominated by local jurisdictions and approved by Association of Bay Area Governments (ABAG) as part of the FOCUS program (Attachment C). Staff recommends all PDAs within Alameda County be eligible to receive OBAG 2 funds. Additional information on PDA Supportive Transportation Investment project eligibility is included in MTC Resolution 4202.

Safe Routes to School (SR2S)

MTC has identified about \$5.34 million of SR2S funding within the county share of OBAG 2 funds for Alameda County. MTC guidelines stipulate, if additional resources are required, OBAG 2 funds are eligible to supplement the funding already identified. The current Alameda Countywide SR2S program has an annual budget of about \$1.3 million Staff

recommends approximately \$5,990,000 be made available of OBAG 2 funds for the SR2S program, to sustain and provide strategic expansion opportunities. Additional information on SR2S project eligibility is also included in MTC Resolution 4202.

Federal Aid Secondary (FAS) Shares

The Federal Aid Secondary (FAS) program, which directed funding to rural roads, was eliminated in 1991 with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA). However, California statutes provide for the continuation of minimum funding levels to counties, guaranteeing their prior FAS shares for rural county roads.

Under the OBAG 2 program, \$1,779,000 will be available to the County of Alameda based on the funding amounts determined by California's Federal-Aid Secondary Highways Act (California Code § 2200-2214). This FAS funding is not subject to the minimum PDA investment requirement.

Regional Priority Conservation Areas (PCA) Program

The Priority Conservation Area (PCA) Program is available through MTC's OBAG 2 Regional Program and provides funding for the development of plans and projects to assist in the preservation and enhancement of rural lands and open space. Generally, eligible projects include PCA planning activities, bicycle and pedestrian access to open space and parklands, visual enhancements and habitat/environmental enhancements. Specifically, projects must support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands amidst a growing population across the Bay Area, for residents and businesses.

The PCA Program includes \$16 million that is regionally competitive and Alameda County projects can compete for up to \$8 million (the other \$8 million is reserved for the North Bay counties). A 2:1 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.

Role of Fund Exchanges

In the past, fund 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 2 program has characteristics that make it a potential fit for an exchange scenario, which will be considered as part of the programming approach. 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 2 requirements would still need to be met for the exchanged funds.

Action Summary

The recommended programming principles for Alameda County's OBAG 2 program are intended to be consistent with the goals and objectives of MTC's Resolution 4202 as well as the Alameda CTC's CTP and CIP. The below table summarizes the recommended Principles:

Program Category	Recommended Programming Principles
CMA Planning	<ul style="list-style-type: none"> Program a total of \$8.4 Million of OBAG 2 STP funds for Alameda CTC planning and programming activities related to OBAG 2.
Local Streets and Roads	<ul style="list-style-type: none"> Make available approximately \$18,000,000 to LSR-eligible jurisdictions within Alameda County for eligible LSR projects. Sub-allocate the available LSR funding to LSR eligible cities/County based on 50% Population and 50% Lane Miles formula.
PDA Supportive Transportation Investment	<ul style="list-style-type: none"> Define Proximate Access as, "Transportation improvements not physically located within the boundaries of a PDA but providing benefits of travel to or from a PDA, between PDAs, or between a PDA and a job center or other important community services or areas." All 43 PDAs within Alameda County eligible to receive OBAG 2 funds.
SR2S	<ul style="list-style-type: none"> Program 5,990,000 OBAG 2 funds for the SR2S program to sustain and provide strategic expansion opportunities.
Federal Aid Secondary (FAS)	<ul style="list-style-type: none"> Program FAS to County of Alameda for unincorporated areas. <i>(The County is the only agency eligible for these funds)</i>
Regional Priority Conservation Areas (PCA)	<ul style="list-style-type: none"> 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

MTC is scheduled to adopt an updated Resolution 4202 in July 2016. The County CMAs will be required to provide a final program of projects to MTC by summer 2017. The OBAG 2 program of projects will be evaluated and recommended as a part of the Alameda County's Comprehensive Investment Plan (CIP) 2018 programming process.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. MTC Resolution 4202
- B. OBAG Cycle 2 – Alameda County LSR Shares
- C. List of PDAs in Alameda County

Staff Contacts

[Vivek Bhat](#), Director of Programming and Project Controls

[Jacki Taylor](#), Associate Program Analyst

ABSTRACT

Resolution No. 4202

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP) for the OBAG 2 funding period.

The resolution includes the following attachments:

- Attachment A – Project Selection Criteria and Programming Policy
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – County Program Project List

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015.

Date: November 18, 2015
W.I.: 1512
Referred By: Programming & Allocations

RE: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for state and federal funding assigned to the RTPA/MPO of the San Francisco Bay Area for the programming of projects; and

WHEREAS, state and federal funds assigned for RTPA/MPO programming discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), county Transportation Authorities (TAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, will develop a program of projects to be funded with these funds for inclusion in the federal TIP, as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the “Project Selection Criteria and Programming Policy” for projects to be funded in the OBAG 2 Program as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the regional discretionary funding shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures and programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be included in the federal TIP subject to final federal approval and requirements; and be it further

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including updates to fund sources and distributions to reflect final funding criteria and availability; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected, revised and included in the federal TIP; and be it further

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachments as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 18, 2015

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Date: November 18, 2015
W.I.: 1512
Referred by: P&A

Attachment A
Resolution No. 4202

OBAG 2
One Bay Area Grant Program
Project Selection Criteria and Programming Policy

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**OBAG 2 – One Bay Area Grant Program
Project Selection Criteria and Programming Policy**

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The One Bay Area Grant Program (OBAG 2) is the second round of the federal funding program designed to support the implementation of *Plan Bay Area*, the region's first Sustainable Communities Strategy (SCS). OBAG 2 covers the five-year period from FY 2017-18 to FY 2021-22. The proposed revenue estimates, funding approach, programming policies, project guidance, and timeline for OBAG 2 are outlined in this attachment.

BACKGROUND

The inaugural One Bay Area Grant Program (OBAG 1) was approved by the Commission in May 2012 (MTC Resolution 4035). The OBAG 1 program incorporated the following program features:

- Targeting project investments to the region's Priority Development Areas (PDAs);
- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing;
- Supporting open space preservation in Priority Conservation Areas (PCAs); and
- Providing a larger and more flexible funding pot to deliver transportation projects in categories such as Transportation for Livable Communities (TLC), bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing dedicated funding opportunities for Safe Routes to School activities and PCAs.

The early outcomes of the OBAG 1 program are documented in the One Bay Area Grant Report Card located at: (http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf). The key findings of the report highlight a variety of improvements as compared to previous federal highway funding programs, including: increased grant and project size, complexity, and multi-modality; significant investments in active transportation and TLC projects; region wide achievement of PDA investment targets; and compliance with local performance and accountability requirements. Considering the positive results achieved in OBAG 1, and in order to further extend the timeframe for OBAG to meet its policy goals, OBAG 2 maintains largely the same framework and policies.

REVENUE ESTIMATES AND PROGRAM ARCHITECTURE

OBAG 2 funding is based on anticipated future federal transportation program apportionments from the regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Programs. The programming capacity estimated for OBAG 2 amounts to \$790 million (down from \$827 million programmed with OBAG 1). The decrease in revenues between program cycles reflects annual apportionment amounts in the federal surface transportation act (Moving Ahead for Progress in the 21st Century Act, or MAP-21) authorized after approval of OBAG 1 not keeping pace with estimated growth rates, as well as changes in state and federal programs that impacted estimated regional funding levels (such as the elimination of the Transportation Enhancements (TE) program).

The OBAG 2 program continues to integrate the region's federal transportation program with California's climate statutes and the Sustainable Communities Strategy (SCS), and contributes to

the implementation of the goals and objectives of the Regional Transportation Plan. Funding distribution formulas to the counties will continue to encourage land-use, housing and complete streets policies that support the production of housing with supportive transportation investments. This is accomplished through the following principles:

1. 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% annual escalation rate above current federal revenues is assumed, consistent with the 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% escalation, revenues for OBAG 2 are 4% less than OBAG 1 revenues.

If there are significant changes in federal apportionments over the OBAG 2 time period, MTC will return to the Commission to recommend adjustments to the program. These adjustments could include increasing or decreasing funding amounts for one or more programs, postponement of projects, expansion of existing programs, development of new programs, or adjustments to subsequent programming cycles.

Upon enactment and extension of the federal surface transportation authorizations expected during the OBAG funding period, MTC will need to closely monitor any new federal programs, their eligibility rules, and how funding is distributed to the states and regions. It is anticipated that any changes to the current federal programs would likely overlap to a large extent with projects that are currently eligible for funding under 23 U.S.C., although the actual fund sources may no longer mirror the current STP and CMAQ programs. Therefore, any reference to a specific fund source in the OBAG 2 programming serves as a proxy for replacement fund sources for which MTC has discretionary project selection and programming authority.

OBAG 2 programming capacity is based on apportionment rather than obligation authority. Because obligation authority (the amount actually received) is less than the apportionment level, there is typically a carryover balance from year to year of unfunded commitments. MTC's current negative obligation authority imbalance is \$51 million, and has held steady the past few years as a result of the region's excellent delivery record. Successful project delivery has allowed MTC to capture additional, unused obligation authority (OA) from other states, enabling the region to deliver additional projects each year. Because this negative balance has held steady, there does not appear to be a need to true-up the difference at this time. MTC staff will continue to monitor this OA shortfall throughout the OBAG 2 period and make adjustments as necessary in the next round of programming.

2. Support Existing Programs:

The OBAG program as a whole is expected to face declining revenues from \$827 million in OBAG 1 to \$790 million in OBAG 2. Therefore, no new programs are introduced with OBAG 2 and the funding reduction is spread among the various transportation needs supported in OBAG 1.

- The regional pot of funding decreases by 4%. With the exception of regional planning activities (which grows to account for escalation) and the Priority Conservation Area (PCA) program (which receives additional funds redirected from an OBAG 1 project), all other funding programs are either maintained at, or decreased from, their OBAG 1 funding levels.
- The base OBAG 2 county program decreases by 4%, primarily due to the elimination of the federal Transportation Enhancement (TE) program which contributed to the OBAG 1 funding pot. As compared to the county program under OBAG 1, largely the same planning and project type activities are proposed to be eligible under OBAG 2.

The OBAG 2 program categories and commitments for the regional and county programs are outlined in Appendix A-1.

3. Support Plan Bay Area's Sustainable Communities Strategy by Linking OBAG Funding to Housing:

County Program Distribution Formula

OBAG 1's county distribution formula leveraged transportation dollars to reward jurisdictions that produce housing and accept housing allocations through the Regional Housing Need Allocation (RHNA) process. The formula also considered the share of affordable housing within housing production and RHNA allocations.

In OBAG 2, the county distribution formula is updated to use the latest housing data from the Association of Bay Area Government (ABAG). The formula is also based on housing over a longer time frame, considering housing production between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%) in order to mitigate the effect of the recent recession and major swings in housing permit approvals.

The OBAG 2 formula places additional emphasis on housing production and the share of affordable housing within both production and RHNA. The formula also expands the definition of affordable housing to include housing for moderate-income households in addition to low- and very low-income households. Furthermore, housing production is capped at the total RHNA allocation.

The distribution formula factors for OBAG 2 are detailed in the table below.

OBAG 2 County Distribution Formula Factors

	Population	Housing RHNA	Housing Production	Housing Affordability *
OBAG 2	50%	20%	30%	60%

*OBAG 2 housing affordability factor includes housing at the very low, low and moderate income levels which are weighted within both housing production and RHNA allocation.

The distribution formula is further adjusted to ensure that CMA base planning funds are no more than 50% of the total distribution for that county. The resulting proposed county program formula distributions are presented in Appendix A-2.

Priority Development Areas (PDAs)

OBAG 2 continues to support the SCS for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs).

- PDA Investment targets remain at OBAG 1 levels: 50% for the four North Bay counties and 70% for the remaining counties.
- PDA Investment and Growth Strategies should play a strong role in guiding the County CMA project selection and be aligned with the Plan Bay Area update cycle.

Priority Conservation Areas (PCAs)

OBAG 2 maintains the two separate Priority Conservation Area (PCA) programs as introduced in OBAG 1, with one program dedicating funding to the four North Bay counties and one competitive program for the remaining counties.

4. Continue Flexibility and Local Transportation Investment Decision Making:

OBAG 2 continues to provide the same base share of the funding pot (40%) to the county CMAs for local decision-making. The program allows CMAs the flexibility to invest in various transportation categories, such as Transportation for Livable Communities (TLC), bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities.

In addition to the base county program, two previously regional programs, Safe Routes to School and the Federal-Aid Secondary (rural roads), have been consolidated into the county program with guaranteed minimum funding amounts to ensure the 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 a part of OBAG 2 and as separately required by state law.

Complete Streets Requirement

Jurisdictions must adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC, incorporating MTC's required complete streets elements as outlined in [MTC's Complete Streets Guidance](#).

Alternatively, to recognize local jurisdictions' efforts to update their general plan circulation element to incorporate the provisions of the 2008 Complete Streets Act in response to the provisions stated in OBAG 1, a jurisdiction may adopt a significant revision to the circulation element of the general plan that complies with the Act after January 1, 2010 and before the date the CMAs submit their OBAG 2 project recommendations to MTC.

The approach above focuses on the adoption of local complete streets resolutions, while acknowledging the jurisdictions that took efforts to update their circulation element in anticipation of future OBAG requirements.

Housing Element Requirement

Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive OBAG 2 funding.

Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this requirement during the entire OBAG 2 funding period or risk deprogramming of OBAG 2 funding.

The complete streets and housing requirements are not required for jurisdictions with no general plan or land use authority such as Caltrans, CMAs or transit agencies under a JPA or district (not under the governance of a local jurisdiction). However, in such instances the jurisdiction in which the project is physically located must meet these requirements, except for transit/rail agency property such as, track, rolling stock or a maintenance facility.

Anti-Displacement Policies Requirement

Anti-Displacement Policies. The Commission will consider recommendations related to anti-displacement policies for possible consideration in early 2016.

6. Continue Transparency and Outreach to the Public Throughout the 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 efforts, agency coordination, distribution methodology and Title VI compliance. CMA reporting requirements are provided in Appendix A-10, the Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution 4202.

PROGRAM CATEGORIES AND PROJECT LIST

Appendix A-1 outlines the OBAG 2 program categories and commitments.

Attachment B of Resolution 4202 contains the list of projects to be programmed under the OBAG 2 program. Attachments B-1 and B-2 list the projects receiving OBAG 2 funding through the regional programs and county programs respectively. The project lists are subject to project selection actions (conducted by MTC for most of the regional programs and by the CMAs for the county programs and other funds distributed to them). MTC staff will update Attachments B-1 and B-2 as projects are selected or revised by the Commission and CMAs and are included in the federal Transportation Improvement Program (TIP).

GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in OBAG 2:

- 1. Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 4174. The Commission's adoption of the OBAG 2 program, including policy and procedures, meets the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities to comment have been provided to other stakeholders and members of the public.

Furthermore, investments made in the OBAG 2 program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when CMAs select projects for funding at the county level, they must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements (as set forth in Appendix A-7).

- 2. Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the OBAG 2 program must be amended into the TIP. The federally-required TIP is a comprehensive listing of all San Francisco Bay Area surface transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is the project sponsor's responsibility to ensure their project is properly programmed in the TIP in a timely manner. Where CMAs are responsible for project selection, the Commission will revise the TIP to include the resulting projects and Attachment B to this Resolution may be updated by MTC staff to reflect these revisions. Where responsibility for project selection is assigned to MTC, TIP amendments and

a revision to Attachment B to add or delete a project will be reviewed and approved by the Commission. Changes to existing projects in Attachment B may be made by MTC staff following approval of a related TIP revision.

- 3. Minimum Grant Size.** Funding grants per project must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). The objective of a grant minimum requirement is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CMAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff.

To provide flexibility, an alternative averaging approach may be used. For this approach, a CMA may program grant amounts no less than \$100,000 for any project, provided that the overall average of all grant amounts within their County CMA Program meets the county minimum grant amount threshold. This lower threshold of \$100,000 also applies to Safe Routes to School projects, which are typically of smaller scale.

Furthermore, all OBAG 2 programming amounts must be rounded to thousands.

- 4. Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make a regional air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the update of the TIP. Non-exempt projects that are not incorporated in the current finding for the TIP will not be considered for funding in the OBAG 2 program until the development of a subsequent air quality finding for the TIP. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for fine particulate matter (PM_{2.5}). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) must complete a hot-spot analysis as required by the Transportation Conformity Rule. Generally, POAQC are those projects that result in significant increases in, or concentrations of, emissions from diesel vehicles.
- 5. Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section § 15000 et seq.), and the National Environmental Protection Act (42 U.S.C. § 4321 et seq.) standards and procedures for all projects with federal funds.
- 6. Application and Resolution of Local Support.** Once a project has been selected for funding, project sponsors must submit a completed project application for each project through MTC's Funding Management System (FMS). The project application consists of two parts: 1) a project submittal and/or TIP revision request to MTC staff through FMS, and 2) a Resolution of Local Support approved by the project sponsor's governing board or council and submitted in FMS. A template for the Resolution of Local Support can be downloaded from the MTC website using the following link: <http://www.mtc.ca.gov/funding/obag2>

7. Project Screening and Compliance with Regional and Federal Requirements. MTC staff will perform a review of projects proposed for OBAG 2 to ensure 1) eligibility; 2) consistency with the region's long-range plan; and 3) project readiness. In addition, project sponsors must adhere to directives such as the Complete Streets Requirements, Housing Element Requirements, and the Regional Project Funding Delivery Policy (MTC Resolution No. 3606), as outlined below, and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.

- **Federal Project Eligibility:** STP is the most flexible source of federal funding, with a wide range of projects that may be considered eligible. Eligible projects include roadway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration), public transit capital improvements, pedestrian and bicycle facilities, transportation system management, transportation demand management, transportation control measures, mitigation related to an STP project, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in 23 U.S.C § 133 and at: <http://www.fhwa.dot.gov/map21/factsheets/stp.cfm>.

