



Alameda County Transportation Commission
meeting as a committee of the whole as the

PLANNING, POLICY AND LEGISLATION COMMITTEE

MEETING NOTICE

Monday, November 19, 2012, 11:00 A.M.

1333 Broadway, Suite 300, Oakland, California 94612

(see map on last page of agenda)

Commission Chair

Mark Green, Mayor – Union City

Commission Vice Chair

Scott Haggerty, Supervisor – District 1

AC Transit

Greg Harper, Director

Alameda County

Supervisors

Richard Valle – District 2

Wilma Chan – District 3

Nate Miley – District 4

Keith Carson – District 5

BART

Thomas Blalock, Director

City of Alameda

Rob Bonta, Vice Mayor

City of Albany

Farid Javandel, Mayor

City of Berkeley

Laurie Capitelli, Councilmember

City of Dublin

Tim Sbranti, Mayor

City of Emeryville

Ruth Atkin, Councilmember

City of Fremont

Suzanne Chan, Councilmember

City of Hayward

Marvin Peixoto, Councilmember

City of Livermore

John Marchand, Mayor

City of Newark

Luis Freitas, Councilmember

City of Oakland

Councilmembers

Larry Reid

Rebecca Kaplan

City of Piedmont

John Chiang, Mayor

City of Pleasanton

Jennifer Hosterman, Mayor

City of San Leandro

Michael Gregory, Vice Mayor

Executive Director

Arthur L. Dao

Chair:

Greg Harper

Vice Chair:

Tim Sbranti

Members:

Mark Green

Scott Haggerty

Keith Carson

Jennifer Hosterman

Michael Gregory

John Marchand

Marvin Peixoto

Staff Liaisons:

Beth Walukas, Tess Lengyel

Executive Director:

Arthur L. Dao

Clerk of the Commission:

Vanessa Lee

AGENDA

*Copies of Individual Agenda Items are Available on the:
Alameda CTC Website -- www.AlamedaCTC.org*

1 PLEDGE OF ALLEGIANCE

2 ROLL CALL

3 PUBLIC COMMENT

Members of the public may address the Committee during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Only matters within the Committee’s jurisdictions may be addressed. Anyone wishing to comment should make their desire known by filling out a speaker card and handing it to the Clerk of the Commission. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes.

4 CONSENT CALENDAR

- | | | |
|-----|---|----------|
| 4A. | Minutes of October 8, 2012 – Page 1 | A |
| 4B. | Congestion Management Program (CMP): Summary of the Alameda CTC’s Review and Comments on Environmental Documents and General Plan Amendments– Page 5 | I |
| 4C. | Approval of Congestion Management Program: Final 2012 Annual Conformity Requirements– Page 13 | A |

5	LEGISLATION AND POLICY	
5A.	Approval of Draft 2013 Alameda CTC Legislative Program – Page 17	I/A
6	PLANNING	
6A.	Presentation from Contra Costa Transportation Authority (CCTA) on State Route 239 (TriLink) Study– Page 29	I
6B.	Approval of Issuance of a Request for Qualifications (RFQ) for a Sustainable Communities Technical Assistance Program (SC-TAP) – Page 45	A
7	ONE BAY AREA GRANT PROGRAM	
7A.	Review of Draft Priority Development Area (PDA) Readiness Classification – Page 49	I
7B.	Review of Draft One Bay Area Grant (OBAG) Program Guidelines – Page 67	I
7C.	Approval of Priority Conservation Area (PCA) Process and Schedule – Page 129	A
8	COMMITTEE MEMBER REPORTS (VERBAL)	
9	STAFF REPORTS (VERBAL)	
10	ADJOURNMENT/NEXT MEETING: January 14, 2013	

Key: A- Action Item; I – Information Item; D – Discussion Item

* Materials will be provided at meeting

(#) All items on the agenda are subject to action and/or change by the Committee.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH
ENVIRONMENTAL SENSITIVITIES MAY ATTEND*

*Alameda County Transportation Commission
1333 Broadway, Suites 220 & 300, Oakland, CA 94612
(510) 208-7400 (New Phone Number)
(510) 836-2185 Fax (Suite 220)
(510) 893-6489 Fax (Suite 300)
www.alamedactc.org*