CMAQ is a more targeted funding source. In general, CMAQ funds may be used for new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include:

Transportation activities in an approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, new bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, and experimental pilot projects. For more detailed information, refer to FHWA's revised guidance provided at: http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/.

MTC reserves the right to assign specific fund sources to projects based on availability and eligibility requirements. In the event that a new surface transportation authorization is enacted during implementation of OBAG 2 that materially alters these programs, MTC staff will work with the CMAs and project sponsors to match projects with appropriate federal fund programs.

- **RTP Consistency:** Projects funded through OBAG 2 must be consistent with the adopted Regional Transportation Plan (currently *Plan Bay Area*). Project sponsors must identify each project's relationship with meeting the goals and objectives of the RTP, including the specific RTP ID number or reference. RTP consistency will be verified by MTC staff for all OBAG 2 projects. Projects in the County program will also be reviewed by CMA staff prior to submitting selected projects to MTC.

- Complete Streets Policy: Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets Policy (MTC Resolution No. 3765) created a checklist that is intended for use on projects to ensure the accommodation of non-motorized travelers is considered at the earliest conception or design phase. The county CMAs ensure that project sponsors complete the checklist before projects are considered by the county for OBAG 2 funding and submitted to MTC. The CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions.

Related state policies include: Caltrans Complete Streets Policy Deputy Directive 64 R1, which stipulates pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products; and the California Complete Streets Act of 2008, which requires local agency general plan circulation elements to address all travel modes.

- Project Delivery and Monitoring: OBAG 2 funding is available in the following five federal fiscal years: 2017-18, 2018-19, 2019-20, 2020-21, and 2021-22. Funds may be programmed in any of these years, conditioned upon the availability of federal apportionment and obligation authority (OA), and subject to TIP financial constraint requirements. In addition, in order to provide uninterrupted funding to ongoing efforts and to provide more time to prepare for the effective delivery of capital projects, priority of funding for the first year of programming apportionment (FY 2017-18) will be provided to ongoing programs, such as regional and CMA planning, non-infrastructure projects, and the preliminary engineering phase of capital projects.

Specific programming timelines will be determined through the development of the Annual Obligation Plan, which is developed by MTC staff in collaboration with the Bay Area Partnership technical working groups and project sponsors. Once programmed in the TIP, the funds must be obligated by FHWA or transferred to the Federal Transit Administration (FTA) within the federal fiscal year the funds are programmed in the TIP. Additionally, all OBAG 2 funds must be obligated no later than January 31, 2023.

Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy (MTC Resolution No. 3606 and any subsequent revisions). All funds are subject to obligation, award, invoicing, reimbursement and project close-out requirements. The failure to meet these deadlines may result in the de-programming and redirection of funds to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of OBAG 2 funding is required to identify and maintain a staff position that serves as the single

point of contact (SPOC) for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the TIP, and to notify MTC immediately when the position contact has changed. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate, if requested, in a consultation meeting with the county CMA, MTC and Caltrans prior to MTC approving future programming or including any funding revisions for the agency in the TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

By applying for and accepting OBAG 2 funding, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the project-funding timeframe.

- Funding Exchange: Sometimes federal funds may not be the best fit for projects being implemented to meet plan and program goals and objectives. In such cases, federal OBAG funding may be exchanged with non-federal funds. MTC staff will work with the CMAs when such opportunities arise. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331) and the locally-funded project must be included in the federal TIP.
- Local Match: Projects funded with STP or CMAQ funding require a non-federal local match. Although local match requirements are subject to change, the current local match requirement for STP and CMAQ funded projects in California is 11.47% of the total project cost, with FHWA providing up to 88.53% of the total project cost through reimbursements. For capital projects, sponsors that fully fund the project development or Preliminary Engineering (PE) phase with non-federal funds may use toll credits in lieu of a match for the construction phase. For these projects, sponsors must still meet all federal requirements for the PE phase.
- Fixed Program and Specific Project Selection: Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The OBAG 2 program is project-specific and the funds programmed to projects are for those projects alone.

The OBAG 2 program funding is fixed at the programmed amount; therefore, any project cost increases may not be covered by additional OBAG 2 funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project, including contingencies.

REGIONAL PROGRAMS

The programs below comprise the OBAG 2 Regional Programs, managed by MTC. Funding amounts for each program are included in Appendix A-1. Individual projects will be added to Attachment B-1 and B-2 as they are selected and included in the federal TIP.

1. Regional Planning Activities

This program provides funding to support regional planning and outreach activities.

Appendix A-3 details the funding amounts and distribution for planning and outreach activities.

2. Pavement Management Program

This continues the region's acclaimed Pavement Management Program (PMP) and related activities including the Pavement Technical Assistance Program (PTAP), training, and regional and statewide local streets and roads needs assessment. MTC provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems which is a requirement to receive certain funding. MTC also assists local jurisdictions in conducting associated data collection and analysis efforts including local roads needs assessments and inventory surveys and asset management analysis that feed into regional planning efforts. MTC provides, training, research and development of pavement and non-pavement preservation management techniques, and participates in the statewide local streets and roads needs assessment effort.

To support the collection and analysis of local roads asset conditions for regional planning efforts and statewide funding advocacy, to be eligible for OBAG 2 funding for local streets and roads, a jurisdiction must:

- Have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed); and
- Fully participate in the statewide local streets and road needs assessment survey (including any assigned funding contribution); and
- Provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed).

3. Regional Priority Development Area (PDA) Planning & Implementation

Funding in this program implements the following:

Regional PDA Planning and Implementation: The PDA Planning Program places an emphasis on intensifying land uses at and near transit stations and along transit corridors in PDAs. The key goals of the program are to: increase supply of affordable and market rate housing, jobs and services within the PDA planning area; boost transit ridership and thereby reduce vehicle miles traveled by PDA residents, employees and visitors; increase walking and bicycling by improving

multi-modal access and effectively managing parking; and locate key services and retail within the PDA planning area. Funding is available for regional planning and implementation efforts and grants to jurisdictions to provide PDA planning support, and typically fund specific plans and programmatic Environmental Impact Reports. PDA plans funded through the program focus on a range of transit-supportive elements including market demand analysis, affordable housing strategies, multi-modal connectivity including pedestrian-friendly design standards, parking demand analysis, infrastructure development, implementation planning and financing strategies and strategies to advance the Air District's Planning Healthy Places guidelines¹. The PDA Planning Program will give priority to cities with high risk of displacement in order to support the development of local policies and programs.

4. Climate Initiatives Program

The purpose of the OBAG 2 Climate Initiatives Program is to support the implementation of strategies identified in Plan Bay Area to achieve the required CO₂ emissions reductions per SB375 and federal criteria pollutant reductions. Investments focus on projects and programs with effective greenhouse gas emission reduction results.

5. Priority Conservation Area (PCA) Program

The Priority Conservation Area (PCA) Program provides funding for the development of plans and projects to assist in the preservation and enhancement of rural lands. Specifically, projects must support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands and open space amidst a growing population across the Bay Area, for residents and businesses. The PCA program includes one approach for the North Bay counties (Marin, Napa, Solano, and Sonoma) and a second approach for the remaining five counties.

In the North Bay, each of the four CMAs will take the lead to develop a county-wide program, building on PCA planning conducted to date to select projects for funding.

For the remaining counties, MTC will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. MTC will provide federal funding which will be combined with the Coastal Conservancy's own program funds in order to support a broader range of projects (i.e. land acquisition and easement projects) than can be accommodated with federal transportation dollars alone. The Coastal Conservancy, MTC, and ABAG staff will cooperatively manage the call for proposals.

The minimum non-federal match required for PCA-program funding is 2:1.

As a part of the update to *Plan Bay Area*, MTC is exploring implementing a Regional Advance Mitigation Planning (RAMP) Program. RAMP would mitigate certain environmental impacts from multiple planned transportation projects, rather than mitigating on a less-efficient per-project level. Partnering arrangements can be established to leverage multiple fund sources in order to maximize benefits of the RAMP and PCA programs. As such, PCA funds may be used to deliver net environmental benefits to a RAMP program project.

¹ Guidance will be developed in partnership with BAAQMD, CMAs, ABAG, and city staff pending the release of these guidelines in early 2016.

In instances where federal funds may not be used for this purpose, sponsors may exchange OBAG 2 funds with eligible non-federal funds. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).

Appendix A-9 outlines the framework for this program including goals, project screening, eligibility, eligible sponsors, and project selection.

6. Regional Active Operational Management

This program is administered at the regional level by MTC to actively manage congestion through cost-effective operational strategies that improve mobility and system efficiency across freeways, arterials and transit modes. Funding continues to be directed to evolving MTC operational programs such as next generation 511, Freeway Service Patrol (FSP), incident management program, managed lanes and regional rideshare program. Funding will also be directed to new initiatives such as the Columbus Day Initiative that deploys advanced technologies and Transportation Management Systems that ensures the existing and new technology infrastructure is operational and well-maintained.

Columbus Day Initiative

The Columbus Day Initiative (CDI) builds on the proven success of its predecessor program (the Freeway Performance Initiative), which implemented traditional fixed time-of-day freeway ramp metering and arterial signal timing projects that achieved significant delay reduction and safety on Bay Area freeways and arterials at a fraction of the cost of traditional highway widening projects. The CDI aims to deliver cost-effective, technology-driven operational improvement projects such as, adaptive ramp metering, hard shoulder running lanes, queue warning signs, connected vehicle technologies, shared mobility technologies, and regional arterial operations strategies. Projects would target priority freeway and arterial corridors with significant congestion. Funding for performance monitoring activities and corridor studies is included to monitor the state of the system and to identify and assess the feasibility of operational strategies to be deployed.

Transportation Management Systems

This program includes the operations and management of highway operations field equipment; critical freeway and incident management functions; and Transportation Management Center (TMC) staff resources needed to actively operate and maintain the highway system.

7. Transit Priorities Program

The objective of the Transit Priorities Program is to assist transit operators to fund major fleet replacements, including the BART Car Replacement Phase 1 project, fixed guideway rehabilitation and other high-scoring capital needs, including replacement of Clipper equipment and development of Clipper 2.0, that are consistent with MTC's Transit Capital Priorities policy for programming federal transit funds (MTC Resolution 4140 or successor resolution).

The program also implements elements of the Transit Sustainability Project by making transit-supportive investments in major transit corridors that can be carried out within two years through the Transit Performance Initiative (TPI). The focus of TPI is on making cost-effective operational improvements on significant trunk lines which carry the largest number of

passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, boarding/stop improvements and other improvements to improve the passenger experience.

COUNTY PROGRAMMING POLICIES

The policies below apply to the programs managed by the county Congestion Management Agencies (CMAs) or substitute agency:

- ▶ Program Eligibility: The CMA, or substitute agency, may program funds from its OBAG 2 county fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
 - Planning and Outreach Activities
 - Local Streets and Roads Preservation
 - Bicycle and Pedestrian Improvements
 - Transportation for Livable Communities
 - Safe Routes To School
 - Priority Conservation Areas
 - Federal Aid Secondary (FAS) Improvements

- ▶ Fund Sources & Formula Distribution: OBAG 2 is funded primarily from two federal fund sources: STP and CMAQ. The CMAs will be provided a breakdown of specific OBAG 2 fund sources, with the understanding that actual fund sources are subject to change. Should there be significant changes to federal fund sources, MTC staff will work with the CMAs to identify and realign new fund sources with the funding commitments approved by the Commission. Furthermore, due to strict funding availability and eligibility requirements, the CMAs must adhere to the fund source limitations provided. Exceptions may be granted by MTC staff based on actual fund source availability and final federal apportionment levels.

Consistent with OBAG 1, 60% of available OBAG 2 funding is assigned to Regional Programs and 40% assigned to the base County CMA Programs. The Safe Routes to School (SRTS) and Federal Aid Secondary (FAS) programs augment the county base funding, bringing the final proportionate share to 55% regional and 45% county. The Base county funds (SRTS & FAS have their own formula distribution) are distributed to each county based on the OBAG 2 county distribution formula (see page 3). Counties are further guaranteed that the funding amount for planning purposes will not exceed 50% of their total distribution. This results in the county of Napa receiving additional funding. This planning guarantee clause results in a slight deviation in the final OBAG 2 fund distribution for each county. The base County CMA Program fund distribution after the planning guarantee adjustment is shown in Appendix A-2.

- ▶ Priority Development Area (PDA) Policies
 - PDA minimum investment: CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their

OBAG 2 investments to PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) this minimum target is 50% to reflect the more rural nature of these counties. CMA planning and outreach costs partially count towards PDA minimum investment targets (70% or 50%, in line with each county's PDA minimum investment target). The guaranteed minimum for Priority Conservation Area (PCA), Safe Routes to School (SRTS), and Federal Aid Secondary (FAS) do not count towards PDA targets. The PDA/non-PDA funding split is shown in Appendix A-2.

- PDA boundary delineation: Refer to http://gis.mtc.ca.gov/interactive_maps/ which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. This map is updated as ABAG approves new PDA designations.
 - Defining proximate access to PDAs: The CMAs may determine that a project located outside of a PDA provides proximate access to the PDA, and thus counts towards the county's minimum PDA investment target. The CMA is required to map these projects along with the associated PDA(s) and provide a policy justification for designating the project as supporting a PDA through proximate access. This information should assist decision makers, stakeholders, and the public in evaluating the impact of the investment on a nearby PDA, to determine whether or not the investment should be credited towards the county's PDA minimum investment target. This information must be presented for public review when the CMA board acts on OBAG programming decisions.
 - PDA Investment & Growth Strategy: Updates to each county's PDA Investment & Growth Strategy are required every four years and must be adopted by the CMA Board. The updates should be coordinated with the countywide plan and Regional Transportation Plan (RTP) updates to inform RTP development decisions. Interim status reports are required two years after each update to address needed revisions and provide an activity and progress status. See Appendix A-8 for details.
- **Project Selection:** County CMAs or substitute agencies are given the responsibility to develop a project selection process. The process should include solicitation of projects, identifying evaluation criteria, conducting outreach, evaluating project applications, and selecting projects.
- Public Involvement: In selecting projects for federal funding, the decision making authority is responsible for ensuring that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG 2 is in compliance with federal regulations, CMAs are required to lead a public outreach process as directed by Appendix A-7.
 - Unified Call for Projects: CMAs are requested to issue one unified call for projects for their OBAG 2 program. Final project lists are due to MTC by

January 31, 2017, with all associated project information submitted to MTC using the Fund Management System (FMS) by February 28, 2017. On a case-by-case basis and as approved in advance by MTC staff, these deadlines may be waived to allow coordination with other county-wide call for projects or programming needs. The goal is to coordinate the OBAG2 call for projects, and provide project sponsors the maximum time to deliver projects.

- Project Programming Targets and Delivery Deadlines: CMAs must program their block grant funds over the OBAG 2 period (FY 2017-18 through FY 2021-22). In general, the expectation is that on-going activities such as CMA planning, non-infrastructure projects and the Preliminary Engineering (PE) phase of projects would use capacity in the first year, followed by the capital phases of project in later years.
 - OBAG 2 funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606, or its successor) including the deadlines for Request for Authorization (RFA) submittal and federal authorization/obligation. Additionally, the following funding deadlines apply for each county, with earlier delivery strongly encouraged:
 - At least half of the OBAG 2 funds, must be obligated (federal authorization/FTA Transfer) by January 31, 2020.
 - All remaining OBAG 2 funds must be obligated by January 31, 2023.
- Performance and Accountability Policies: Jurisdictions need to comply with the following policies, as well as other requirements noted in the document, in order to be eligible recipients of OBAG 2 funds.
- Adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC, incorporating MTC's required complete streets elements as outlined in [MTC's Complete Streets Guidance](#).

Alternatively, to recognize local jurisdiction's efforts to update their general plan circulation element to incorporate the provisions of the 2008 Complete Streets Act in response to the provisions stated in OBAG 1, a jurisdiction may adopt a significant revision to the circulation element of the general plan that complies with the Act after January 1, 2010.

For compliance, a substantial revision of the circulation element, passed after January 1, 2010, shall "...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," while complying with the other provisions of CA Government Code Section 65302 and Complete Streets Act of 2008.

The approach above focuses on the adoption of local complete streets resolutions, while acknowledging the jurisdictions that took efforts to update their circulation element in anticipation of future OBAG requirements.

- Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015.
- Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive OBAG 2 funding.
- Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this statute during the entire OBAG 2 funding period or risk deprogramming of OBAG 2 funding.
- Anti-Displacement Policies. The Commission will consider recommendations related to anti-displacement policies for possible consideration in early 2016.
- For jurisdictions with local public streets and roads, to be eligible for OBAG 2 funding, the jurisdiction must:
 - Have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed);
 - Fully participate in the statewide local streets and road needs assessment survey; and
 - Provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed).
- For a transit agency project sponsor under a Joint Powers Authority (JPA) or district (not under the governance of a local jurisdiction), or an agency where housing and complete streets policies do not apply, the jurisdiction where the project is located (such as station/stop improvements) will need to comply with the policies and other requirements specified in this attachment before funds may be programmed to the project sponsor. However, this is not required if the project is transit/rail agency property such as, track, rolling stock or a transit maintenance facility.
- OBAG 2 funds may not be programmed to any jurisdiction out of compliance with the policies and other requirements specified in this attachment.
- The CMA will be responsible for tracking progress towards all OBAG 2 requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG 2 funds to its projects in the TIP. CMAs will

provide the following prior to programming projects in the TIP (see Appendix A-10):

- Documentation of the approach used to select OBAG 2 projects including outreach efforts, agency coordination, Title VI compliance, and the methodology used for distributing funds within the county;
- The board adopted list of projects recommended for OBAG 2 funding;
- Self-certification that all projects recommended for funding are consistent with the current RTP (including documentation) and have completed project-specific Complete Streets Checklists (including documentation);
- Identification of the Single-Point of Contact assigned by the jurisdiction for all FHWA-funded projects, including OBAG 2 projects;
- Documentation of local jurisdiction compliance with MTC's Complete Streets Policy, including a list of the status of each jurisdiction, a letter from the CMA for each jurisdiction describing how the jurisdiction meets the policy requirements, and supporting documentation for each local jurisdiction (resolutions and/or circulation elements)
- Documentation of local jurisdiction compliance with MTC's Housing Element requirements, including a list of the status of each jurisdiction's Annual Housing Element Progress Report as well as any supporting documentation for each jurisdiction (progress reports and copies of submittal letter to HCD). This documentation will be required annually from CMAs (April 30 each year) throughout the OBAG 2 programming period;
- Documentation for any projects recommended for funding that apply toward the county's minimum PDA investment target. This includes mapping of all mappable projects (projects with a physical location). For projects that are not physically located within a PDA, the CMA is required to map each project along with the associated PDA(s) and provide a policy justification for designating each project as supporting a PDA through proximate access. CMAs must also document that this information was used when presenting its program of projects to their board and the public; and
- Self-certification that the PDA Investment and Growth Strategy has been completed and adopted by the CMA Board, or will be adopted in coordination with the RTP update. Documentation of required updates and interim progress reports must also be submitted by the CMAs throughout the OBAG 2 period.