Glossary of Acronyms

ABAG	Association of Bay Area Governments	MTC	Metropolitan Transportation Commission
ACCMA	Alameda County Congestion Management Agency	MTS	Metropolitan Transportation System
ACE	Altamont Commuter Express	NEPA	National Environmental Policy Act
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	NOP	Notice of Preparation
ACTAC	Alameda County Technical Advisory Committee	PCI	Pavement Condition Index
ACTC	Alameda County Transportation Commission	PSR	Project Study Report
ACTIA	Alameda County Transportation Improvement Authority (2000 Measure B authority)	RM 2	Regional Measure 2 (Bridge toll)
ADA	Americans with Disabilities Act	RTIP	Regional Transportation Improvement Program
BAAQMD	Bay Area Air Quality Management District	RTP	Regional Transportation Plan (MTC's Transportation 2035)
BART	Bay Area Rapid Transit District	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
BRT	Bus Rapid Transit	SCS	Sustainable Community Strategy
Caltrans	California Department of Transportation	SR	State Route
CEQA	California Environmental Quality Act	SRS	Safe Routes to Schools
CIP	Capital Investment Program	STA	State Transit Assistance
CMAQ	Federal Congestion Mitigation and Air Quality	STIP	State Transportation Improvement Program
CMP	Congestion Management Program	STP	Federal Surface Transportation Program
CTC	California Transportation Commission	TCM	Transportation Control Measures
CWTP	Countywide Transportation Plan	TCRP	Transportation Congestion Relief Program
EIR	Environmental Impact Report	TDA	Transportation Development Act
FHWA	Federal Highway Administration	TDM	Travel-Demand Management
FTA	Federal Transit Administration	TEP	Transportation Expenditure Plan
GHG	Greenhouse Gas	TFCA	Transportation Fund for Clean Air
HOT	High occupancy toll	TIP	Federal Transportation Improvement Program
HOV	High occupancy vehicle	TLC	Transportation for Livable Communities
ITIP	State Interregional Transportation Improvement Program	TMP	Traffic Management Plan
LATIP	Local Area Transportation Improvement Program	TMS	Transportation Management System
LAVTA	Livermore-Amador Valley Transportation Authority	TOD	Transit-Oriented Development
LOS	Level of service	TOS	Transportation Operations Systems
		TVTC	Tri Valley Transportation Committee
		VHD	Vehicle Hours of Delay
		VMT	Vehicle miles traveled

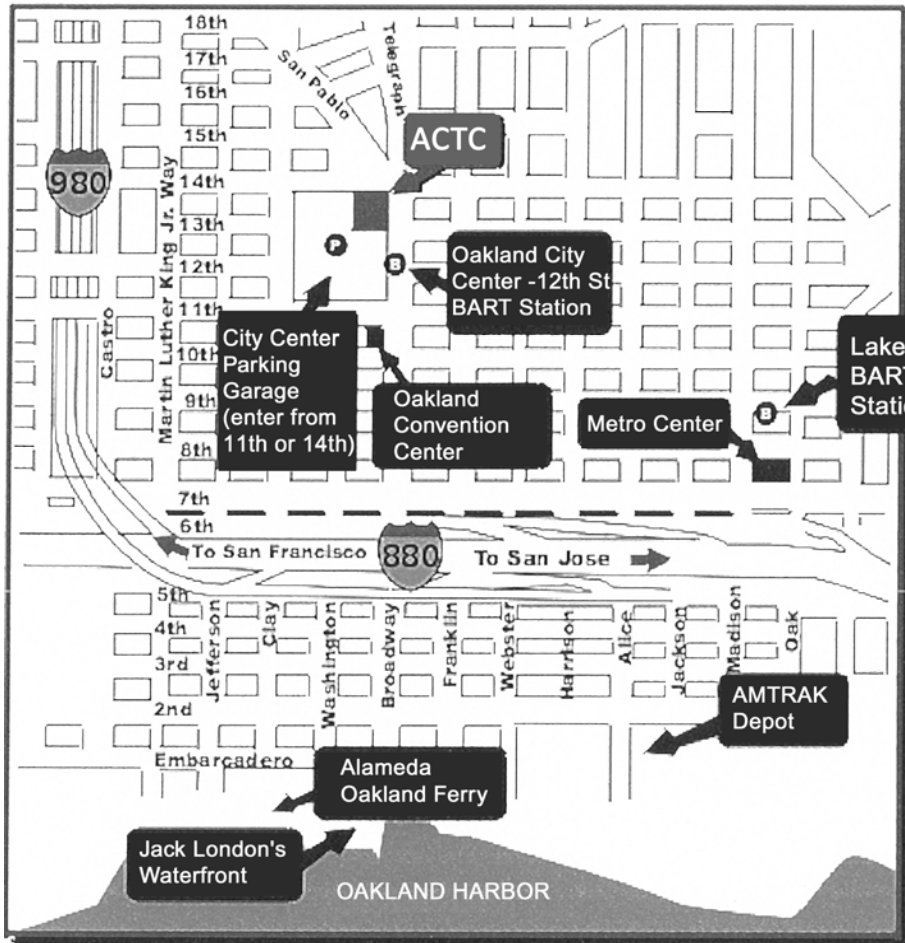


1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org



Directions to the Offices of the Alameda County Transportation Commission:

**1333 Broadway, Suite 220
Oakland, CA 94612**

Public Transportation Access:

BART: City Center / 12th Street Station

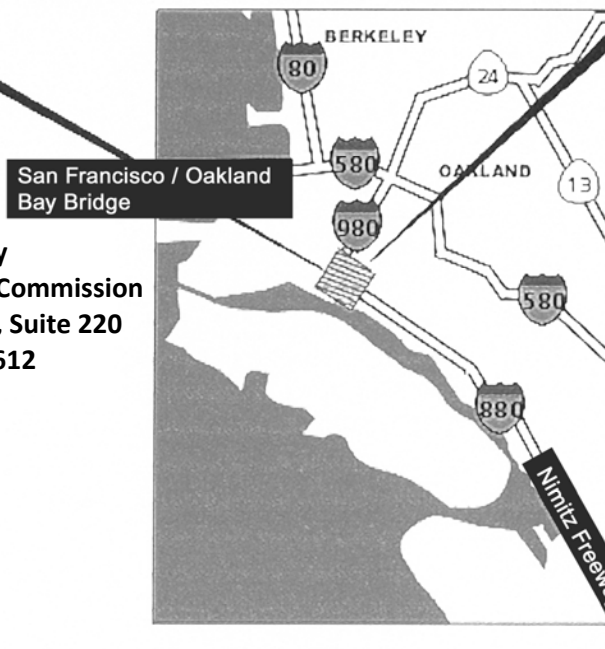
AC Transit:

Lines 1,1R, 11, 12, 13, 14, 15, 18, 40, 51, 63, 72, 72M, 72R, 314, 800, 801, 802, 805, 840

Auto Access:

- Traveling South: Take 11th Street exit from I-980 to 11th Street
- Traveling North: Take 11th Street/Convention Center Exit from I-980 to 11th Street
- Parking:
City Center Garage –
Underground Parking,
(Parking entrances located on 11th or 14th Street)

**Alameda County
Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612**





**PLANNING, POLICY AND LEGISLATION COMMITTEE
MINUTES OF OCTOBER 08, 2012
OAKLAND CA,**

Director Harper convened the meeting at 11:10 a.m.

1. PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENT

There was no public comment.

3 ROLL CALL

Lee conducted the roll call. A quorum was confirmed.

4. CONSENT CALENDAR

4A. Minutes of September 10, 2012

Mayor Green motioned to approve this item. Supervisor Haggerty seconded the motion. The motion passed 9-0.

5. LEGISLATION AND POLICY

5A. Legislative Update

Tess Lengyel updated the Committee on state and federal legislative initiatives. At the federal level, Ms. Lengyel recommended that the Commission submit a letter to the congressional leadership regarding Sequestration. Mayor Sbranti motioned to approve the recommendation. Supervisor Haggerty seconded the motion. The motion passed 9-0.

On the state side, Ms. Lengyel gave an update on MAP 21 implementation and stated that Measure B1 was on the ballot and had recently gained support from the SF Chronicle and Eastbay Express. She concluded by stating that the Governor signed the Cap and Trade bills and that staff is currently working on the draft legislative program for 2013.

This item was for information only.

6 PLANNING

6A. Review of Congestion Management Plan (CMP): Draft 2012 Conformity Requirements

Saravana Suthanthira provided an overview of the Congestion Management Plan (CMP): Draft 2012 Conformity Requirements. Ms. Suthanthira stated that jurisdictions are required to meet four plan elements. She stated that staff is actively working with jurisdictions and that a final plan will be presented to the Committee in November.

This item was for information only.

6B. Approval of Final Draft Countywide Bicycle and Pedestrian Plans

Rochelle Wheeler recommended that the Commission approve the Final Draft Countywide Bicycle and Pedestrian Plans and incorporate them, by reference, into the Countywide Transportation Plan. Ms. Wheeler presented an overview of both plans, a summary of comments on both draft Plans, a review of changes implemented into the Final Plans, and next steps, including a project timeline and public meeting schedule.

Supervisor Haggerty asked if the \$820 million in revenue in the plans include Measure B1 Funds. Ms. Wheeler stated that the figure did include Measure B1 funding.

Mayor Sbranti questioned who would be responsible for implementation of the plans once approved. Beth Walukas stated that the ACTC will work with jurisdictions throughout the County on the plan implementation.

Supervisor Haggerty motioned to approve this item. Mayor Sbranti seconded the motion. The motion passed 9-0.

6C. Review of Safe Routes to Schools Program 2011-2012 Year-End Report and Update

Arun Goel provided an overview of the Alameda County Safe Routes to Schools (SR2S) Program for 2011-2012 Year-End Report and gave an update on key activities for 2012-2013 school year. Mr. Goel's presentation covered the program's history and growth, the school selection process, elementary and middle school programming and the high school pilot program as well as next steps for the program.

Supervisor Haggerty wanted to know what Alameda CTC is doing to ensure schools receive assistance to participate in the program. Staff responded that it is providing comprehensive outreach to both principals and parents to actively engage schools involved in the program.

Councilmember Peixoto wanted to know what safety elements are included in the plan. Mr. Goel stated that there are specific elements in the program that focus on safety, as well as a safety task force that parents are invited to participate in.

A public comment was heard by Jane Krammer on this item.

This item was for information only.

7 ONE BAY AREA GRANT PROGRAM

7A. Approval of Final Draft Alameda CTC Complete Streets Policy

Tess Lengyel recommended that the Commission approve the final draft complete streets elements for jurisdictions to include in their local complete streets policies to be compliant with both Alameda CTC and Metropolitan Transportation Commission (MTC) funding requirements. **Staff developed the** complete streets policy to ensure that cities can approve the policy to meet the needs of both MTC and Alameda CTC. Staff also developed sample resolutions, staff reports and a PowerPoint presentation for local jurisdictions to use to approve their complete streets policies.. Ms. Lengyel concluded by reviewing comments made by the Alameda County Technical Advisory Committee (ACTAC) at its September meeting.

Supervisor Haggerty motioned to approve this Item. Mayor Green seconded the motion. The motion passed 9-0.

7B. Approval of Priority Development Area (PDA) Readiness Criteria

Beth Walukas recommended that the Commission approve the proposed PDA readiness criteria to be used in the development of the PDA Investment and Growth Strategy and Strategic Plan. She stated that the criteria will be used to group Alameda County's 43 PDAs into three readiness categories: active, borderline active, and in need of planning support. Ms. Walukas provided an overview of PDA Investment and Growth Strategy Process including the proposed selection criteria to determine readiness.. Ms. Walukas concluded by reviewing ACTAC and BPAC comments and next steps.

Mayor Sbranti wanted to know the requirements for local jurisdictions to be considered a PDA. Beth Walukas stated that the requirements were outlined in the Association of Bay Area Government Focus process.

A public comment was heard by Jane Krammer on this item.

Mayor Sbranti motioned to approve this item. Mayor Green seconded the motion. A roll call was conducted. The motion passed with a 7-1 vote; Mayor Marchand dissented.

7C. Approval of Draft One Bay Area Grant (OBAG) Program Guidelines Elements

Matt Todd recommended the Commission approve the initial draft One Bay Area Grant (OBAG) Program Guidelines. He stated that projects will need to comply with OBAG and federal funding requirements as well as selection criteria for project readiness. Mr. Todd reviewed the OBAG project types, programming categories, eligibility and OBAG project screening and selection. He also provided information on the Alameda CTC project readiness screening criteria and he highlighted programming coordination with other sources such as Measure B and VRF funds. . Mr. Todd concluded by reviewing comments from both ACTAC and BPAC.

Supervisor Haggerty requested information on PCA's. Ms. Walukas stated that the PCA inventory would be presented to the Committee next month.

Councilmember Peixoto questioned if the connections with community services could be expanded as it relates to housing development. Mr. Todd stated that the project has to be a transportation based project that connects to jobs and housings.

Supervisor Carson wanted to know if the local streets and roads portion of OBAG will be subject to the same screening criteria as the PDA's. Art Dao stated that it is not required to meet the same criteria.

Supervisor Carson wanted to know how the criteria will be measured. Art Dao stated that the weighted criteria will be presented to the Committee at its November meeting.

Mayor Green motioned to approve this item. Supervisor Haggerty seconded the motion. The motion passed 6-2. Mayor Marchand and Supervisor Carson dissented.

8 STAFF AND COMMITTEE MEMBER REPORTS

There were no staff or committee member reports.

7 ADJOURNMENT/NEXT MEETING: NOVEMBER 19, 2012

The meeting was adjourned at 2:00 p.m. The next meeting is scheduled for November 19, 2012.

Attest by:

Attest by:

Vanessa Lee
Clerk of the Commission



Memorandum

DATE: November 6, 2012

TO: Planning, Policy and Legislation Committee

FROM: Beth Walukas, Deputy Director of Planning

SUBJECT: **Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments**

Recommendation

This item is for information only. No action is requested.

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). For the LUAP, Alameda CTC is required to review Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comment on them regarding the potential impact of proposed land development on the regional transportation system.

Since the last monthly update on September 10, 2012, staff reviewed and commented on one NOPs and/or EIRs. Comments were submitted for one of them. The comment letter is attached.

Attachments

Attachment A: Comment letter for City of Dublin, Moller Ranch SDEIR

This page intentionally left blank



October 29, 2012

Michael A. Porto
Consulting Planner
City of Dublin
Community Development Department
100 Civic Plaza
Dublin, CA 94568

SUBJECT: Comments on the Draft Supplemental Environmental Impact Report (DSEIR) for the Moller Ranch Development and Moller Creek Culvert Replacement Project in the City of Dublin

Dear Mr. Porto:

Thank you for the opportunity to comment on the Draft Supplemental Environmental Impact Report (DSEIR) released by the City of Dublin for the Moller Ranch Development and Moller Creek Culvert Replacement Project. The project site is located on the east side of Tassajara Road, north of the Fallon Crossing property and south of the Alameda County boundary line. The proposed project would develop up to 382 single family detached dwelling units and would include neighborhood park and semi-public land uses. The project also includes replacement of an existing Tassajara Road culvert over Moller Creek, west of the Moller Ranch property.

The Alameda County Transportation Commission (Alameda CTC), on behalf of the Alameda County Congestion Management Agency (ACCMA) through the powers delegated to Alameda CTC by the joint powers agreement which created Alameda CTC, submitted comments on the Notice of Preparation (NOP) for this project (letter dated August 20, 2012 attached). While comments were addressed for the 2035 scenario, they were not addressed for the 2020 scenario. It appears that the DSEIR used 2015 as the mid-term analysis year. This calls into question whether the most up to date version of the Alameda Countywide Travel Demand Model was used for the analysis for either future scenario. As a result, we respectfully submit the following comments:

- The DSEIR appears to have not done a 2020 mid-year analysis of the environmental impacts on the MTS transit, roadway and bicycle and pedestrian networks. This analysis is required as part of the Congestion Management Plan's Land Use Analysis Program and should be included in the Final SEIR.
- Please verify that the August 2012 version of the Alameda Countywide Travel Demand Model was used to conduct the analysis and determine the impacts documented in DSEIR, including Appendix 8.3. Reference is made to use of the countywide model in the document,

but it does not appear that the most recent version was used. If the most recent version of the model was not used, please contact me to discuss options for correcting this.

- The environmental impacts and mitigations on the MTS transit and roadway network should be added to Table 1.0: Summary of Supplemental Environmental Impacts and Mitigations.