COUNTY PROGRAMS

The categories below comprise the eligible OBAG 2 County Programs, administered by the nine county CMAs. The CMAs should ensure that the project selection process and selected projects meet all of eligibility requirements throughout this document as well as in federal statutes and regulations. MTC staff will work with CMAs and project sponsors to resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

County CMA Program

The base OBAG 2 County program accounts for 40% of the total funding available through OBAG 2 and is distributed to each county according to the OBAG 2 county formula after accounting for the CMA Planning minimum guarantee (see Appendices A-2 and A-3). This program includes CMA planning and outreach as well as the various projects selected through each county's competitive call for projects. Projects selected through the base county program are subject to the PDA investment minimum requirements.

1. CMA Planning and Outreach

This category provides funding to the county Congestion Management Agency (CMA) or substitute agency to support programming, monitoring and outreach activities. Such efforts include, but are not limited to: county-based planning efforts for development of the RTP/Sustainable Communities Strategy (SCS); development of PDA growth strategies; development and implementation of a complete streets compliance protocol; establishing land use and travel forecasting process and procedures consistent with ABAG/MTC; ensuring the efficient and effective delivery of federal-aid local projects; and undertaking the programming of assigned funding and solicitation of projects.

The minimum funding level for the CMA planning and outreach program continues OBAG 1 commitments by escalating FY 2016-17 amounts at 2% per year. In addition, counties are guaranteed that the base funding level for the CMA's planning and outreach program will not exceed 50% of the county's total OBAG 2 County Program distribution. Actual CMA planning and outreach amounts for each county, are shown in Appendix A-3.

At their discretion, the CMAs may choose to designate additional funding from their County Program to augment their planning and outreach efforts.

All funding and activities will be administered through an interagency agreement between MTC and the respective CMA.

2. Local Streets and Roads Preservation

This category is for the preservation of local streets and roads on the federal-aid system. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction must have a certified Pavement Management Program (StreetSaver® or equivalent). In addition, selected pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. This requirement ensures that streets selected for investment are cost effective. MTC is responsible for verifying

the certification status of jurisdictions. The current certification status of area jurisdictions can be found at <http://www.mtc.ca.gov/services/pmp/>.

Furthermore, to support the collection and analysis of local roads asset conditions for comprehensive regional planning efforts and statewide funding advocacy, a jurisdiction must fully participate in the statewide local streets and road needs assessment survey to be eligible for OBAG 2 funding for pavement rehabilitation.

Eligibility requirements for specific project types are included below:

► Pavement Rehabilitation:

All pavement rehabilitation projects, including projects with pavement segments with a Pavement Condition Index (PCI) below 70, must 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 PCI of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's PMP must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

► Non-Pavement:

Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements and features that bring the facility to current standards. Jurisdictions must have a certified PMP to be eligible to receive funding 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), 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 or implementing compete streets elements) and any pavement application not recommended by the PMP unless otherwise allowed above.

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(6) 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 (residential) or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

3. Bicycle and Pedestrian Improvements

This category funds a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities; cycle tracks; bicycle education, outreach, sharing and parking; sidewalks,

ramps, pathways and pedestrian bridges; user safety and supporting facilities; and traffic signal actuation. Bicycle and pedestrian projects may be located on or off the federal-aid highway system.

Additional eligibility requirements will apply to bicycle and pedestrian projects that are funded with CMAQ funds rather than STP funds, given the more limited scope of the CMAQ funding program. According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and should reduce vehicle trips resulting in air pollution reductions. Also, the 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 may limit users from using the facility during the portions of peak commute hours, particularly during times of the year with shorter days.

4. Transportation for Livable Communities

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 include the following:

- Transit station improvements such as plazas, station access, pocket parks, and bicycle parking.
- Transit expansions serving PDAs.
- Complete Streets improvements that improve bicycle and pedestrian access and encourage use of alternative modes.
- Cost-effective, technology-driven active operational management strategies for local arterials and for highways when used to augment other fund sources or match challenge grants.
- Transportation Demand Management (TDM) projects including car sharing, vanpooling traveler coordination and information, and Clipper®-related projects.
- Transit access projects connecting high density housing/jobs/mixed land 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, such as bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signals, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refuges, wayfinding signage, tree grates, bollards, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving, and pedestrian-scaled street furniture including bus shelters, benches, magazine racks, garbage and recycling bins.

- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community. Examples include the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals; individualized travel training and trip planning activities for customers; the development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and the operation of transportation brokerages to coordinate providers, funding agencies and passengers. Selected projects may need to transfer the STP/CMAQ funds received to FTA.
- PDA planning and implementation, including projects that incentivize local PDA transit oriented development housing (within funding eligibility limitations unless exchanged).
- Density incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations).

Activities that are not eligible for funding include: air quality non-exempt projects (unless granted an exception by MTC staff), new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Additional County Programs

In addition to the base County CMA Program, OBAG 2 directs additional funds to the CMAs to distribute to eligible project types. These programs are the Safe Routes to School (SRTS) program, the Federal Aid Secondary Shares Continuation (FAS) program, and for the North Bay Counties, the Priority Conservation Area (PCA) program.

1. Safe Routes to School

Eligible projects for the Safe Routes to School (SRTS) program include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. It is important to note that this program is funded exclusively by the CMAQ funding program. Given the intent of the CMAQ program to reduce vehicular emissions, the OBAG 2 SRTS program is targeted towards air quality improvement rather than the health or safety of school-aged children. Despite this limitation, project eligibility under CMAQ largely overlaps with typical eligibility requirements for Safe Routes to School programs. Detailed examples of eligible projects are provided below:

Eligible Non-Infrastructure Projects

Public Education and Outreach Activities

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing

messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options

- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely
- Non-construction outreach related to safe bicycle use
- Travel Demand Management (TDM) activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

Eligible Infrastructure Projects

- Constructing bicycle and pedestrian facilities (paths, sidewalks, bike racks, support facilities, etc.), that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas
- New construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest
- Traffic calming measures

Exclusions found to be ineligible uses of CMAQ funds

- Walking audits and other planning activities (Upon the CMA's request and availability of funds, STP funds will be provided for these purposes)
- Crossing guards, vehicle speed feedback devices, and traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians
- Material incentives that lack an educational message or exceed a nominal cost

Within the SRTS program, funding is distributed among the nine Bay Area counties based on K-12 total enrollment for private and public schools as reported by the California Department of Education for FY 2013-14 (see Appendix A-5). SRTS funding distributed to CMAs based on enrollment is not subject to the PDA minimum investment requirements. However, if a CMA chooses to augment the SRTS program with additional funding from their base OBAG 2 County CMA program, this additional funding is subject to the PDA minimum investment requirements.

Before programming projects into the TIP, the CMAs shall provide the SRTS projects, recommended county program scope, budget, schedule, agency roles, and federal funding recipient.

In programming the funds in the TIP, project sponsors may consider using non-federal funds to fund SRTS activities ineligible for federal funding. In such instances, the sponsor is allowed to use toll credits for the federal project, conditioned upon a minimum of 11.47% in non-federal funds being dedicated for SRTS activities. Separate accounting of a federalized project and a non-federalized project to fund a single program can be challenging, so care should be taken when using this option.

CMAs with an established SRTS program may choose to program local funds for SRTS projects in lieu of OBAG 2 funds and use the OBAG 2 funding for other eligible OBAG 2 projects. In such instances the local SRTS project(s) must be identified at the time the CMA submits the county OBAG 2 program to MTC and subsequently programmed in the federal TIP.

2. Federal Aid Secondary (FAS) Shares

The Federal Aid Secondary (FAS) program, which directed funding to rural roads, was eliminated in 1991 with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA). However, California statutes provide for the continuation of minimum funding levels to counties, guaranteeing their prior FAS shares for rural county roads.

The county CMAs are required to ensure the counties receive their guaranteed annual funding through the CMA-managed OBAG county program. The county of San Francisco has no rural roads, and therefore does not receive FAS funding. In addition, the counties of Marin, Napa, and San Mateo may exchange their annual guaranteed FAS funding with state funding from Caltrans, as permitted by state statute. Caltrans takes these federal funds "off the top" before distributing regional STP funds to MTC. The CMAs for these three counties are not required to provide FAS guaranteed funding to these three counties for years in which these counties request such an exchange, as the statutory requirement is met through this exchange with Caltrans.

Counties may access their FAS funding at any time within the OBAG 2 period for any project eligible for STP funding. Guaranteed minimum FAS funding amounts are determined by California's Federal-Aid Secondary Highways Act (California Code § 2200-2214) and are listed in Appendix A-4. This FAS funding is not subject to the minimum PDA investment requirement. Any additional funding provided by the CMAs to the counties from the OBAG 2 county base formula distribution is subject to the minimum PDA investment requirements.

3. Priority Conservation Area (PCA)

The Priority Conservation Area (PCA) Program provides funding for the development of plans and projects to assist in the preservation and enhancement of rural lands and open space. Generally, eligible projects include PCA planning activities, bicycle and pedestrian access to open space and parklands, visual enhancements and habitat/environmental enhancements. Specifically, projects must support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands amidst a growing population across the Bay Area, for residents and businesses.

Land acquisition for preservation purposes is not federally eligible, but may be facilitated through CMA-initiated funding exchanges.

The PCA funding program includes one approach for the North Bay program (Marin, Napa, Solano, and Sonoma) and a second for the remaining five counties. In the North Bay, each CMA will receive dedicated funding, lead a county-wide program building on PCA planning conducted to date, and select projects for funding. For the remaining counties, MTC will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. Appendix A-9 outlines the framework for this program including goals, project screening eligibility, eligible sponsors, and project selection.

Any CMA may use additional funding from its base OBAG 2 County Program to expand its dedicated PCA program (North Bay counties), augment grants received from the regionally competitive PCA program (remaining counties), or develop its own county PCA program (all counties).

The PCA program requires a 2:1 minimum non-federal match.

As a part of the update to *Plan Bay Area*, MTC is exploring implementing a Regional Advance Mitigation Planning (RAMP) Program. RAMP would mitigate certain environmental impacts from multiple planned transportation projects, rather than mitigating on a less-efficient per-project level. Partnering arrangements can be established to leverage multiple fund sources in order to maximize benefits of the RAMP and PCA programs. As such, PCA funds may be used to deliver net environmental benefits to a RAMP program project.

In instances where federal funds may not be used for this purpose, sponsors may exchange OBAG 2 funds with eligible non-federal funds. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).

Appendix A-1

OBAG 2

Program Categories

FY 2017-18 through FY 2019-22

November 18, 2015

Program Categories

Regional Program		OBAG 1		OBAG 2	
Regional Categories		Regional Distribution		% Share	Amount
		\$499.3			436.5
1	Regional Planning Activities	2%	\$8.5	2%	9.6
2	Pavement Management Program	2%	\$9.1	2%	9.3
3	Regional PDA Planning & Implementation	4%	\$20.0	5%	20.0
4	Climate Initiatives	4%	\$22.3	5%	22.0
5	Priority Conservation Area	2%	\$9.5	4%	16.4
6	Regional Active Operational Management	37%	\$183.5	39%	170.0
7	Transit Capital Priorities	40%	\$201.4	43%	189.3
		\$454.3		Regional Program Total: 55% 436.5	
Local PDA Planning (within county program for OBAG 2)		4%	\$20.0		
Safe Routes To School (Moved to county program for OBAG 2)		5%	\$25.0		
Federal-Aid Secondary - FAS (within county program for OBAG 2)		-	-		
		9% \$45.0			
Regional Program Total:		\$499.3		OBAG 2 Total: 55% 436.5	

County Program			OBAG 1				OBAG 2					
			Base Formula		Final Distribution Including		Base Formula **		SRTS ***	FAS ***	Final Adjusted Distribution	
			STP/CMAQ/TE *									
Population												
Counties												
1	Alameda	21.2%	19.6%	\$64.1	19.7%	\$73.4	20.0%	\$63.3	\$5.3	\$1.8	19.9%	\$70.2
2	Contra Costa	14.6%	14.1%	\$46.0	14.2%	\$52.9	14.6%	\$46.2	\$4.1	\$1.3	14.6%	\$51.5
3	Marin	3.4%	3.3%	\$10.7	3.3%	\$12.3	2.6%	\$8.3	\$0.9	\$0.8	2.8%	\$10.0
4	Napa	1.9%	2.3%	\$7.4	2.3%	\$8.7	1.6%	\$5.0	\$0.5	\$1.2	2.2%	\$7.6
5	San Francisco	11.3%	12.0%	\$39.3	11.7%	\$43.5	13.4%	\$42.2	\$1.8	\$0.0	12.4%	\$43.9
6	San Mateo	10.0%	8.3%	\$27.2	8.4%	\$31.2	8.4%	\$26.6	\$2.4	\$0.9	8.4%	\$29.8
7	Santa Clara	25.2%	27.3%	\$89.3	27.2%	\$101.4	27.5%	\$87.0	\$6.9	\$1.7	26.9%	\$95.3
8	Solano	5.7%	6.0%	\$19.5	5.9%	\$22.1	5.2%	\$16.6	\$1.5	\$1.5	5.5%	\$19.5
9	Sonoma	6.6%	7.3%	\$23.8	7.2%	\$26.9	6.6%	\$20.8	\$1.7	\$3.3	7.2%	\$25.6
Total:			\$327.4		\$372.4		\$316.0		\$25.0	\$12.5	45%	\$353.5

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OBAG Total:

OBAG 1:

\$827

OBAG 2:

\$790

* OBAG 1: In OBAG 1, the county CMAs received \$327 M with \$18 M in RTIP-TE and \$309 M in STP/CMAQ. RTIP-TE funding is no longer part of OBAG 2

** Base: Unadjusted raw county base formula amount

*** SRTS: SRTS moved to County Program and distributed based on FY 2013-14 K-12 school enrollment

*** FAS: Federal-Aid Secondary (FAS) distributed based by statutory requirements. San Francisco has no rural roads and therefore is not subject to State Statute requirements

**** OBAG2: Final county distribution rounded to nearest \$1,000 and includes SRTS & FAS and adjusted so a county CMA's base planning is no more than 50% of total

Appendix A-2

OBAG 2
County Fund Distribution
FY 2017-18 through FY 2021-22
November 18, 2015

OBAG 2 - County Funding Formula Distribution

County	Total County Distribution *	OBAG 2 Adjusted Base **	PDA Percentage	PDA/Anywhere Split	PDA	Anywhere
Alameda	\$70,243,000	\$63,124,000	70%	70/30	\$44,187,000	\$18,937,000
Contra Costa	\$51,461,000	\$46,030,000	70%	70/30	\$32,221,000	\$13,809,000
Marin	\$10,025,000	\$8,323,000	50%	50/50	\$4,162,000	\$4,161,000
Napa	\$7,644,000	\$5,940,000	50%	50/50	\$2,970,000	\$2,970,000
San Francisco	\$43,906,000	\$42,109,000	70%	70/30	\$29,476,000	\$12,633,000
San Mateo	\$29,846,000	\$26,560,000	70%	70/30	\$18,592,000	\$7,968,000
Santa Clara	\$95,268,000	\$86,689,000	70%	70/30	\$60,682,000	\$26,007,000
Solano	\$19,499,000	\$16,524,000	50%	50/50	\$8,262,000	\$8,262,000
Sonoma	\$25,620,000	\$20,701,000	50%	50/50	\$10,351,000	\$10,350,000
Total:	\$353,512,000	\$316,000,000			\$210,903,000	\$105,097,000

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* Total county distribution including SRTS, FAS and planning adjustment

** OBAG 2 adjusted base county amount subject to PDA investment - does not include SRTS, FAS or PCA. Rounded to thousands and adjusted to ensure a county's base planning activity is no more than 50% of the total distribution

Appendix A-3

OBAG 2 Planning & Outreach FY 2017-18 through FY 2021-22 November 18, 2015

OBAG 2 - County CMA Planning

County	Agency	2.0%	OBAG 2 County CMA Planning - Base *					Total
		2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	
Alameda	ACTC	\$1,034,000	\$1,055,000	\$1,076,000	\$1,097,000	\$1,119,000	\$1,142,000	\$5,489,000
Contra Costa	CCTA	\$818,000	\$834,000	\$851,000	\$868,000	\$885,000	\$904,000	\$4,342,000
Marin	TAM	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
Napa	NCTPA	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
San Francisco	SFCTA	\$753,000	\$768,000	\$783,000	\$799,000	\$815,000	\$832,000	\$3,997,000
San Mateo	SMCCAG	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
Santa Clara	VTA	\$1,145,000	\$1,168,000	\$1,191,000	\$1,215,000	\$1,239,000	\$1,265,000	\$6,078,000
Solano	STA	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
Sonoma	SCTA	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
County CMAs Total:		\$7,350,000	\$7,495,000	\$7,646,000	\$7,799,000	\$7,953,000	\$8,123,000	\$39,016,000