Thank you for the opportunity to comment on this DSEIR. Please do not hesitate to contact me at 510.208.7405 if you require additional information.

Sincerely,



Beth Walukas
Deputy Director of Planning

Attachment 1: Response to the NOP dated August 20, 2012

Cc: File: CMP – Environmental Review Opinions – Responses - 2012



August 20, 2012

Michael A. Porto
Consulting Planner
City of Dublin
Community Development Department
100 Civic Plaza
Dublin, CA 94568

SUBJECT: Comments on the Notice of Preparation of a Draft Supplemental Environmental Impact Report (DSEIR) for the Moller Ranch Development and Moller Creek Culvert Replacement Project in the City of Dublin

Dear Mr. Porto:

Thank you for the opportunity to comment on the Notice of Preparation of a Draft Supplemental Environmental Impact Report (DSEIR) being prepared by the City of Dublin for the Moller Ranch Development and Moller Creek Culvert Replacement Project. The project site is located on the east side of Tassajara Road, north of the Fallon Crossing property and south of the Alameda County boundary line. The proposed project would develop up to 382 single family detached dwelling units and would include neighborhood park and semi-public land uses. The project also includes replacement of an existing Tassajara Road culvert over Moller Creek, west of the Moller Ranch property.

The Alameda County Transportation Commission (Alameda CTC), on behalf of the Alameda County Congestion Management Agency (ACCMA) through the powers delegated to Alameda CTC by the joint powers agreement which created Alameda CTC, respectfully submits the following comments:

- The City of Dublin adopted Resolution No.120-92 on September 28, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). If the proposed project is expected to generate at least 100 p.m. peak hour trips over existing conditions, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2020 and 2035 conditions. Please note the following paragraph as it discusses the responsibility for modeling.
 - The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The Alameda CTC has a Countywide model that is available for this purpose. The City of Dublin and the Alameda CTC signed a Countywide Model Agreement on July 17, 2008. Before the

model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

- The DSEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include MTS roadways as shown in the attached map as well as BART and LAVTA. The MTS roads in the city of Dublin in the project study area are: I-580, Tassajara Road and Dublin Boulevard (see 2011 CMP Figure 5). Potential impacts of the project must be addressed for 2020 and 2035 conditions.
 - Please note that the Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2011 CMP for more information).
 - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the Alameda CTC Board adopted three criteria for evaluating the adequacy of DSEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

The DSEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DSEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2011 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DSEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC policies discussed above.
- The DSEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2011 CMP, Chapter 5). The DSEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.

- The DSEIR should consider opportunities to promote countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2006. The approved Countywide Bike Plan and Pedestrian Plan are available at http://www.actia2022.com/app_pages/view/58
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510.208.7405 if you require additional information.

Sincerely,



Beth Walukas
Deputy Director of Planning

Cc: File: CMP – Environmental Review Opinions – Responses - 2012



Memorandum

DATE: November 6, 2012

TO: Planning, Policy and Legislation Committee

FROM: Beth Walukas, Deputy Director of Planning
Saravana Suthanthira, Senior Transportation Planner

**SUBJECT: Approval of Congestion Management Program: Final 2012 Annual
Conformity Requirements**

Recommendation

It is recommended that the Commission:

- 1) Find that all local jurisdictions are in conformance with the Congestion Management Program (CMP) annual conformity requirements, and
- 2) Approve the Deficiency Plan status reports regarding SR 260 Posey Tube eastbound to I-880 northbound freeway connection, SR 185 northbound between 46th and 42nd Avenues and Mowry Avenue eastbound from Peralta Boulevard to SR 238/Mission Boulevard.

The Alameda County Technical Advisory Committee (ACTAC) approved this recommendation at its November 6th meeting.

Summary

Local jurisdictions are required to comply with the CMP as follows:

- 1) (a) Tier 1 Land Use Analysis – submit to Alameda CTC all Notice of Preparations, EIRs and General Plan amendments;
(b) Tier 2 Land Use Forecasts- review ABAG Projections by traffic analysis zones;
- 2) Traffic Demand Management (TDM) – Complete Site Design Checklist;
- 3) Payment of Fees; and
- 4) Deficiency Plans and Deficiency Plan Progress Reports, as needed in some jurisdictions.

All of the jurisdictions that are required to provide a Deficiency Plan status report have complied with the requirement. In addition, all jurisdictions have complied with the remaining three conformity requirements.

Discussion

Letters were sent to the jurisdictions requesting 1a) Tier 1 Land Use Analysis Program, 2) TDM Site Design Checklist information, and 4) Deficiency Plan Progress Reports from the responsible jurisdictions by October 1, 2012. Responses were received from all of the jurisdictions.

Attachment A “2012 CMP Conformance Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans” indicates that all jurisdictions have completed the annual requirements for the CMP conformance.

Regarding the requirement for some jurisdictions to submit Deficiency Plans or Deficiency Plan Progress Reports, no new CMP roadway segments were found to be deficient in 2012, based on the 2012 LOS Monitoring data and the select link analysis from the Countywide Travel Demand Model and after applying all applicable exemptions. Therefore, the preparation and submission of Deficiency Plans for 2012 is not required. However, there are three ongoing Deficiency Plans for 2012, for which jurisdictions are required to send progress reports. All jurisdictions that are required to report on the three active deficiency plans are in conformance as follows:

- 1) SR 260 Posey Tube eastbound to I-880 northbound freeway connection
Lead: City of Oakland
Participation Jurisdictions: Cities of Berkeley and Alameda
Progress Report and Letters of Concurrence: Received and progress is satisfactory. Additionally, the cities of Oakland and Alameda requested support from the regional agencies in securing funds for portion of the Phase II improvements for the Webster ITS project, which is one of the improvement measures in the Deficiency Plan. The Alameda CTC will work with the cities to determine funding availability.
- 2) SR 185 northbound between 46th and 42nd Avenues
Lead: City of Oakland
Participation Jurisdiction: City of Alameda
Progress Report and Letters of Concurrence: Received and the progress is satisfactory.
- 3) Mowry Avenue eastbound from Peralta Boulevard to SR 238/Mission Boulevard
Lead: City of Fremont
Participation Jurisdictions: Newark
Progress Report and Letters of Concurrence: Received and the progress is satisfactory.

Fiscal Impacts

There are no fiscal impacts at this time.

Attachments

Attachment A: 2012 CMP Conformance: Land Use Analysis, Site Design Guidelines, Payment of Fees, and Deficiency Plans

Table 1
2012 CMP CONFORMANCE
Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans

	Land Use Analysis Program			Site Design	Payment of Fees	Deficiency Plans/LOS Standards	Meets All Requirements
Jurisdiction	Tier 1 - Ordinance Adoption	Tier 1: GPA & NOP Submittals	Tier 2- Land Use Forecasts*	Checklist Complete	Payments thru 4th Qts FY 11/12	Deficiency Plan Progress Reports and Concurrence	
Alameda County	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Alameda	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Albany	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Berkeley	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Dublin	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Emeryville	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Fremont	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Hayward	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Livermore	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Newark	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Oakland	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Piedmont	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Pleasanton	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of San Leandro	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Union City	Yes	Yes	Yes	Yes	Yes	N/A	Yes

N/A indicates that the city is not responsible for any deficiency plan in the past fiscal year.

* This requirement has been met through the CWTP process to provide input on the development of the Sustainable Communities Strategy.

This page intentionally left blank



Memorandum

DATE: November 6, 2012

TO: Planning Policy and Legislation Committee

FROM: Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation

SUBJECT: **Approval of Draft 2013 Alameda CTC Legislative Program**

Recommendation

Staff recommends approval of the Draft 2013 Alameda CTC Legislative Program.

Summary

The Alameda CTC's Legislative Program will guide legislative actions and policy direction on legislative issues during the upcoming calendar year.

Some of the highest priorities in 2013 will be to participate in efforts regarding the new State Transportation Agency, MAP-21 implementation in California and any new reauthorization efforts, implementation of the region's Sustainable Communities Strategy, Cap and Trade funding for transportation, CEQA reform, and implementation of the 2012 TEP if it passes in November 2012. Staff will provide an update at the PPLC meeting regarding the outcomes of the November 6, 2012 elections.

Background

Each year, the Alameda CTC adopts a legislative program to provide direction for its legislative and policy activities for the year. The purpose of the legislative program is to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC.

The draft 2013 Legislative Program is divided into five sections:

- Transportation Funding
- Project Delivery
- Multi-Modal Transportation and Land Use
- Climate Change
- Partnerships

Alameda CTC's state and federal lobbyists will be scheduling meetings in early spring with various legislators and agency staff in Sacramento and Washington, D.C. to discuss the Alameda CTC legislative needs in 2013. We invite Board members who are interested to participate in these meetings.

Attachments

Attachment A: 2013 Draft Legislative Program

Attachment B: Federal Legislative Update

Attachment A

2013 Alameda CTC Legislative Program

2013 LEGISLATIVE PROGRAM

Introduction

Each year, the Alameda County Transportation Commission (Alameda CTC) adopts a Legislative Program to provide direction for its legislative and policy activities for the year.

The purpose of the Legislative Program is to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is developed to be flexible, allowing opportunities to pursue legislative and administrative opportunities that may arise during the year, and to respond to the changing political processes at the regional level and in Sacramento and Washington, DC.

While Alameda CTC is required to fulfill the roles and responsibilities of voter mandated transportation expenditure plans and the roles of a congestion management agency, the current transportation climate with respect to the need for new and secure funding sources, implementation of recent legislative mandates (including MAP-21 through 2014, implementation of the State's Cap and Trade Program, and on-going implementation of SB 375), changes to the structure of transportation agencies in California, as well as efforts to streamline CEQA all affect the direction of state and federal advocacy efforts by the Alameda CTC. Further, Alameda CTC projects and programs can be advanced by additional funding and policy decisions supported through a legislative program, particularly if Measure B1 is approved by voters on November 6, 2012.

The draft 2013 Legislative Program is divided into five sections:

- Transportation Funding
- Project Delivery
- Multi-Modal Transportation and Land Use
- Climate Change
- Partnerships

The following legislative areas are related to federal, state and regional policy and legislative efforts as applicable.