OBAG 2 - Regional Planning

	2.0%	OBAG 2 Regional Agency Planning - Base *					
	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Total
Regional Planning Total:	\$1,800,000	\$1,835,000	\$1,873,000	\$1,910,000	\$1,948,000	\$1,989,000	\$9,555,000

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* 2% escalation from FY 2016-17 Planning Base

\$48,571,000

Appendix A-4

OBAG 2 Federal-Aid Secondary FY 2017-18 through FY 2021-22 November 18, 2015

OBAG 2 - Federal-Aid Secondary (FAS)

County	FAS			
	Regional Percentage	Annual FAS Funding *	5-Year FAS Funding	Total OBAG 2 Rounded
			5	
Alameda	14.2%	\$355,761	\$1,778,805	\$1,779,000
Contra Costa	10.7%	\$268,441	\$1,342,205	\$1,343,000
Marin	6.7%	\$167,509	\$837,545	\$838,000
Napa	9.5%	\$237,648	\$1,188,240	\$1,189,000
San Francisco **	0.0%	\$0	\$0	\$0
San Mateo	7.1%	\$178,268	\$891,340	\$892,000
Santa Clara	13.6%	\$340,149	\$1,700,745	\$1,701,000
Solano	12.0%	\$301,159	\$1,505,795	\$1,506,000
Sonoma	26.1%	\$652,790	\$3,263,950	\$3,264,000
Total:	100.0%	\$2,501,725	\$12,508,625	\$12,512,000

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* As provided by Caltrans per State Statute

** San Francisco has no rural roads

Appendix A-5

OBAG 2 Safe Routes to School County FY 2017-18 through FY 2021-22 November 18, 2015

OBAG 2 - Safe Routes To School County Distribution

County	Public School Enrollment (K-12) *	Private School Enrollment (K-12) *	Total School Enrollment (K-12) *	FY 2013-14 Percentage	Total OBAG 2 Rounded
Alameda	222,681	24,036	246,717	21.4%	\$5,340,000
Contra Costa	173,020	15,825	188,845	16.4%	\$4,088,000
Marin	32,793	7,104	39,897	3.5%	\$864,000
Napa	20,868	2,913	23,781	2.1%	\$515,000
San Francisco	58,394	24,657	83,051	7.2%	\$1,797,000
San Mateo	94,667	15,927	110,594	9.6%	\$2,394,000
Santa Clara	276,175	41,577	317,752	27.5%	\$6,878,000
Solano	63,825	4,051	67,876	5.9%	\$1,469,000
Sonoma	70,932	5,504	76,436	6.6%	\$1,655,000
Total:	1,013,355	141,594	1,154,949	100%	\$25,000,000

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* From California Department of Education for FY 2013-14

Appendix A-6

OBAG 2 Priority Conservation Area FY 2017-18 through FY 2021-22 November 18, 2015

OBAG 2 - Priority Conservation Area (PCA)

PCA Program	Total OBAG 2
Northbay Program	
Marin	\$2,050,000
Napa	\$2,050,000
Solano	\$2,050,000
Sonoma	\$2,050,000
Subtotal:	\$8,200,000
Remaining Counties Competitive Program	
Subtotal:	\$8,200,000
Total	
Total:	\$16,400,000

Appendix A-7: OBAG 2 – CMA One Bay Area Grant County Program Outreach

The Metropolitan Transportation Commission (MTC) delegates authority for the county program project selection to the nine Bay Area Congestion Management Agencies (CMAs). The existing relationships the CMAs have with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their respective counties make them best suited for this role. As one of the requirements for distributing federal transportation funding, MTC expects the CMAs to plan and execute an effective public outreach and local engagement process during development of the PDA Investment and Growth Strategy and the solicitation and project selection for the OBAG 2 program. CMAs also serve as the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the Transportation Improvement Program (TIP).

To comply with federal regulations, the CMAs must conduct a transparent process for the Call for Projects, and include the following activities:

1. Public Involvement and Outreach

Conduct countywide outreach to stakeholders and the public to solicit project ideas.

CMAs are expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 4174), which can be found at http://www.mtc.ca.gov/get_involved/participation_plan.htm. CMAs are expected at a minimum to:

- Execute effective and meaningful local engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process;
- Explain the local call for projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
- Hold public meetings and/or workshops at times that are conducive to public participation to solicit public input on project ideas to submit;
- Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at http://www.mtc.ca.gov/get_involved/lep.htm;
- Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting; and
- Hold public meetings in central locations that are accessible for people with disabilities and by public transit.

Document the outreach effort undertaken for the local call for projects. CMAs are to provide MTC with a:

- Description of how the public was involved in the process for nominating and/or commenting on projects selected for OBAG 2 funding.

2. Agency Coordination

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the OBAG 2 Program.*** CMAs will assist with agency coordination by:
 - Communicating this call for projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders.
 - Documenting the steps taken to engage the above-listed organizations.

3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process in compliance with Title VI of the Civil Rights Act of 1964.***
 - Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding.
 - Remove barriers for persons with limited-English proficiency to have access to the project submittal process.
 - Document the steps taken to engage underserved communities.
 - For Title VI outreach strategies, please refer to MTC's Public Participation Plan found at: http://www.mtc.ca.gov/get_involved/participation_plan.htm.
 - Additional resources are available at:
 - i. <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>
 - ii. http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI
 - iii. http://www.mtc.ca.gov/get_involved/rights/index.htm

Appendix A-8: PDA Investment & Growth Strategy

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG 2 funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require a range of different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. From time to time, MTC shall consult with the CMAs to evaluate progress on the PDA Investment and Growth Strategy. This consultation may result in specific work elements shifting among MTC, ABAG and the CMAs. Significant modifications to the scope of activities may be formalized through future revisions to this resolution. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

(1) Engaging Regional/Local Agencies

- Develop or continue a process to regularly engage local planners and public works staff. Understand the needs of both groups and share information with MTC and ABAG.
- Encourage community participation throughout the development of the Investment and Growth Strategy, consistent with the OBAG 2 Call for Projects Guidance (Appendix A-7).
- The CMA governing boards must adopt the final Investment & Growth Strategy.
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans. Look for opportunities to support planning processes with technical or financial assistance.

(2) Planning Objectives – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify transportation infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
PDA Investment & Growth Strategies will assess local jurisdiction efforts in approving sufficient housing for all income levels and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals². The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently has few moderate- or low-income households, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization.

² Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, “just cause eviction” policies, policies or investments that preserve existing deed-restricted or “naturally” affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.

(3) Establishing Local Funding Priorities

Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, services, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

- **Projects located in high impact project areas.** Favorably consider projects in high impact areas, defined as:
 - a. PDAs taking on significant housing growth in the SCS (total number of units), including RHNA allocations, as well as housing production, especially those PDAs that are delivering large numbers of very low, low and moderate income housing units,
 - b. Dense job centers in proximity to transit and housing (both current levels and those included in the SCS) especially those which are supported by reduced parking requirements and TDM programs,
 - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC as defined by MTC or as defined by CMAs or Community Based Transportation Plans.
- **PDAs with affordable housing preservation, creation strategies** and community stabilization policies – favorably consider projects in jurisdictions with affordable housing preservation, creation strategies and community stabilization policies.
- **Investments that are consistent with Air District’s Planning Healthy Places³**
- **PDAs that overlap or are co-located with: 1) populations exposed to outdoor toxic air contaminants as identified in the Air District’s Community Air Risk Evaluation (CARE) Program and/or 2) freight transport infrastructure** – Favorably consider projects in these areas where local jurisdictions employ best management practices to mitigate PM and toxic air contaminants exposure.

Process/Timeline

CMAs will develop a new PDA Investment & Growth Strategy every four years, consistent with the update of the Regional Transportation Plan/Sustainable Communities Strategy. The Investment & Growth Strategy must be adopted by the CMA Board (new for OBAG 2). CMAs will provide a status report update every two years.

³ Guidance will be developed in partnership with BAAQMD, CMAs, ABAG, and city staff pending the release of these guidelines in early 2016, please see: <http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/planning-healthy-places>.

APPENDIX A-9: Priority Conservation Area (PCA) Program

Program Goals and Eligible Projects

The goal of the Priority Conservation Area (PCA) Program is to support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands and open space in the Bay Area, for residents and businesses. These values include globally unique ecosystems, productive agricultural lands, recreational opportunities, urban greening, healthy fisheries, and climate protection (mitigation and adaptation), among others.

The PCA Program should also be linked to SB 375 goals which direct MPOs to prepare sustainable community strategies which consider resource areas and farmland in the region as defined in Section 65080.01. One purpose of the PCA program is to reinforce efforts to target growth in existing neighborhoods (PDAs), rather than allowing growth to occur in an unplanned "project-by-project" approach.

The PCA program is split into two elements:

1. North Bay Program (\$8 million)
2. Peninsula, Southern and Eastern Counties Program (\$8 million)

The North Bay program framework is to be developed by the four North Bay county Congestion Management Agencies (CMAs), building on their PCA planning and priorities carried out to date. Project eligibility is limited by the eligibility of federal surface transportation funding; unless the CMA can exchange these funds or leverage new fund sources for their programs.

The Peninsula, Southern and Eastern Counties Program will be administered by the Coastal Conservancy* in partnership with MTC based on the proposal provided below. The table below outlines screening criteria, eligible applicants, and the proposed project selection and programming process for the Peninsula, Southern and Eastern Counties.

Funding Amount	<ul style="list-style-type: none">• \$8 million
Screening Criteria	<ul style="list-style-type: none">• PCA Designation: Eligible projects must be within a designated PCA. The list of adopted PCAs can be found at: http://abag.ca.gov/priority/conservation/.• Regionally Significant: Indicators of regional significance include a project's contribution to goals stated in regional habitat, agricultural or open space plans (i.e. <i>San Francisco Bay Area Upland Habitat Goals Project Report</i> at http://www.bayarealands.org/reports/), countywide Plans or ABAG's PCA designations. Applicants should describe who will benefit from the project and the regional (greater-than-local) need it serves.• Open Space Protection In Place: Linkages to or location in a Greenbelt area that is policy protected from development. Land acquisition or easement projects would be permitted in an area without open space policy protections in place.• Non-Federal Local Match: 2:1 minimum match

	<ul style="list-style-type: none"> • Meets Program Goals: Projects that meet one of the following program goals (subject to funding eligibility—see below): <ul style="list-style-type: none"> ○ Protects or enhances “resource areas” or habitats as defined in California Government Code § 65080.01(a). ○ Provides or enhances bicycle and pedestrian access to open space / parkland resources. Notable examples are the Bay and Ridge Trail Systems. ○ Supports the agricultural economy of the region. ○ Includes existing and potential urban green spaces that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater.
Eligible Applicants	<ul style="list-style-type: none"> • Local governments (cities, counties, towns), county congestion management agencies, tribes, water/utility districts, resource conservation districts, park and/or open space districts, land trusts and other land/resource protection nonprofit organizations in the nine-county San Francisco Bay Area are invited to nominate projects. Applicants are strongly encouraged to collaborate and partner with other entities on the nomination of projects, and partnerships that leverage additional funding will be given higher priority in the grant award process. Partnerships are necessary with cities, counties, or CMAs in order to access federal funds. Federally-funded projects must have an implementing agency that is able to receive a federal-aid grant (master agreement with Caltrans).
Emphasis Areas / Eligible Projects	<p>Eligible Projects</p> <ol style="list-style-type: none"> 1. Planning Activities 2. Pedestrian and Bicycle Facilities/ Infrastructure: On-road and off-road trail facilities, sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming, lighting and other safety related infrastructure, and ADA compliance, conversion and use of abandoned rail corridors for pedestrians and bicyclists. 3. Visual Enhancements: Construction of turnouts, overlooks and viewing areas. 4. Habitat / Environmental Enhancements: Vegetation management practices in transportation rights-of-way, reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats, mitigation of transportation project environmental impacts funded through the federal-aid surface transportation program. 5. Protection (Land Acquisition or Easement) or Enhancement of Natural Resources, Open Space or Agricultural Lands: Parks and

	<p>open space, staging areas or environmental facilities; or natural resources, such as listed species, identified priority habitat, wildlife corridors, wildlife corridors watersheds, or agricultural soils of importance.</p> <p>6. Urban Greening: Existing and potential green spaces in cities that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater.</p> <p>Note: MTC encourages PCA project applicants to partner with other agencies and programs to leverage other funds in order to maximize benefits. As such, PCA funded projects may become eligible to deliver net environmental benefits to a future Regional Advance Mitigation Planning (RAMP) program project, above any required mitigation requirements. Note that such projects may need to rely on funding exchanges with eligible non-federal funds because most land acquisition and habitat restoration projects that are not mitigation for transportation projects are not eligible for federal transportation funds. Any such funding exchange must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).</p>
Project Selection	<p>Coastal Conservancy Partnership Program:</p> <p>MTC will provide \$8 million of federal transportation funds which will be combined with the Coastal Conservancy's own program funds in order to support a broader range of projects (i.e. land acquisition and easement projects) than can be accommodated with federal transportation dollars alone. The Coastal Conservancy, MTC, and ABAG staff will cooperatively manage the call for projects. This approach would harness the expertise of the Coastal Conservancy, expand the pool of eligible projects, and leverage additional resources through the Coastal Conservancy.</p>

*The Coastal Conservancy is a state agency and the primary public land conservation funding source in the Bay Area, providing funding for many different types of land conservation projects. For more information see <http://scc.ca.gov/>.

APPENDIX A-10: Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution No. 4202

**One Bay Area Grant (OBAG 2) Checklist for
CMA Compliance with MTC Resolution No. 4202**

Federal Program Covering FY 2017-18 through FY 2021-22

The intent of this checklist is to delineate the requirements included in the OBAG 2 Grant Program (Resolution No. 4202), as adopted by MTC on November 18, 2015. This checklist must be completed by Congestion Management Agencies (CMAs) and submitted to MTC to certify compliance with the OBAG 2 requirements. MTC will not take action to program projects recommended by a CMA until a checklist demonstrating compliance has been submitted to MTC.

CMA Call for Projects Guidance: Appendix A-7

1. Public Involvement and Outreach, Agency Coordination, and Title VI	YES	NO	N/A
a. Has the CMA conducted countywide outreach to stakeholders and the public to solicit project ideas consistent with Appendix A-7?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA performed agency coordination consistent with Appendix A-7?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the CMA fulfilled its Title VI responsibilities consistent with Appendix A-7?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Has the CMA documented the efforts undertaken for Items 1a-1c, above, and submitted these materials to MTC as an attachment to this Checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PDA Investment and Growth Strategy: Appendix A-8

2. 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"/>

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.

b. Has the CMA encouraged community participation throughout the development of the Investment and Growth Strategy, consistent with the OBAG 2 Call for Projects Guidance (Appendix A-7)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the CMA governing board adopted the final Investment and Growth Strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. 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"/>
e. 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"/>
3. Planning Objectives to Inform Project Priorities	YES	NO	N/A
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"/>

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.

4. Establishing Local Funding Priorities	YES	NO	N/A
a. Has the CMA developed funding guidelines for evaluating OBAG 2 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 – favorably consider projects in high impact areas, defined as:			
a) PDAs taking on significant housing growth (total number of units) in the Sustainable Communities Strategy (SCS), including RHNA allocations, as well as housing production, especially those PDAs that are delivering large numbers of very low, low and moderate income housing units;			
b) Dense job centers in proximity to transit and housing (both current levels and those included in the SCS) especially those which are supported by reduced parking requirements and Travel Demand Management (TDM) programs;			
c) Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.).			
2. Projects located in Communities of Concern (COC) as defined by MTC:			
a) CMAs may also include additional COCs beyond those defined by MTC, such as those defined by the CMAs according to local priorities or Community Based Transportation Plans.			
3. PDAs with affordable housing preservation, creation strategies and community stabilization policies.			
4. Investments that are consistent with the Air District’s Planning Healthy Places guidelines. ¹			
5. PDAs that overlap or are co-located with: 1) populations exposed to outdoor toxic air contaminants, as identified in the Air District’s Community Air Risk Evaluation (CARE) Program and/or 2) freight transport infrastructure.			

¹ Guidance will be developed in partnership with BAAQMD, CMAs, ABAG, and city staff pending the release of these guidelines in early 2016, please see: <http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/planning-healthy-places>.

- | | | | | |
|-------|---|--------------------------|--------------------------|--------------------------|
| b. | Has the CMA provided a status report on their PDA Investment & Growth Strategy (required two years after the adoption of a PDA Investment and Growth Strategy)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <hr/> | | | | |
| c. | Has the CMA committed to developing a new PDA Investment & Growth Strategy by May 1, 2017 (new PDA required every four years), consistent with the update of the RTP/SCS? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

PDA Policies

- | 5. | PDA Minimum Investment Targets | YES | NO | N/A |
|-------|---|--------------------------|--------------------------|--------------------------|
| a. | Has the CMA met its minimum PDA investment target (70% for Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara and 50% for Marin, Napa, Sonoma, and Solano)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <hr/> | | | | |
| b. | Has the CMA defined the term “proximate access,” for projects located outside of a PDA that should be counted towards the county’s minimum PDA investment target? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <hr/> | | | | |
| 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 those determinations, and presented this information for public review when the CMA board acts on OBAG 2 programming decisions? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <hr/> | | | | |
| d. | Has the CMA submitted the documentation from item 6c, above, to MTC as part of this Checklist? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Project Selection Policies

- | 6. | Project Selection | YES | NO | N/A |
|-------|---|--------------------------|--------------------------|--------------------------|
| a. | Has the CMA documented and submitted the approach used to select OBAG 2 projects including outreach, coordination, and Title VI compliance? | (See 1 & 2) | | |
| <hr/> | | | | |
| b. | Has the CMA issued a unified call for projects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <hr/> | | | | |
| c. | Has the CMA submitted a board adopted list of projects to MTC by January 31, 2017? | <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.

d.	Does the CMA acknowledge that all selected projects must be submitted into MTC's Fund Management System (FMS) along with a Resolution of Local Support no later than February 28, 2017?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<hr/>				
e.	Does the CMA affirm that the projects recommended for funding meet the following requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	1. Are consistent with the current Regional Transportation Plan (Plan Bay Area);			
	2. Have completed project-specific Complete Streets Checklists;			
<hr/>				
f.	Does the CMA acknowledge the that OBAG 2 funding is subject to MTC's Regional Project Delivery Policy (Resolution No. 3606, or successor resolution) in addition to the following OBAG 2 deadlines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	1. Half of the CMA's OBAG 2 funds, must be obligated by January 31, 2020; and			
	2. All remaining OBAG 2 funds must be obligated by January 31, 2023.			