Transportation Funding

California represents the United States' largest economy, and the 9th largest in the world. Its diverse industries range from agriculture to mining to biotechnology to the internet - all of which serve as a source of the State's economic strength. Each of these industries relies on a backbone of transportation to move its people, goods and services. Over the past 20 years, the state and federal gas taxes have not been raised, and since that time, vehicle miles traveled in California have increased by 25%.

Fuel prices fluctuate significantly in California, but the gas tax remains flat with no index to inflation. The federal Highway Trust Fund has had to borrow almost \$50 billion since 2008 to meet federally authorized expenditures, and the recently approved MAP-21 federal transportation bill did not increase revenues for transportation, nor address a future funding mechanism to create a reliable funding stream. In addition, transportation funds have been redirected for general fund purposes. As a consequence, the purchasing power for transportation has diminished and infrastructure and

operations have been seriously compromised by reduced buying power. In the absence of state and federal funding increases for transportation, funding solutions have increasingly become reliant on voter approved measures, many of which have the highest voter threshold requirement for passage.

Over the past several years, additional local sales tax measures have surpassed the 2/3 voter hurdle, voters have supported statewide bond measures to fund transportation infrastructure throughout the state, and in November 2010, five out of seven counties in the Bay Area approved increasing the vehicle registration fees to fund transportation improvements. These advances in funding demonstrate the public's will to support essential infrastructure and transportation programs, and underscore the need for improving the quality of our transportation systems.

However, while voters are willing to support measures to increase funding, Alameda County, the state and country continue to face profound transportation funding challenges, which become increasingly exacerbated over time. The following are Alameda CTC legislative priorities for transportation funding:

Increase transportation funding

- Support efforts to lower the 2/3 voter requirement for voter-approved transportation measures, which will allow more counties the opportunity to become “self-help” counties, thereby increasing transportation funding overall in the State.
- Support legislation that increases and/or requires the gas tax to be adjusted regularly to support its “buying power”.
- Support efforts to increase transportation revenues through other funding mechanisms such as vehicle license fees, vehicle miles traveled, or other means that offer a reliable and fair-share funding stream for transportation.
- Support legislation that provides alternative methods of financing projects and programs such as high-occupancy toll lanes, including allowing funds collected through California Highway Patrol activities within the express lane corridor to be redirected into the express lane operations, public-private partnerships, and other user-based-type fees to continue critical investments in transportation infrastructure, provided they protect the public investment.

Protect and enhance voter approved funding

- Support legislation that protects and provides increased funding to Alameda County for operating, maintaining, rehabilitating, and improving transportation infrastructure and operations, including state highways, public transit and paratransit, local streets and roads, bicycle and pedestrian facilities, seismic safety upgrades, and goods movement, including making the use of these funds more flexible from different fund sources.
- Support legislation that protects against transportation funding diversions to the General Fund.
- Support increases in funding for Alameda CTC projects and programs from federal, state and regional funding sources to expedite Alameda CTC's project and program delivery.
- Support efforts that give priority funding to voter approved measures and oppose those that negatively affect the ability to implement voter approved measures.
- Support rewarding Self-Help Counties and states that provide significant funding into

transportation systems. California is considered a “Self-Help” state; one that raises funds both locally and statewide to fund local, state and federal transportation projects. Each year, \$3-\$4 billion is invested into the overall state system funded by voter approved measures. The 2006 voter approved state infrastructure bonds is on top of this amount, as well as the vehicle registration fees approved in five out of seven Bay Area counties in November 2010. Support policies that reward self-help efforts of California and Alameda County by providing priority funding for projects, bonus matching funds or simple increases in overall funding commensurate with the state’s and county’s investments.

- Support seeking, acquiring and implementing grants that advance Alameda CTC planning, funding and delivery of projects and programs.
- Support Alameda County as a recipient of funds to implement pilot programs that support innovative project implementation or transportation funding mechanisms.

Project Delivery

Delivery of transportation infrastructure expeditiously is a critical for ensuring cost-effective mobility of people and goods while protecting air and environmental quality, jobs and a high quality of life. However, delivery of projects is often bogged down by the multiple stages and long time frames for current project delivery processes, including environmental clearance and mitigation, design, right of way and project financing. In response, Alameda CTC supports innovative ways to deliver projects quickly which reduce costs to taxpayers and provide essential transportation mobility options.

Advance Innovative Project Delivery

- Support legislation and policies that improve environmental streamlining and project reviews, including requiring specific time frames for state and federal reviews and approvals, to expedite project delivery while ensuring appropriate design, environmental protection and mitigation.
- Support legislation that improves the ability to deliver Alameda CTC projects and programs in a timely and cost-effective manner and that makes the best use of contracting flexibility.
- Support innovative project delivery methods including the design-build and design-sequencing methods of contracting for transportation projects, and public/private partnerships.
- Support the expansion of HOT lane implementation opportunities in Alameda County and the Bay Area.
- Support policies that allow local agencies such as Alameda CTC to advertise, award and administer contracts on the state highway system when local funds are paying for the highway investment.

Ensure Cost Effective Project Delivery

- Support legislation that reduces costs for Alameda CTC to implement projects and programs, including reducing or eliminating requirements to reimburse the state or other agencies for projects that Alameda CTC is paying for to implement on state or regional transportation systems, such as Project Initiation Documents.

- Support legislation and policies that accelerate funding for transportation infrastructure projects that create additional jobs and economic activity in Alameda County.