Performance and Accountability Policies				
7.	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, local Housing Elements, local streets and roads, and transit agency project locations as set forth in pages 16-18 of MTC Resolution 4202? <i>Note: CMAs can use the Local Jurisdiction OBAG 2 Requirement Checklist to help fulfill this requirement.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<hr/>				
b.	Has the CMA affirmed to MTC that a jurisdiction is in compliance with the requirements of MTC Resolution 4202 prior to programming OBAG 2 funds to its projects in the TIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8. Completion of Checklist	YES	NO	N/A
----------------------------	-----	----	-----

Has the CMA completed all section of this checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	--------------------------

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:

Attachments

- ☐ Documentation of CMA efforts for public outreach, agency coordination, and Title VI compliance (Checklist Items 1, 2).
- ☐ Documentation of CMA compliance with PDA minimum investment targets, including documentation that the information was presented to the public during the decision-making process (Checklist Item 6).

Review and Approval of Checklist

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

One Bay Area Grant (OBAG 2) Checklist for Local Compliance with MTC Resolution No. 4202

Federal Program Covering FY 2017-18 through FY 2021-22

The intent of this checklist is to delineate the requirements for local jurisdictions included in the OBAG Grant Program (Resolution No. 4202), as adopted by MTC on November 18, 2015. This checklist must be completed by local jurisdictions and submitted to the CMA to certify compliance with the OBAG 2 requirements listed in MTC Resolution No. 4202. MTC will not take action to program projects for a local jurisdiction until the CMA affirms that the jurisdiction has met all requirements included in OBAG 2.

1. Compliance with the Complete Streets Act of 2008	YES	NO	N/A
a. Has the jurisdiction met MTC's Complete Street Requirements for OBAG 2 prior to the CMA submitting its program to MTC through either of the following methods? 1. Adopting a Complete Streets resolution incorporating MTC's nine required complete streets elements; or 2. Adopting a significant revision to the General Plan Circulation Element after January 1, 2010 that complies with the California Complete Streets Act of 2008.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the jurisdiction submitted documentation of compliance with Item a. (copy of adopted resolution or circulation element) to the CMA as part of this Checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the jurisdiction submitted a Complete Streets Checklist for any project for which the jurisdiction has applied for OBAG 2 funding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Housing Element Certification	YES	NO	N/A
a. Has the jurisdiction's General Plan Housing Element been certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA prior to May 31, 2015? If not, has the jurisdiction's Housing Element been fully certified by HCD by June 30, 2016?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the jurisdiction submitted the latest Annual Housing Element Report to HCD by April 1, 2016?	<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.

Page 1

c. Does the jurisdiction acknowledge that the Annual Housing Element Report must be submitted to HCD each year through the end of the OBAG 2 program (FY22) in order to be eligible to receive funding? ☐ ☐ ☐

d. Has the jurisdiction submitted documentation of compliance with Item 2 (copy of certified housing element or annual report, or letter of compliance from HCD) to the CMA as part of this Checklist? ☐ ☐ ☐

3. Local Streets and Roads YES NO N/A

a. Does the jurisdiction have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed)? ☐ ☐ ☐

b. Does the jurisdiction fully participate in the statewide local streets and roads needs assessment survey? ☐ ☐ ☐

c. Does the jurisdiction provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed)? ☐ ☐ ☐

4. Projects Sponsored by Other Agencies YES NO N/A

a. Does the jurisdiction acknowledge that the jurisdiction in which a project is located must comply with OBAG 2 requirements (MTC Resolution No. 4202) in order for any project funded with OBAG 2 funds to be located within the jurisdiction, even if the project is sponsored by an outside agency (such as a transit agency)? ☐ ☐ ☐

5. Regional Project Delivery Requirements YES NO N/A

a. Does the jurisdiction acknowledge that it must comply with the regional Project Delivery Policy and Guidance requirements (MTC Resolution No. 3606) in the implementation of the project, and that the jurisdiction must identify and maintain a Single Point of Contact for all projects with FHWA-administered funding? ☐ ☐ ☐

6. Anti-Displacement YES NO N/A

a. Staff will return in February 2016 with recommendations related to anti-displacement policies for possible consideration. ☐ ☐ ☐

7. Completion of Checklist

YES NO N/A

Has the jurisdiction completed all sections of this checklist?

☐ ☐ ☐

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:

Attachments

- ☐ Documentation of local jurisdiction’s compliance with MTC’s Complete Streets Requirements, including copy of adopted resolution or circulation element (Checklist Item 1).
- ☐ Documentation of compliance with MTC’s Housing Element Requirements, such as a copy of certified housing element or annual report, or a letter of compliance from HCD (Checklist Item 2).

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.

Page 3

Review and Approval of Checklist

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

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
November 18, 2015

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL OBAG 2
OBAG 2 REGIONAL PROGRAMS			
1. REGIONAL PLANNING ACTIVITIES			
1. REGIONAL PLANNING ACTIVITIES		TOTAL:	\$9,555,000
2. PAVEMENT MANAGEMENT PROGRAM			
2. PAVEMENT MANAGEMENT PROGRAM		TOTAL:	\$9,250,000
3. PDA PLANNING & IMPLEMENTATION			
3. PDA PLANNING & IMPLEMENTATION		TOTAL:	\$20,000,000
4. CLIMATE INITIATIVES			
4. CLIMATE INITIATIVES		TOTAL:	\$22,000,000
5. PRIORITY CONSERVATION AREA (PCA)			
5. PRIORITY CONSERVATION AREA (PCA)		TOTAL:	\$16,400,000
6. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
6. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		TOTAL:	\$170,000,000
7. TRANSIT CAPITAL PRIORITIES			
7. TRANSIT CAPITAL PRIORITIES		TOTAL:	\$189,283,000
OBAG 2 REGIONAL PROGRAMS			TOTAL: \$436,488,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
November 18, 2015

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL OBAG 2
OBAG 2 COUNTY PROGRAMS			
ALAMEDA COUNTY			
ALAMEDA COUNTY		TOTAL:	\$70,243,000
CONTRA COSTA COUNTY			
CONTRA COSTA COUNTY		TOTAL:	\$51,461,000
MARIN COUNTY			
MARIN COUNTY		TOTAL:	\$10,025,000
NAPA COUNTY			
NAPA COUUNTY		TOTAL:	\$7,644,000
SAN FRANCISCO COUNTY			
SAN FRANCISCO COUNTY		TOTAL:	\$43,906,000
SAN MATEO COUNTY			
SAN MATEO COUNTY		TOTAL:	\$29,846,000
SANTA CLARA COUNTY			
SANTA CLARA COUNTY		TOTAL:	\$95,268,000
SOLANO COUNTY			
SOLANO COUNTY		TOTAL:	\$19,499,000
SONOMA COUNTY			
SONOMA COUNTY		TOTAL:	\$25,620,000
OBAG 2 COUNTY PROGRAMS		TOTAL:	\$353,512,000

OBAG 2 - Local Streets and Roads

50% Population + 50% Lane Miles

Jurisdiction in Alameda County	Population	% Population	Lane Mileage	% Lane Mileage	50 % Population + 50% Lane Miles	OBAG-2 LSR Share
County of Alameda**	146,787	9.21%	995	12.51%	10.86%	\$ 1,954,147
Alameda	76,638	4.81%	275	3.46%	4.13%	\$ 743,916
Albany	18,565	1.16%	59	0.74%	0.95%	\$ 171,677
Berkeley	118,780	7.45%	453	5.69%	6.57%	\$ 1,182,767
Dublin	55,844	3.50%	247	3.11%	3.31%	\$ 594,938
Emeryville	10,570	0.66%	47	0.59%	0.63%	\$ 112,940
Fremont	226,551	14.21%	1,065	13.39%	13.80%	\$ 2,483,551
Hayward	152,889	9.59%	629	7.91%	8.75%	\$ 1,574,853
Livermore	85,990	5.39%	670	8.43%	6.91%	\$ 1,243,700
Newark	44,204	2.77%	250	3.14%	2.96%	\$ 532,521
Oakland	410,603	25.75%	1,964	24.69%	25.22%	\$ 4,539,949
Piedmont	11,113	0.70%	78	0.99%	0.84%	\$ 151,431
Pleasanton	74,850	4.69%	498	6.26%	5.47%	\$ 985,486
San Leandro	88,441	5.55%	392	4.93%	5.24%	\$ 943,086
Union City	72,744	4.56%	331	4.16%	4.36%	\$ 785,040
COUNTY TOTAL	1,594,569	100.00%	7,954	100.00%	100.00%	\$ 18,000,000

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

Population Source - Department of Finance 01/01/2015

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List of PDAs in Alameda County

Planning Area	Priority Development Area	Sponsoring Jurisdiction
1	Naval Air Station	City of Alameda
	Northern Waterfront	City of Alameda
	San Pablo Avenue/Solano Avenue Mixed Use Neighborhood	City of Albany
	Adeline Street	City of Berkeley
	Downtown	City of Berkeley
	San Pablo Avenue	City of Berkeley
	South Shattuck	City of Berkeley
	Telegraph Avenue	City of Berkeley
	University Avenue	City of Berkeley
	Mixed Use Core	City of Emeryville
	Coliseum BART station area	City of Oakland
	Downtown and Jack London Square	City of Oakland
	Eastmont Town Center	City of Oakland
	Fruitvale and Dimond areas	City of Oakland
	MacArthur Transit Village	City of Oakland
	West Oakland	City of Oakland
	TOD Corridors	City of Oakland
2	Castro Valley BART	Alameda County
	E 14th St and Mission Blvd Mixed Use Corridor	Alameda County
	Hesperian Blvd	Alameda County
	Meekland Avenue Corridor	Alameda County
	Downtown	City of Hayward
	South Hayward BART Mixed Use Corridor	City of Hayward
	South Hayward BART Urban Neighborhood	City of Hayward
	The Cannery	City of Hayward
	Mission Boulevard Corridor	City of Hayward
	Bay Fair BART Transit Village	City of San Leandro
	Downtown TOD	City of San Leandro
	East 14th Street	City of San Leandro
3	Centerville	City of Fremont
	City Center (Central Business District)	City of Fremont
	Irvington District	City of Fremont
	South Fremont/Warm Springs	City of Fremont
	Dumbarton Transit Area TOD	City of Newark
	Old Town Mixed Use Area	City of Newark
	Intermodal Station District	City of Union City
4	Town Center	City of Dublin
	Transit Center/Dublin Crossing	City of Dublin
	Downtown Specific Plan Area	City of Dublin
	Downtown	City of Livermore
	East Side Priority Development Area	City of Livermore
	Isabel Avenue/BART Station Planning Area	City of Livermore
	Hacienda	City of Pleasanton

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Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 1, 2016

SUBJECT: Alameda CTC's Comprehensive Investment Plan Update 2016 Update

RECOMMENDATION: Approve Alameda CTC's Comprehensive Investment Plan 2016 Update

Summary

Alameda CTC's Comprehensive Investment Plan (CIP) integrates existing planning and programming practices performed by the agency into a streamlined planning and programming effort, where feasible and appropriate. The CIP consolidates multiple planning and programming efforts, at both the local and countywide level, to create a strategic near-term transportation planning and programming tool that local agencies and Alameda CTC can use to direct staffing and financial resources to further the delivery of significant countywide transportation projects. The CIP also establishes the framework for policies, guidelines and procedures that guide Alameda CTC's programming and allocations decisions, project selection, and the subsequent funding administration.

Alameda CTC updates the CIP annually, as needed, to reflect changes to the current programming and allocations approved throughout the fiscal year, and to incorporate new programming recommendations for projects and programs. Projects outside Alameda CTC's five-year CIP period will be considered for inclusion in a future biennial CIP update, for which the five-year programming window will be shifted two years into the future to provide an opportunity for project sponsors to nominate projects for available funding.

The CIP 2016 Update includes a programming and allocation period from fiscal year 2015/16 through 2019/20, and reflects updates to the current CIP approved in June 2015. Approval of the programming recommendations for projects and programs included in the CIP 2016 Update will result in a total of \$1.5 billion programmed from FY 2015/16 to FY 2019/20, and \$755 million allocated over the first two fiscal years.

This summer, Alameda CTC will begin the biennial update process for the CIP 2018, FY 2017/18 through FY 2021/22 based on the framework of programming principles and selection methodology previously approved by the Commission, and described in the CIP. A nomination window will open September 2016 for sponsors to submit project information and funding requests for programming consideration in CIP 2018.

Discussion

Alameda CTC updates the CIP annually, as needed, to incorporate programming and allocations adjustments that reflect project schedule modifications, changes in priorities, policies and procedure updates, new regulations, and funding adjustments.

The CIP 2016 Update is available here:

http://www.alamedactc.org/files/managed/Document/19205/CIP2016_Update_20160701.pdf

The CIP 2016 Update includes additional programming and allocations, and technical adjustments to the current five-year programming and allocation window, from FY 2015/16 to FY 2019/20 to be approved concurrently with the CIP 2016 Update. The CIP 2016 Update includes \$118.9 million of programming and allocation adjustments over the five-year programming window for projects in each of the four planning areas of the County, for multiple modes, and for multiple project delivery phases. These modifications are detailed in Appendix F of the CIP 2016 Update – Changes to Current Programming and Allocations.

A final five-year program summary is available in Appendix G of the CIP 2016 Update, which represents the combination of previous funding actions made prior to the CIP 2016 Update and the \$118.9 million of adjustments to be approved concurrently with this update. Approval of the programming recommendations for projects and programs included in the CIP 2016 Update will result in a total of \$1.5 billion programmed from FY 2015/16 to FY 2019/20, and \$755 million in allocations over the first two fiscal years.

The recommended programming and allocations will fund a combination of projects nearing the final phase of implementation and the initial phases of programs and projects to establish a pipeline of programs and projects for future implementation. The pipeline established by the CIP 2016 Update will be the means by which the Alameda CTC will identify investments of transportation funding to provide benefits to the traveling public while infusing much needed funding into the sectors of the economy related to the transportation system. Additionally, the CIP includes priority programming and allocations recommendations to further the implementation of the Alameda CTC's Measure BB Capital Project Delivery Plan, which includes larger countywide-significant projects implemented directly by the Alameda CTC.

The CIP programming principles and program guidelines established within the CIP 2016 Update provide a framework for programming and allocation decisions made by Alameda CTC. Projects must satisfy the following programming requirements to be considered for programming and allocation by Alameda CTC.

1. Projects must be included in and consistent with the most current adopted Regional Transportation Plan and Alameda CTC's Countywide Transportation Plan.
2. Projects must demonstrate a public benefit towards building and maintaining the transportation infrastructure in Alameda County.
3. Projects must be publicly accessible and provide direct benefits to public transportation infrastructure and operations.

4. Projects must meet the goals and objectives of the funding sources and programs that are ultimately recommended by Alameda CTC.
5. Projects funded with 1986 Measure B, 2000 Measure B, 2014 Measure BB, and VRF must be consistent with requirements and priorities of their respective expenditure plans.

The CIP programming principles and guidelines are not intended to replace existing programming requirements of individual fund sources. Instead, the principles are intended to create a uniform consolidation of historically separate programming practices, where applicable, to more effectively coordinate funding towards highly beneficial transportation projects that address congestion, state of good repair, economic development, access, safety, and connectivity of a multimodal transportation system.

Alameda CTC's programming capacity is limited to the funding anticipated during the period of delivery for projects included in the five-year programming and allocation horizon to establish a fiscally constrained plan. Projects beyond the programming horizon of a given CIP are to be considered in future updates. For the CIP 2016 and CIP 2016 Update, Alameda CTC used an abbreviated project selection process to begin initial programming and allocations of Alameda CTC funds. The CIP considers all available fund sources and prioritizes, evaluates and recommends funding to critical transportation infrastructure and operations needs that build and maintain the county's transportation system

Next year, the CIP 2018 will be the first shift of the programming window to include FY 2017/18 through FY 2021/22. Alameda CTC will initiate a project nomination process starting September 1, 2016 that will open the CIP to new programming and allocation recommendations. Projects will be evaluated using previously adopted Commission approved criteria for the CIP which includes an evaluation of project merits, readiness, leveraging and countywide transportation priorities further described in the CIP's programming principles and program guidelines in Appendix C of the CIP 2016 Update. Alameda CTC will program funds to projects phase by phase to establish a pipeline of countywide project delivery from project initiation and development to construction, where feasible. The schedule for the CIP 2018 development is described below. Additional information pertaining to the CIP Nomination will be provided with the application release.

Schedule for CIP 2018 (FY 2017/18 to FY 2021/22)	
Month	Milestone
September 1, 2016	Open CIP Nomination Window and Release Application
Mid-September 2016	CIP Application Workshop
October 31, 2016	CIP Nominations Due to Alameda CTC
March-April 2017	CIP 2018 DRAFT Program Recommendations
June 2017	CIP 2018 FINAL Program Recommendations

* Schedule subject to change.

Fiscal Impact: The recommended actions will result in the allocation, encumbrance and subsequent expenditure of the funds allocated by the Commission. The corresponding

encumbrance amounts will be included in the annual budget of the Alameda CTC for the applicable fiscal year.

Staff Contact

[Vivek Bhat](#), Director of Programming and Project Controls

[James O'Brien](#), Project Controls Team

[John Nguyen](#), Senior Transportation Planner



Memorandum

4.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 1, 2016

SUBJECT: One Bay Area Grant Cycle 1 Program: Funding Strategy for City of Berkeley's Hearst Avenue Complete Streets Project

RECOMMENDATION: Approve the funding strategy for City of Berkeley's Hearst Avenue Complete Streets Project.

Summary

In 2013 the City of Berkeley received federal One Bay Area Grant (OBAG) Cycle 1 funds to implement the Hearst Avenue Complete Streets project. The City recently received bids for the construction contract with the lowest bidder approximately \$800,000 above the engineer's estimate, creating a significant funding shortfall. Alameda CTC along with City of Berkeley staff has developed a funding strategy to partially address the shortfall through a combination of reprogramming of OBAG Cycle 1 and Alameda CTC Local Exchange Program (CMA TIP) funds and programming of FY 2016-17 Transportation Fund for Clean Air (TFCA) funds.

The Commission is recommended to approve the below listed actions intended to partially address the funding shortfall for the Hearst Avenue Complete Streets project:

1. Reprogram \$100,000 of unused OBAG Cycle 1-Local Streets and Roads (LSR) funds from the City of Emeryville's Hollis Street project to the Hearst Avenue project;
2. Reprogram \$228,000 of CMA TIP funds programmed from two (2) other City of Berkeley projects to the Hearst Avenue project; and
3. Program \$88,000 of FY 2016-17 TFCA funds to the bike lanes component of the Hearst Avenue project.

The City of Berkeley will be responsible for securing any additional funds needed to eliminate the shortfall and fully fund the project. Approval of this request will allow the City of Berkeley to proceed with the construction phase of the project.

Background

Through OBAG Cycle 1, the Alameda CTC programmed \$2.156 million of federal Surface Transportation Program (STP) funds for the City of Berkeley's Hearst Avenue Complete Streets project. The City obligated the federal funds and advertised the construction contract in May 2016. The City recently received bids for the construction contract with the lowest bidder approximately \$800,000 above the engineer's estimate, creating a significant funding shortfall. The City is able to cover approximately half of the shortfall with its own local funds, but has requested the assistance of the Alameda CTC to help identify a funding strategy for the remaining balance.

Proposed Funding Strategy

The funding strategy proposes a combination of reprogramming of federal OBAG Cycle 1 and CMA TIP funds and programming of FY 2016-17 TFCA funds to the Hearst Avenue project.

Reprogramming of OBAG Cycle 1 funds

The OBAG Cycle 1 program included \$100,000 of federal STP funds for the City of Emeryville's Hollis Street LSR Preservation project. Subsequent to the programming of the OBAG funds the Hollis project was delivered using local funds, which created \$100,000 of unused capacity within the OBAG Cycle 1 program. Alameda CTC staff proposes to reprogram these funds to the City of Berkeley's Hearst Avenue project and to also account for this change by crediting the City of Emeryville through the LSR component of the upcoming OBAG Cycle 2 program. Alameda CTC has received concurrence on the proposal from both cities and the Metropolitan Transportation Commission (MTC). The proposed reprogramming is summarized below:

OBAG Funding Cycle	Emeryville	Berkeley
OBAG Cycle 1 (LSR component)	(\$100,000)	\$100,000
OBAG Cycle 2 (LSR component)	\$100,000	(\$100,000)
Net Change	\$0	\$0

Reprogramming of CMA TIP funds

A total of \$228,000 of CMA TIP funds are currently programmed to the City of Berkeley for the following two LSR projects, (1) Spruce Street Safety (CMA TIP project No. 20-002) and (2) Piedmont Circle Pedestrian Safety (CMA TIP Project No. 20-003). Berkeley staff has submitted a letter to the Alameda CTC requesting the deprogramming of the CMA TIP funds from these projects for the purpose of reprogramming the funds to the Hearst Avenue Complete Streets project (Attachment A). The CMA TIP funds are proposed to be reprogrammed as follows:

CMA TIP Funding	Spruce Street Safety	Piedmont Circle Safety	Hearst Avenue Complete Streets	Total
Current CMA TIP	\$100,000	\$128,000	\$0	\$228,000
Proposed CMA TIP	\$0	\$0	\$228,000	\$228,000
Net Change	(\$100,000)	(\$128,000)	\$228,000	\$0

Programming of FY 2016-17 TFCA funds

The City of Berkeley's share of the FY 2016-17 TFCA fund estimate is \$112,000. The Hearst Avenue Complete Streets project includes the installation of Class 2 and Class 4 bike lanes which are eligible for TFCA funding. Based on the information received to date from Berkeley staff, the project is cost-effective for up to \$88,000 of FY 2016-17 TFCA funds. Revisions to the information provided may affect the project evaluation and result in a revised (lower) TFCA funding recommendation. The \$88,000 is proposed to be programmed out of Berkeley's \$112,000 share.

Next Steps

The proposed programming actions are reflected in the Comprehensive Investment Plan 2016 Update, which is scheduled for approval by the Commission in July 2016. Subsequent to Commission approval, the MTC will amend the Transportation Improvement Program (TIP) to reflect the approved reprogramming of federal OBAG Cycle 1 LSR funds from the City of Emeryville to the City of Berkeley. Berkeley staff will then need to work directly with Caltrans Local Assistance to obligate the federal funds. The Alameda CTC will enter into funding agreements directly with the City of Berkeley for the CMA TIP and TFCA funding. The City of Berkeley will be responsible for securing any additional funds needed to eliminate the shortfall and fully fund the project. With approval of this request, the City of Berkeley anticipates to be in a position to proceed with the construction phase of the project.

Fiscal Impact: The \$88,000 of TFCA funds is already accounted for in the Alameda CTC's FY 2016-17 budget. The \$228,000 of CMA TIP funds will be added to the Alameda CTC's FY 2016-17 budget during the mid-year budget update.

Attachments

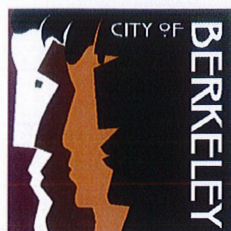
- A. City of Berkeley's CMA TIP Letter

Staff Contacts

[Vivek Bhat](#), Director of Programming and Project Controls

[Jacki Taylor](#), Associate Program Analyst

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Department of Public Works
Transportation Division

4.3A

June 23, 2016

Vivek Bhat, P.E.
Director of Programming
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Deprogramming of CMA TIP Projects 20-002 and 20-003

Dear Vivek:

The City of Berkeley hereby requests that the following projects be deprogrammed from the CMA TIP for the purpose of reprogramming their remaining funds to the Hearst Avenue Complete Streets Project:

- Spruce St Safety Project (CMA TIP project No. 20-002)
- Piedmont Circle Pedestrian Safety Project (CMA TIP Project No. 20-003)

Please contact me if you have any further questions regarding this request.

Sincerely,

Farid Javandel
Transportation Manager

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Memorandum

4.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 1, 2016

SUBJECT: Draft FFY 2016-17 Annual Obligation Plan

RECOMMENDATION: Receive an update on the Draft FFY 2016-17 Annual Obligation Plan.

Summary

Under the current Regional Project Delivery Policy Guidance (MTC Resolution 3606), prior to the beginning of each federal fiscal year, the Metropolitan Transportation Commission (MTC) is to develop an annual obligation plan in coordination with the region's Congestion Management Agencies (CMAs) and project sponsors. This plan will serve to prioritize delivery of FHWA-funded projects, and assist Caltrans Local Assistance in managing its workload for the federal fiscal year.

The FFY 2016-17 Obligation Plan is under development and will include all Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Active Transportation Program (ATP) and Local Safety Program (HBP, HSIP and SRTS) funds. For projects with these funds, MTC has requested project sponsors to review and confirm project information, including the program year and certain milestone dates. The sponsor updates received by the Alameda CTC by June 29th are reflected in Attachment A and will be used to inform MTC's development of a final FFY 2016-17 Annual Obligation Plan.

For FFY 2016-17, MTC has proposed new conditions and requirements for inclusion in the annual obligation plan which are included as Attachment B.

Background

MTC Resolution 3606

The regional project delivery policy (MTC Resolution 3606) establishes certain deadlines and requirements for agencies accepting Federal Highway Administration (FHWA) funding. MTC has purposefully established regional deadlines in advance of state and federal funding deadlines to provide the opportunity for agencies to solve potential project delivery issues and bring projects back in-line in advance of losing funds due to a

missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

An annual obligation plan will serve to prioritize delivery of FHWA-funded projects, and assist Caltrans Local Assistance in managing its workload for the federal fiscal year.

Proposed Annual Obligation Plan Conditions and Requirements

In recent years the Annual Obligation Plan has become an increasingly important tool for annually managing the delivery of FHWA-funding projects. MTC staff is proposing certain conditions and requirements for projects to be included the Annual Obligation Plan (Attachment B) to help address the following delivery issues: (1) projects being included in the annual obligation plan that are not yet ready to proceed, (2) better manage the availability of funds (primarily STP/CMAQ) for projects that are ready for delivery, (3) and facilitate timely project delivery within the region.

FFY 2016-17 Annual Obligation Plan

Per the Regional Project Delivery Policy (Resolution 3606, Revised), for STP/CMAQ funds listed in FFY 2016-17 of the TIP, the project sponsor must submit a complete Request For Authorization (RFA) or FTA transfer request to Caltrans Local Assistance by November 1, 2016 and receive the federal authorization to proceed (E-76 approval) or transfer to FTA by January 31, 2017. Project funding that cannot meet these deadlines should be moved to FY 2017-18.

Project sponsors were requested to review and confirm the project-specific information included in the attached Draft FFY 2016-17 Annual Obligation Plan. Additionally, Sponsors were requested to provide the Federal Project ID and an estimated or actual date for the Field Review and RFA Submittal milestones.

Updates were requested by Wednesday, June 29th and updates received by this time are reflected in Attachment A.

Schedule

MTC's schedule for the development and implementation of the FFY 2016-17 Annual Obligation Plan is as follows:

- September 2016 Proposed Final Plan reviewed by MTC's partnership working groups
- October 1, 2016 Final FY 2016-17 Obligation Plan submitted to Caltrans
- November 1, 2016 Deadline for submittal of Requests for Authorization to Caltrans
- January 31, 2017 Obligation deadline for funds in Annual Obligation Plan
- February 1, 2017 Unused Obligation Authority available first-come first-served

Next Steps

ACTAC is requested to review and confirm the updated information in Attachment A and provide corrections to Jacki Taylor, jtaylor@alamedactc.org, as soon as possible. MTC will circulate a proposed Final FFY 2016-17 Obligation Plan for comment in September and submit the Final FY 2016-17 Obligation Plan to Caltrans by October 1, 2016.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Draft FFY 2015-16 to FFY 2017-18 Annual Obligation Plan
- B. MTC's Proposed Annual Obligation Plan Requirements

Staff Contacts

[Vivek Bhat](#), Director of Programming and Project Controls

[Jacki Taylor](#), Associate Program Analyst

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Local Agency	Project Number <small>Enter as: STP 1234567. If not known, please provide the project FTP or PPNO number.</small>	Project Scope / Description <small>Provide scope of project and brief description.</small>	Planned Date of Obligation from 10/01/16 to 09/30/17 <small>(please enter as MM/DD/YY)</small>	Federal Fund Type					Federal	Federal	Total	Remarks <small>Enter comments or additional information. Provide contact names & phone numbers or email addresses for questions.</small>	Federal Proj ID*	Field Review (mm/dd/yy)	RFA Submission (EDS or Actual) (mm/dd/yy)	TIP Prog Year	County
				RSTP \$	CMAQ \$	BRIDGE \$	HSIP \$	SRTS \$									
Sponsor	Project Number	Project Scope / Description	from 04/01/15 to 09/30/15	RSTP \$	CMAQ	BRIDGE \$	HSIP	SRTS \$	STIP \$	ATP \$	Total	Remarks	Federal Proj ID	Field Review	RFA	Prog Year	County
AC Transit	ALA150004	AC Transit: East Bay Bus Rapid Transit	1/31/2017		1,206,524						1,206,524	Funding approved by MTC in June 2016, already in TIP for project. Funds will be transferred to FTA obligation authority. Caltrans transfer form will be submitted in July 2016 and so transfer from FHWA to FTA should happen by fall 2016.				15/16	ALA
Alameda	ALA150007 2190E	Construct a new trail with an on-street portion	3/31/2016							2,005,000	2,005,000	Allocated 5.19.16			6/30/2016	15/16	ALA
Alameda County	ALA150028 2190N	Widen sidewalk, Install Class II Bicycle lanes and ped lighting	3/31/2016							708,000	708,000	CTC Extension request scheduled for June 29-30 2016.	ATPL-5933(132)	1/12/2016	E-76 CON submitted 05/17/2016	15/16	ALA
Berkeley	ALA130035	Construct segment 3 of Bay Trail Extension, construct new public restroom, and renovate existing public parking area and windsurf staging area.	1/31/2016	500,000							500,000					15/16	ALA
Berkeley	ALA150005 2190G	Pedestrian crossing improvements near LeConte School	3/31/2016							600,000	600,000	\$473K of \$600K Allocated 05.18.16			6/30/2016	15/16	ALA
Fremont	6299.00	Washington Blvd. Safety Improvements HSIP7-04-008	9/30/2016				83,160				83,160			08.01.16	9/30/2016	15/16	ALA
Hayward	ALA150022	Obtain car sharing services in downtown Hayward and possible additional locations through a competitive RFP process.	1/31/2016		200,480						200,480					15/16	ALA
Livermore	ALA130011	Relocation and rehabilitation of the Historic Depot building to a site adjacent to the UPRR tracks and the Downtown parking structure/LAVTA's Transit Center. No loss of existing transit hub	1/31/2016	2,500,000							2,500,000		STPL 5053 (028)	1/7/2014	12/1/2014	15/16	ALA
Oakland	ALA150050	Oakland Parking and Mobility	3/31/2016		1,300,000						1,300,000	Michael Ford, 510-238-7670. Project was awarded by MTC in Dec 2015 and approved in TIP 5/15/16 Oakland staff has been trying to set up Field Review		field review requested 6/15	8/1/2016 (anticipated)	15/16	ALA
Oakland	6241.00	HSIP7-04-017 Downtown Intersection	9/30/2016				65,700				65,700	Philip Ho 238-6256, anticipate meeting planned obligation date		field review requested 6/17	6/30/2016 (anticipated)	15/16	ALA
Oakland	6239.00	HSIP7-04-015 Market Street	9/30/2016				183,600				183,600	Philip Ho 238-6256, anticipate meeting planned obligation date		field review requested 6/17	6/30/2016 (anticipated)	15/16	ALA
Oakland	HSIPL-5012(126) 5973.00	Upgrade crosswalks: signing, striping, pedestrian signals, bulb-outs, and raised medians	8/31/2016				479,300				479,300	Philip Ho 238-6256, anticipate meeting planned obligation date	5012126	8/18/2014	7/1/2016 (anticipated)	15/16	ALA
Oakland	HSIPL-5012(129)	Upgrade traffic signals	08/31/16				547,800				547,800	Same as listing below - that specifies 16/17 Program year. (Obligation date listed differently as 8/31/15 and 6/30/2017. see below)	5012129	8/18/2014	7/1/16 (anticipated)	15/16	ALA
Oakland	ALA150024 2190M	Implement improvements for pedestrian and bicyclist safety	3/31/2016							1,128,000	1,128,000	Nader Rabahat, 238-6605. CTC allocation 5/19/16 (awaiting E-76 for Construction)	5012135	9/22/2015	3/21/2016	15/16	ALA
Oakland	ALA150025 2190L	Implement crossing and access improvements for pedestrians and bicyclist	3/31/2016							1,236,000	1,236,000	Ferd Ciceron, 238-7272. CTC allocation request submitted 5/2/16, to be allocated 6/29/16 (awaiting E-76 for Construction)	5123136	2/16/2016	5/2/2016	15/16	ALA
Oakland	ALA150010 2190C	Install pedestrian scale lighting along the corridor, repair sidewalk damage, and install curb ramps	3/31/2016							2,481,000	2,481,000	Mohammed Alaoui, 238-3469. Extension Request submitted to CTC 3/1/16, on June agenda.	5012131	3/26/2015	1/31/2017 (anticipated)	16/17	ALA
Oakland	ALA150012 2190D	Implement bicycle and pedestrian improvements	3/31/2016							3,598,000	3,598,000	Mohammed Alaoui, 238-3469. Extension Request submitted to CTC 3/1/16, on June agenda	5012132	2/5/2015	1/31/2017 (anticipated)	16/17	ALA
San Leandro	ALA110135 6259.00	Davis St/Carpentier St Intersection Improvements	9/30/2016				37,655				37,655		7/20/2016 (anticipated)	9/16/2016 (anticipated)	TBD	15/16	ALA
San Leandro	HSIPL-5041(042) 5591.00	Upgrade traffic signals; install protected left-turn phasing; construct sidewalks, curb ramps, curb and gutter	11/23/2015				379,500				379,500	TBD (E-76 for Construction)	Early 2013	PE: 5/10/2013 (Actual) CON: 7/31/2016 (anticipated)	7/11/2013 (E-76 for PE)	15/16	ALA
Union City	ALA110135 6298.00	Traffic Signal Improvements HSIP7-04-027	9/30/2016				57,500				57,500			6/9/2016 (scheduled)	3/8/2016 (Actual Submittal)	15/16	ALA
ACTC	ALA110033	Alameda County Safe Routes to School	1/31/2017		1,073,000						1,073,000					16/17	ALA
Alameda County	ALA050035	Cherryland/Ashland/CastroValley/Fairview Sidwklmp	1/31/2017							\$300,000	300,000	perStanton 2190U		6/30/2017	11/1/2017	17/18	ALA
Alameda County	ALA050035	Cherryland/Ashland/CastroValley/Fairview Sidwklmp	1/31/2017							\$250,000	250,000	Castro Valley (Anita) 2190S		6/30/2017	11/1/2017	17/18	ALA
Alameda County	ALA050035	Cherryland/Ashland/CastroValley/Fairview Sidwklmp	1/31/2017							\$100,000	100,000	Creekside (Center) 2190T \$100,000 in funding from 18/19 CON moved to PSE in 17/18		6/30/2017	11/1/2017	17/18	ALA
Berkeley	ALA130035	Bay Trail Shoreline Access Staging Area	1/31/2017	500,000							500,000					16/17	ALA
Berkeley	ALA130026	Shattuck Complete Streets and De	1/31/2017	2,777,000							2,777,000					16/17	ALA
Berkeley	ALA150049	goBerkeley Residential Shared Parking	1/31/2017		950,000						950,000					16/17	ALA
Berkeley		Hearst Ave Complete Streets		100,000								Funds moved from Emeryville's Hollis St OBAG Cycle 1 project					
Emeryville	ALA130021	Emeryville - Hollis Street Preservation	1/31/2017	-100,000							(100,000)	Move funds to Berkeley's Hearst Ave OBAG Cycle 1 project				16/17	ALA
Fremont	6299.00	Washington Blvd Safety Imps HSIP7-04-008	12/30/2018				382,680				382,680	HSIP7-04-008				17/18	ALA
LAVTA	ALA150051	Wheels Individualized Marketing	7/6/2016		423,798						423,798	TIP amendment 15-30/ anticipated FHWA/FTA Transfer 9/30/16				16/17	ALA
Newark	ALA130027	Enterprise Drive Complete Streets and	1/31/2017	454,000							454,000	Soren Fajeau, 578-4286, soren.fajeau@newark.org	TBD	July 11, 2016, anticipated	October 1, 2016, anticipated	16/17	ALA
Oakland	ALA130014	7th Street West Oakland Transit Village	1/31/2017	3,288,000							3,288,000	Mohammed Barati,	5012134	8/20/2015	1/31/2017 (anticipated)	16/17	ALA
Oakland	ALA150043 6240.00	Oakland: Shattuck and Claremont Bike/Ped					180,900				180,900	HSIP7-04-016		requested 6/7/16	8/1/16 (anticipated)	16/17	ALA
Oakland	ALA150042 6238.00	Oakland: Telegraph Ave Bike/Ped Imps and					199,260				199,260	HSIP7-04-014		requested 6/7/16	8/1/16 (anticipated)	16/17	ALA
Oakland	5974.00	Traffic Signal Upgrade on 7th, 8th, 9th Street	6/30/2017				547,800				547,800	HSIP6-04-012	\$5,012,129.00	8/18/2014	7/1/2016 (anticipated)	16/17	ALA
Oakland	ALA150042 6238.00	Oakland: Telegraph Ave Bike/Ped Imps and	12/30/2018				1,145,250				1,145,250	HSIP7-04-014		requested 6/7/16	43313	17/18	ALA
Oakland	ALA150043 6240.00	Oakland: Shattuck and Claremont Bike/Ped	12/30/2018				1,223,190				1,223,190	HSIP7-04-016		requested 6/7/16		17/18	ALA
Oakland	ALA150044	19th St BART to Lake Merritt Urban Greenway	1/31/2017							\$150,000	150,000	2190R (locally funding ENV)			n/a	16/17	ALA
Oakland	ALA150047	Oakland: Telegraph Avenue Complete Streets	1/31/2017							\$175,000	175,000	2190V (locally funding ENV)			n/a	16/17	ALA
Oakland	ALA150044	19th St BART to Lake Merritt Urban Greenway	1/31/2017							\$550,000	550,000	2190R		ant. request 7/5/16	1/31/2018	17/18	ALA
Oakland	ALA150047	Oakland: Telegraph Avenue Complete Streets	1/31/2017							\$702,000	702,000	2190V		requested 6/21/16	1/31/2018	17/18	ALA
Pleasanton	ALA130009	Pleasanton Complete Streets	1/31/2017	832,000							832,000	Huy Ho 925-931-5663		Not yet Scheduled- anticipated 06/30/16	10/15/16 (anticipated)	16/17	ALA

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**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
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Memorandum

TO: Joint Partnership Working Groups

Date: June 20, 2016

FR: Ross McKeown

RE: Annual Obligation Plan Requirements

Background

The regional project delivery policy ([MTC Resolution 3606](#)) establishes certain deadlines and requirements for agencies accepting Federal Highway Administration (FHWA) funding and including these funds in the federal Transportation Improvement Program (TIP). The intent of the regional funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. It is also intended to assist the region in managing Obligation Authority (OA) and meeting federal financial constraint requirements. MTC has purposefully established regional deadlines in advance of state and federal funding deadlines to provide the opportunity for implementing agencies, Congestion Management Agencies (CMAs), Caltrans, and MTC to solve potential project delivery issues and bring projects back in-line in advance of losing funds due to a missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

As the federally designated Metropolitan Planning Organization (MPO) and the agency serving as the Regional Transportation Planning Agency (RTPA) for the nine-counties of the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for various funding and programming requirements, including, but not limited to: development and submittal of the Regional Transportation Improvement Program (RTIP); managing and administering the federal Transportation Improvement Program (TIP); and project selection for designated federal funds (referred collectively as 'Regional Discretionary Funding'); As a result of the responsibility to administer these funding programs, the region has established various deadlines for the delivery of regional discretionary funds including the regional Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, regional Transportation Alternatives Program (TAP) and Regional Transportation Improvement Program (RTIP) to ensure timely project delivery against state and federal funding deadlines. MTC Resolution 3606 establishes standard guidance and policy for enforcing project funding deadlines for these and other FHWA-administered federal funds

One of the most important features of the delivery policy, and a key to the success of on-time delivery, is the obligation deadline. Regional discretionary funding, as well as other FHWA funds programmed in the TIP, must meet the Obligation/E-76/Authorization deadline established in the Policy. This ensures federal funds are being used in a timely manner, and that funds are not lost to the region.

FY 2015-16 Delivery Status

In 2014, the regional obligation deadline was changed from March 31 to January 31 for projects listed in the FY 2015-16 annual obligation plan. Although FY 2015-16 is a transition year (meaning unobligated funds will not be redirected to other projects until after March 31) it was still expected that project sponsors would meet the new obligation deadline. However, the delivery rate is not as good as hoped. As of January 31 less than 30% of the targeted STP/CMAQ OA has been obligated. In examining the low delivery rate, MTC staff has noticed many projects were not ready to proceed when placed in the FY 2015-16 Annual Obligation Plan, and therefore many project sponsors were unable to meet the November 1 Request for Authorization (RFA) deadline, even though the annual obligation plan was made final only a month earlier.

Increased Importance of Annual Obligation Plan

In recent years other regions and the state-managed local programs have improved upon their own annual delivery rate, and the region is once again hitting apportionment limits prior to the end of the fiscal year. These factors are reducing the flexibility the region has in advancing funds and allowing projects to move forward when ready. As a result, the annual obligation plan is becoming increasingly important to prioritize the funding available for projects to be delivered in a given year. It is anticipated that moving forward, the obligation plan will become a more vital tool in managing the delivery of FHWA-funding projects each year

Proposed Annual Obligation Plan Conditions and Requirements

To address the issues of projects being included in the annual obligation plan that are not yet ready to proceed, and to better manage the availability of funds (primarily STP/CMAQ) for projects that are ready for delivery, and to facilitate timely project delivery within the region, MTC staff is proposing certain conditions and requirements for projects to be included the Annual Obligation Plan as outlined in Attachment 1. The obligation plan will serve to prioritize delivery of FHWA-funded projects, and assist Caltrans Local Assistance in managing its workload for the federal fiscal year. MTC staff is seeking comments and suggestions on this proposal prior to development of the FY 2016-17 obligation plan

FY 2016-17 Annual Obligation Plan Schedule

The schedule for development and implementation of the FY 2016-17 Annual Obligation Plan is as follows:

June 2016	List of projects programmed in FY 2016-17 of TIP released for review
July 2016	Draft Plan reviewed by partnership working groups
September 2016	Proposed Final Plan reviewed by partnership working groups
October 1, 2016	Final FY 2016-17 Obligation Plan submitted to Caltrans
November 1, 2016	Deadline for submittal of Requests for Authorization to Caltrans
January 31, 2017	Obligation deadline for funds in Annual Obligation Plan
February 1, 2017	Unused Obligation Authority available first-come first-served

Attachment 1: Annual Obligation Plan Conditions and Requirements

Annual Obligation Plan Conditions and Requirements

To facilitate timely project delivery within the region, the following proposed conditions and requirements must be met for projects to be included the Annual Obligation. The obligation plan will serve to prioritize delivery of FHWA-funded projects for the federal fiscal year.

- **SPOC Involvement**

Requests for projects to be included in the annual obligation plan must come from the Single Point of Contact (SPOC) for that agency. This ensures the SPOC is aware of the federal-aid projects to be delivered that year, and to be available to assist the Project Manager(s) through the federal-aid delivery process. Any subsequent communication to MTC or applicable CMA regarding potential delays or missed deadlines of projects in the annual obligation plan must include the SPOC.

- **Missed Past Delivery Deadlines**

For project sponsors that have missed delivery deadlines within the past year, the agency must prepare and submit a delivery [status report](#) on major delivery milestones for all federally active projects with FHWA-administered funds, and all projects with FHWA-administered funds programmed in the current TIP, before their project(s) may be added to the annual obligation plan. Furthermore, once projects for such agencies are accepted in the final obligation Plan, the Single Point of Contact (SPOC) for the agency must report monthly to the applicable Congestion Management Agency (CMA) and MTC staff on the status of all agency project(s) in the annual obligation plan, until the funds are obligated/authorized. The [FHWA-Funded Projects Status](#) report template is located at: http://mtc.ca.gov/sites/default/files/Template_FHWA_Funded_Projects_Status.xlsx

- **Field Review**

For the Preliminary Engineering phase of a project to be included in the draft plan, a field review must be scheduled to occur by June 30. To remain in the final plan the field review and related/required documentation must be completed by September 30.

For the Right Of Way or Construction phase of a project to be included in the draft Annual Obligation Plan, the project must have undergone a field review with Caltrans AND all field review related/required documentation submitted, signed and accepted by Caltrans by June 30.

This does not apply to projects for which Caltrans does not conduct a field review, such as FTA transfers, planning activities and most non-infrastructure projects.

- **HSIP Delivery Requirements**

Because of the importance of timely delivery of safety projects, the following applies to agencies with Highway Safety Improvement Program (HSIP) projects programmed in the federal TIP.

For project sponsors with HSIP funds in the PE phase of a project: A complete and accurate Request for Authorization (RFA) must be submitted to Caltrans for the PE phase of all of the agency's HSIP project(s) prior to any project being added to the Annual Obligation Plan for that agency. The Caltrans-managed HSIP program has an obligation deadline for the PE phase of September 30. To meet this deadline,

sponsors must have a field review (with all required documentation accepted by Caltrans) and submit the RFA for PE by June 30.

For project sponsors with HSIP funds in the CON phase of a project: A complete and accurate Request for Authorization (RFA) must be submitted to Caltrans for the CON phase of all of the agency's HSIP project(s) subject to the delivery deadlines noted below, prior to any project being added to the Annual Obligation Plan for that agency.

HSIP Deadlines for purposes of the Annual Obligation plan are outlined below:

Cycles 4&5 HSIP programs:

PE Authorization: Past Due
CON Authorization: Past Due

Cycle 6 HSIP program:

PE Authorization: Past Due
CON Authorization: September 30, 2016 (RFA due June 30, 2016) (Unless a later date is identified in the Caltrans [HSIP Project Listing](http://www.dot.ca.gov/hq/LocalPrograms/HSIP/2016/jan/Complete%20Project%20Listing%202016%2001%2007.xlsx) at the following link:
<http://www.dot.ca.gov/hq/LocalPrograms/HSIP/2016/jan/Complete Project Listing 2016 01 07.xlsx>)

Cycle 7 HSIP program:

PE Authorization: September 30, 2016 (RFA due June 30, 2016)
CON Authorization: September 30, 2019 (RFA due June 30, 2019)

Waiver request for unforeseen project delays:

A jurisdiction that has been proceeding with a project in good faith and has encountered unforeseen delays may request special consideration. A sponsor may be allowed to add projects into the annual obligation plan even if it has an outstanding project delay, if Caltrans Local Assistance, MTC and the applicable CMA reach consensus that the delay was unforeseen, beyond the control of the project sponsor, and not a repeated occurrence for the agency.

▪ **OBAG Requirements**

Projects funded in the One Bay Area Grant Program (OBAG) will not be included in the annual obligation plan until the project sponsor has met applicable OBAG requirements, such as submittal of the annual housing element reports to HCD by April 1 of each year or fully participating in the statewide local streets and roads needs assessment survey or providing updated information to the Highway Performance Monitoring System (HPMS).

▪ **Request for Authorization Review Period**

For purposes of delivery of projects within the annual obligation plan, it is expected that sponsors schedule at least ninety days for Caltrans/FHWA review and approval of the Request for Authorization. This is to ensure delivery schedules adequately account for federal-aid process review.

- **SPOC Checklist**

Starting in 2017, jurisdictions must have the SPOC checklist filled out and on file prior to projects being included in the annual obligation plan. A new checklist must be filled out whenever a new SPOC is assigned for that agency.

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Memorandum

4.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 1, 2016

SUBJECT: Cycle 3 Active Transportation Program – Summary of Applications

RECOMMENDATION: Receive an update on Cycle 3 Active Transportation Program.

Summary

The Active Transportation Program (ATP), as articulated in SB 99 and AB 101, was signed into law on September 26, 2013. It replaced the existing system of small dedicated grant programs, which funded Safe Routes to Schools, bicycle programs, and Recreational Trails. The ATP Cycle 3 call for projects for the statewide and regional funds was released on April 15, 2016 with applications due on June 15, 2016.

Program	Programming Agency	Amount Available this Cycle
Statewide Competitive ATP	CTC, Caltrans	\$120 million
Regional ATP	MTC	\$ 20 million

It is estimated the California Transportation Commission (CTC) has received approximately 450 applications under the statewide competitive program. The Metropolitan Transportation Commission (MTC) received 61 applications, from jurisdictions across the Bay Area region, requesting approximately \$173 million regional ATP funds. Out of these, Alameda County jurisdictions have submitted 23 project applications requesting approximately \$66 million ATP funds.

A summary of applications submitted by Alameda County jurisdictions is listed on Attachment A.

More information on ATP Cycle 3 Statewide Program can be accessed by visiting:
<http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-3.html>

ATP Cycle 3 Application log for MTC Regional Program is available at: <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>

CTC is scheduled to adopt the Statewide program in December 2016 and the Regional program in March 2017.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. ATP Cycle 3 - Alameda County Jurisdictions' Application Summary

Staff Contact

[Vivek Bhat](#), Director of Programming and Project Controls

ALAMEDA COUNTY JURISDICTIONS

Ref #	Jurisdiction	Project Title	Applied for State funds	Applied for Regional funds	ATP Amount (\$ X 1,000)	Total Project Cost (\$ X 1,000)
1	Alameda CTC	I-80/Gilman Interchange Bike/Ped Over-crossing & Access Improvements	Y	Y	8,418	33,016
2	Alameda County	Castro Valley High School SRTS	Y	Y	2,170	2,677
3	Alameda County	Fairview Elementary School SRTS	Y	Y	542	3,366
4	Alameda County	Heyer Ave School Corridors SRTS	Y	Y	300	1,990
5	Alameda County	Lewelling Blvd SRTS	Y	Y	400	3,065
6	Alameda County	Proctor Elementary School SRTS	Y	Y	600	640
7	Alameda County	Royal Ave SRTS	Y	Y	456	636
8	Alameda County	Somerset Ave School Corridor SRTS	Y	Y	630	3,652
9	Alameda County/ Public Health	Active Oakland Comprehensive SRTS Program	N	Y	977	977
10	Alameda	Central Avenue Complete Streets	Y	Y	7,326	12,471
11	Berkeley	Sacramento Street Complete Streets Improvements	Y	Y	1,542	1,814
12	Berkeley	SRTS Improvements for John Muir Elementary	Y	Y	264	336
13	Berkeley	SRTS Improvements for Oxford & Jefferson Elementary Schools	Y	Y	267	302
14	East Bay Regional Parks District	Doolittle Dr Bay Trail, MLK Regional Shoreline	Y	Y	4,000	7,950
15	Emeryville	Bike/Ped Greenway Safety & Connectivity Improvement Project	Y	Y	265	330
16	Fremont	Walnut Ave Complete Street Improvement	Y	Y	5,189	5,864
17	Hayward	Tennyson Rd Ped/Bike Bridge Project	Y	Y	931	1,164
18	Oakland	14th St Safe Routes in the City	Y	Y	10,578	13,939
19	Oakland	Fruitvale Alive Gap Closure Project	Y	Y	5,850	8,241
20	Oakland	Oakland SRTS: Crossing to Safety	Y	Y	3,714	4,071
21	Oakland	West Grand Ave Complete Streets	Y	Y	8,676	10,929
22	Piedmont	Ped Safety & Bike Lane Implementation	Y	Y	2,933	3,313
23	San Leandro	Scramble Pedestrian Crosswalk at E 14th/ San Joaquin Ave Intersection	Y	Y	369	419
Alameda County Total					66,397	121,162

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Memorandum

4.6

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 1, 2016

SUBJECT: Alameda County Federal Inactive Projects List: June 2016 Update

RECOMMENDATION: Receive an update on the June 2016 Alameda County Federal Inactive Projects.

Summary

Federal regulations require that agencies receiving federal funds invoice against their obligations at least once every six months. Caltrans maintains, and updates weekly, a list of inactive obligations. Projects are added to the list when there has been no invoice activity over a six month period and if Caltrans and the Federal Highways Administration (FHWA) do not receive an invoice during the subsequent six-month period the project's federal funds will be at risk for deobligation. The latest inactive projects list is provided as Attachment A and it indicates the federal funds at risk and the actions required to keep the funds from being deobligated.

Background

In response to FHWA's guidance for processing Inactive Obligations, Caltrans developed guidelines for managing federal inactive obligations. In order to manage changes more proactively, Caltrans manages "inactive projects" as follows:

- If the Department does not receive an invoice for more than six months, the project will be deemed "inactive" and posted on the Department's website. Local Agencies will be notified the first time projects are posted.
- If the Department does not receive an invoice within the following six months (12 months without invoicing), the Department will deobligate the unexpended balances.
- It is the responsibility of the Local Agencies to work in collaboration with their respective District Local Assistance Engineers to ensure their projects are removed from the inactive list to avoid deobligation.
- The Inactive project listing is posted at the following website and will be updated weekly: <http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda County List of Federal Inactive Projects, Dated 06/24/16

Staff Contact

[Vivek Bhat](#), Director of Programming and Project Controls

[Jacki Taylor](#), Associate Program Analyst

ALAMEDA COUNTY INACTIVE OBLIGATIONS

4.6A

LIST UPDATED BY CALTRANS ON 06/24/2016

Updated on 06/24/2016

Project No.	Status	Agency Action Required	Prefix	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
5012100	Inactive	Final invoice under review by Caltrans. Monitor for progress.	ESPL	Oakland	7TH STREET FROM UNION TO PERALTA STREETS, PEDESTRAIN STREETScape IMPROVE	05/26/2015	08/04/2009	05/26/2015	05/26/2015	\$4,070,044.00	\$3,630,000.00	\$3,590,000.00	\$40,000.00
5012027	Inactive	Invoice Overdue. Provide status update to DLAE.	STPLZ	Oakland	HEGENBERGER ROAD OH (WPRR) (BR NO 33C-0202), SEISMIC RETROFIT	05/14/2015	09/01/1996	05/14/2015	05/14/2015	\$7,511,271.00	\$6,640,876.00	\$6,111,784.70	\$529,091.30
6073028	Inactive	Invoice Overdue. Provide status update to DLAE.	LTAP	University Of California	UNIVERSITY OF CALIFORNIA, BERKELEY TECHNOLOGY TRANSFER CENTER, LOCAL TECHNICAL ASSISTANCE PROGRAM	05/01/2015	05/01/2015		05/01/2015	\$199,726.00	\$99,863.00	\$0.00	\$99,863.00
5178012	Inactive	Invoice under review by Caltrans. Monitor for progress.	CML	Albany	BUCHANAN/MARIN STREET FROM PIERCE ST. TO SAN PABLO, BIKE LANE & PED. WALKWAY	03/05/2015	06/01/2012	03/05/2015	03/05/2015	\$2,484,942.00	\$1,702,000.00	\$1,524,222.60	\$177,777.40
5178013	Inactive	Invoice under review by Caltrans. Monitor for progress.	SRTSLNI	Albany	ELEMENTARY SCHOOLS IN CITY OF ALBANY, SAFE ROUTES TO SCHOOL PROGRAM	06/18/2015	08/16/2012	06/18/2015	06/18/2015	\$200,000.00	\$185,000.00	\$69,270.34	\$115,729.66
5012121	Future	Final Invoice under review by Caltrans. Monitor for progress.	BPMP	Oakland	HEGENBERGER RD. OVER SAN LEANDRO STREET- BRIDGE # 33C0202, BRIDGE PREVENTIVE MAINTENANCE	08/11/2015	04/29/2013	08/11/2015	08/11/2015	\$761,250.00	\$673,935.00	\$429,241.43	\$244,693.57
5106008	Future	Invoice returned to agency. Resubmit to District by 08/20/2016	SRTSL	Emeryville	SAN PABLO AVE (SR 123) BETWEEN 43RD & 47TH AVE., PEDESTRIAN WALKWAY	08/18/2015	05/04/2012	08/18/2015	08/18/2015	\$617,290.00	\$617,290.00	\$69,203.31	\$548,086.69
5354036	Future	Invoice returned to agency. Resubmit to District by 08/20/2016	STPL	Union City	WHIPPLE ROAD- AMARAL ST. TO ITHACA ST., PAVEMENT REHABILITATION	07/24/2015	11/27/2013	07/24/2015	07/24/2015	\$1,015,273.00	\$669,000.00	\$582,307.18	\$86,692.82
5012133	Future	Invoice under review by Caltrans. Monitor for progress.	CMLNI	Oakland	CITYWIDE, OAKLAND CARSHARE AND OUTREACH PROGRAM	09/08/2015	09/08/2015		09/08/2015	\$384,631.00	\$320,526.00	\$0.00	\$320,526.00
5041042	Future	Invoice under review by Caltrans. Monitor for progress.	HSIPL	San Leandro	BANCROFT AVE./ SYBIL AVE., UPGRADE TRAFFIC SIGNALS	07/24/2015	07/16/2013	07/24/2015	07/24/2015	\$77,000.00	\$69,300.00	\$4,983.66	\$64,316.34
6480008	Future	Invoice under review by Caltrans. Monitor for progress.	STPL	Alameda County Transportation Commission	ALAMEDA COUNTY- VARIOUS LOCATION, PLANNING ASSISTANCE PASS THROUGH TO LACAL JURIDIC	07/14/2015	10/29/2013	07/14/2015	07/14/2015	\$4,411,000.00	\$3,905,000.00	\$112,278.67	\$3,792,721.33
5012125	Future	Submit invoice to District by 08/20/2016	STPL	Oakland	CITYWIDE STREETS - SEE STATE COMMENT SCREEN FOR ELIGIBLE LOCATIONS, ROAD REHAB & DIETING, BIKE LANES, AND ADA UPGRADES	07/14/2015	06/08/2014	07/14/2015	07/14/2015	\$5,568,845.00	\$4,422,000.00	\$263,617.64	\$4,158,382.36
5014040	Future	Submit invoice to District by 08/20/2016	TCSPL	Alameda	INTERSECTIONS OF PARK ST/LINCOLN AVE AND PARK ST/BUENA VISTA AVE, PEDESTRIAN SAFETY TRANSPORTATION IMPROVEMENTS	09/22/2015	03/22/2013	09/22/2015	09/22/2015	\$319,633.00	\$282,885.00	\$4,218.00	\$278,667.00
5354027	Future	Submit invoice to District by 08/20/2016	STPLZ	Union City	DECOTO ROAD BRIDGE ; BRIDGE # 33C-0111, SEISMIC RETROFIT	08/13/2015	08/05/2013	08/13/2015	08/13/2015	\$4,913,055.00	\$4,345,101.00	\$4,026,298.70	\$318,802.30
5933090	Future	Submit invoice to District by 08/20/2016	SRTSL	Alameda County	MAUDE AVE.IN VICINITY OF FAIRVIEW ELEM. SCHL, CLOSE GAPS BTWN D.ST. & KELLY	07/06/2015	01/29/2009	07/06/2015	07/06/2015	\$1,042,310.00	\$967,310.00	\$792,149.01	\$175,160.99
6000025	Future	Submit invoice to District by 08/20/2016	STPLZ	San Francisco Bay Area Rapid Transit District	VARIOUS BART AERIAL STRUCTURES IN 4 COUNTIES. , RETROFIT OF BART AERIAL STRUCTURES	07/24/2015	08/03/2005	07/24/2015	07/24/2015	\$30,242,133.00	\$24,756,014.00	\$19,843,944.75	\$4,912,069.25
6073030	Future	Submit invoice to District by 08/20/2016	VPPL	University Of California	WITHIN CITY OF BERKELEY, STUDY ON-CAMPUS PARKING PRICING	09/10/2015	09/10/2015		09/10/2015	\$211,585.00	\$169,185.00	\$0.00	\$169,185.00

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Memorandum

4.7

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 1, 2016

SUBJECT: FY 2016-17 Alameda County Technical Advisory Committee Meeting Calendar

RECOMMENDATION: Receive an update on the FY 2016-17 Alameda County Technical Advisory Committee (ACTAC) meeting calendar

Summary

ACTAC members provide technical expertise, analysis and recommendations to the Alameda CTC Board related to transportation planning and programming. Some of the items discussed at ACTAC meetings are forwarded to Alameda CTC standing committees such as the Programs and Projects Committee (PPC) and the Planning, Policy and Legislation Committee (PPLC) and subsequently to the Alameda CTC Board.

The PPC and the PPLC are held on the second Monday of the month. The ACTAC meets on the Thursday prior to the PPC and the PPLC standing committee meeting day. The ACTAC meeting dates for FY 2016-17 are detailed in the table below.

FY2016-17 ACTAC Meeting Dates
August, 2016 – No Meeting
September 8, 2016
October 6, 2016
November 10, 2016
December – No meeting
January 5, 2017
February 9, 2017
March 9, 2017
April 6, 2017
May 4, 2017
June 8, 2017

Fiscal Impact: There is no fiscal impact.

Staff Contact:

[Vivek Bhat](#), Director of Programming and Project Controls



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 1, 2016

SUBJECT: Countywide Bicycle/Pedestrian Count Program

RECOMMENDATION: Receive an update on countywide bicycle/pedestrian count program.
Provide input on proposed count locations.

Summary

Bicycle and pedestrian count data are important for a variety of planning and engineering purposes. Alameda CTC has collected bicycle and pedestrian count data in various forms dating back to 2002. The current program consists of annual in-person manual counts of bicyclists and pedestrians at 63 locations as well as a limited number of automated counters deployed around the county that are installed in the field and collect continuous data on biking and walking volumes. Manual counts are counts that rely on human processing while automated counts refer to use of a device that detects a bicyclist or pedestrian.

Alameda CTC seeks to expand its bicycle and pedestrian count program to provide more statistically robust data that supports a wider variety of planning applications. Alameda CTC plans to expand its manual count program to cover 150 locations, each counted biennially using video image processing. A draft set of locations will be distributed at the BPAC meeting, and Alameda CTC requests local feedback on these locations by July 29.

In addition, Alameda CTC seeks to partner with local agencies to expand the number of automated counters deployed around the county. Alameda CTC plans to purchase up to 20 automated counters, to be deployed in jurisdictions or on facilities where a local agency is willing to commit to maintaining the counter and paying for ongoing costs associated with data transmission and battery replacement for a period of time. Alameda CTC requests notification from jurisdictions interested in partnering in the installation of one or more automated counters by July 29.

Background

Program Goals

The Countywide Bicycle/Pedestrian Count Program is intended to achieve a range of goals and support a variety of planning applications. Notably, some goals require data at a large number of locations, whereas other goals require data over time. These goals include:

- **Baseline data and trends:** monitor if more people are biking and walking over time
- **Return on investment:** understand the usage of new facilities; understand how the buildout of a network increases bicycling and walking levels
- **Travel model enhancement:** enhancing the ability of the Alameda CTC travel model to represent bicycling and walking requires observed data to calibrate the model
- **Accurate safety analysis:** accurate safety analysis requires considering level of exposure (e.g. collisions per bicyclists/pedestrian) rather than simply number of collisions
- **Leverage funding:** provide required information for grant applications such as Active Transportation Program; assist local jurisdictions in providing such information
- **Communicate role of bicycle and pedestrian facilities in transportation system:** provide information that shows how bicycling and pedestrian facilities carry significant volumes of people and are used for transportation/commuting purposes
- **Provide data for interested researchers**

Existing Program

The current Alameda CTC count program has both manual and automated components. The manual count program consists of one-day counts conducted at 63 locations between September and October. Each location is counted for two 2-hour periods. All locations are counted during the PM peak period (4 pm – 6 pm). In addition, each location is counted during either a midday period (12 pm – 2 pm) or a school period (2 pm – 4 pm), as appropriate for that location. Counts are performed in the field by paid professionals. Information on gender and helmet usage is also collected.

The 63 locations were determined in 2010, and are distributed among Alameda County's four planning areas in approximately equal proportion as population. The 63 locations were determined using criteria including inclusion in the Countywide Bicycle and Pedestrian Plans, proximity to schools or trails, and availability of historic count data at that location.

The current automated count program consists of five automated bicycle/pedestrian counters installed around the county. The counters consist of a range technologies that were acquired and installed under a variety of circumstances. Three are installed in trail locations and count both bicyclists and pedestrians, and two are installed in bike lanes.

Proposed Manual Count Program

Manual counts are an important component of a bicycle/pedestrian count program. Manual counts are capable of achieving a high degree of spatial coverage, which is important for understanding relative differences in levels of biking and walking between different areas. In addition, manual counts are capable of collecting information on user attributes, counting both bicyclists and pedestrians, and can be used in on-street (i.e. non-trail) locations (which is not true of many automated count technologies).

Alameda CTC proposes to expand the number of count locations from 63 locations to 150 locations. In order to accommodate this increase in a budget neutral manner, locations are proposed to be counted only biennially, and some locations which are currently counted for

4-hours are proposed to be reduced to 2-hour counts. The proposed program will consist of two alternating years (Year A and Year B) as follows:

- Year A
 - 50 locations counted for 4 hours (two different 2 hour periods)
 - 25 locations counted for 2 hours
- Year B
 - 50 locations counted for 4 hours (two different 2 hour periods)
 - 25 locations counted for 2 hours

A draft set of 150 locations will be distributed at the July 7 meeting. The draft set of locations will retain all of the current 63 locations to take advantage of historic data. Additional locations will be allocated by population and sited based on proximity to transit, activity centers, schools, collision history, and overall spatial coverage (see Attachment A).

Comments on the draft set of locations are due by July 29 (via email to Matthew Bomberg, mbomberg@alamedactc.org).

In addition to expanding the number of locations, Alameda CTC proposes to switch from in-person observation to video image processing. Video image processing is the preferred method of data collection firms and provides the ability to verify count accuracy but does not enable collection of information on gender. In order to continue to track gender, a small set of locations will be sampled using in person counts.

Proposed Automated Count Program

Automated counts are emerging as a best practice method for collecting information on bicycle and pedestrian volumes. Compared to manual counts which are typically collected for short duration and are therefore subject to statistical variability, automated counts can provide more reliable information on trends in biking and walking over time. Automated counts also enable analysis of variation in levels of biking and walking by time of day, day of week, and season.

Alameda CTC's experience to date with automated counters has shown that the counters provide rich data and are an important component of a bicycle/pedestrian monitoring program. However, the installation and maintenance requirements have proved difficult for Alameda CTC, given the size of the county and the lack of dedicated maintenance staff.

Alameda CTC seeks to partner with local agencies to expand the deployment of automated count equipment in Alameda County. Alameda CTC proposes to fund the capital equipment purchase for up to 20 automated counters. Local agencies would be expected to commit to paying for ongoing costs and maintenance for the counters for a period of time. Priority will be given to locations on interjurisdictional trails and to achieving geographic coverage. Alameda CTC would enter into a Memorandum of Understanding to formalize agreement over responsibilities for the counter(s). Attachment B provides more details on two options available to local jurisdictions. **Alameda CTC requests notification from jurisdictions interested in partnering in the installation of one or more automated counters by July 29** (via email to Matthew Bomberg, mbomberg@alamedactc.org).

Attachments

- A. Manual Count Location Selection Approach
- B. Automated Counter Local Agency Options

Staff Contact

[Tess Lengyel](#), Deputy Executive Director of Planning and Policy

[Matthew Bomberg](#), Associate Transportation Planner

Attachment A: Manual Count Location Selection Approach

- Expand number of count locations to 150 sites
- Locations allocated according to population
- Locations sited based on a suitability score that takes into account:
 - Proximity to transit
 - Proximity to activity centers including downtowns, major commercial districts, regional parks, government buildings, venues, and colleges/universities
 - Proximity to school locations
 - History of injury or fatal bicycle or pedestrian collisions
- Locations selected to achieve overall coverage including ability to measure total bicycle/pedestrian volume at major “screenlines”
- Locations designated as either 2-hour or 4-hour count location
 - First priority for 4-hour counts given to school locations
 - Second priority for 4-hour counts given to downtown areas

Attachment B: Automated Counter Local Agency OptionsOption A: Portable Trail Counter

- Capital purchase:
 - Alameda CTC purchases trail counter
- Installation:
 - Local agency agrees to install trail counter according to vendor instructions
 - Local agency agrees to conduct manual counts at time of installation to ensure proper installation
 - Optional - local agency may rotate to multiple locations
- Maintenance:
 - Local agency agrees to replace batteries as needed
 - Local agency agrees to troubleshoot with vendor as needed
- Data transmission:
 - Local agency agrees to download data from counter via in-person field visit OR
 - Local agency agrees to pay for ongoing data transmission cost
- Period of time: agreement to last at least 5 years

Option B: Permanently Installed Trail Counter

- Capital purchase:
 - Alameda CTC purchases trail counter
- Installation:
 - Local agency agrees to install trail counter according to vendor instructions
 - Local agency agrees to conduct manual counts at time of installation to ensure proper installation
- Maintenance:
 - Local agency agrees to replace batteries as needed
 - Local agency agrees to troubleshoot with vendor as needed
- Data transmission:
 - Local agency agrees to pay for ongoing data transmission cost
- Period of time: agreement to last at least 10 years

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Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 1, 2016

SUBJECT: Metropolitan Transportation Commission's Local Streets and Roads Working Group

RECOMMENDATION: Nominate Alameda County Technical Advisory Committee (ACTAC) Local Streets and Roads Working Group (LSRWG) Representative for FY 2016-17

Summary

The Local Streets and Roads Working Group convenes on the second Thursday of each month at the Metropolitan Transportation Commission offices in Oakland. Staff proposes the City of Dublin to continue as ACTAC's LSRWG representative for FY 2016-17. The role of the ACTAC LSRWG representative is to provide a summary of the LSRWG items to the ACTAC.

Background

The purpose of the LSRWG is to act as a forum to communicate new legislative policies related to pavement needs and to help advocate for revenues to meet those pavement needs by recommending policies to MTC's Partnership Technical Advisory Committee (PTAC). Additionally, funding opportunities and project delivery requirements are communicated and/or discussed via this working group. This includes Federal, State, Regional and Caltrans Local Assistance issues. The target audience is local governments, Public works directors and/or engineers and programming staff.

In FY 2015-16 ACTAC was represented by City of Dublin at the LSRWG meetings. Staff is proposing City of Dublin to continue as ACTAC's LSRWG representative FY 2016-17.

Fiscal Impact: There is no fiscal impact.

Staff Contact

[Vivek Bhat](#), Director of Programming

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