Multi-modal Transportation and Land Use

Transportation in the Bay Area must serve the multiple needs of its populace. There is not one transportation type that serves all people, nor delivery of all goods. Further, legislation such as SB 375, which requires a reduction of greenhouse gas emissions from the transportation sector and the requirement to house all sectors of the population in the region, strengthen the link between transportation and land use planning, funding and implementation. During the same period that these legislative mandates have been implemented, redevelopment funding has disappeared and other funding mechanisms have not been created to adequately fund infrastructure to effectively link transportation, housing and jobs.

Alameda CTC supports efforts that encourage, fund and provide incentives and/or reduce barriers to integrating transportation, housing and jobs development around transportation centers or corridors.

Reduce Barriers to the Implementation of Transportation and Land Use Investments

- Support legislation that increases the flexibility and reduces both technical and funding barriers to implementation of transportation investments that support the linkage between transportation, housing and jobs.
- Support local flexibility and decision-making on land use components of transit oriented development (TOD) or priority development area (PDA) investments.
- Support legislation that increases opportunities to fund TODs or PDAs with the use of tax increment financing, benefit assessment districts, or other innovative financing that specifically supports implementation of TODs and PDAs for transportation, housing, utilities, enforcement and other resources needed to support TODs and PDAs that will be effective in helping to increase mobility, expand job opportunities and reduce greenhouse gas emissions.

All people rely on transportation to meet some basic needs, whether that is delivery of food, goods, or simply movement from one place to another. Transportation systems must serve all of society to meet the mobility needs of youth, seniors, disabled, working people, and people at all income levels in our communities with a variety of transportation modes. Creating a balanced system with multiple transportation options expands access for all transportation users.

Expand Multi-Modal Systems and Flexibility

- Support policies that ensure multi-modal transportation systems that provide multiple choices for transportation users, including disabled access, walking, biking, transit, motorists, and the delivery of goods and services.
- Support policies that provide increased flexibility for transportation service delivery that can address the varying needs of commuters, youth, seniors, disabled and low income people through innovative and flexible programs such as senior and commuter shuttles, travel training, volunteer transportation support services, transit pass programs, and flexible service delivery to meet high volume travel periods.

- Support policies to increase the flexibility to implement transportation projects and programs that address climate change, senior population increases, and transit maintenance and security, and that do not create unfunded mandates, or dramatically increase the costs for delivery of transportation services and projects.
- Support efforts that invest in transportation to serve transit-dependent communities that provide enhanced access to goods, services, jobs and education.
- Support parity in pre-tax fringe benefits for public transit and vanpooling that are allowed for parking.

Climate Change

The enactment of AB32 and SB 375 to reduce the State's greenhouse emissions, link transportation and housing and to create a funding stream to pay for projects and programs that reduce GHG emissions (the State's cap-and-trade program) affect how transportation planning, funding and delivery are done in Alameda County and throughout the State. AB 1532 and its companion bill SB 535, both of which were signed by Governor Brown in late September 2012, define how cap-and-trade funds may be spent, including on transportation, and require that 25% of revenues be spent on disadvantaged communities. Alameda CTC's long-range countywide transportation plan and its 2012 Transportation Expenditure Plan both support the SB 375 mandates and the region's Sustainable Communities Strategy that is still under development and anticipated to be adopted in spring 2013.

- Support climate change legislation that provides funding for innovative infrastructure (i.e. hydrogen fuel cell vehicles, hydrogen fueling stations, electric charging stations, etc.), operations and programs that relieve congestion, improve air quality, reduce GHG emissions, support economic development, and support the planning and implementation efforts associated with this work.
- Support Alameda CTC's engagement in the development of the statewide cap-and-trade expenditure plan that is required to be developed by May 2013, and advocacy for increased transportation funding statewide and in Alameda County.
- Support climate change legislation that expands transit services and supports safe, efficient and clear connections to transit services, including walking and biking infrastructure and programs.
- To achieve necessary increases in public transit ridership to address GHG emissions from the transportation sources, support legislation that augments transit funding and does not replace it, does not create unfunded mandates, and has well thought out planning and implementation efforts.
- Support legislation and policies that support emerging technologies offering incentives for alternative fuels and fueling technology, as well as research for transportation opportunities to reduce GHG emissions.

Partnerships

In the coming year, Alameda CTC seeks to expand its partnerships at the local, regional, state and federal levels for policy development, planning, funding and project and programs delivery opportunities. Already, the Alameda CTC has hosted a countywide forum on legislative issues for

cities, transit and business partners, and the County to discuss legislative platforms in Alameda County, share information and begin to create a stronger, more unified “voice” for conveying transportation needs in Alameda County at the regional, state and federal levels. Alameda CTC will host quarterly Alameda County legislative forums to enhance our local partnerships in the County. Alameda CTC is participating in a similar approach at the regional level in partnership with the Bay Area Congestion Management Agencies and MTC, as well as at the state level with the Self-Help Counties Coalition. Alameda CTC views these efforts as essential to having more impact at the policy and planning levels that can translate into more effective project and program delivery.

In addition, Alameda CTC would like to partner on many multi-county transportation efforts, such as transit planning, freight corridor planning, express lane implementation and other types of transportation projects or programs that need to be implemented in more than one county to provide a system of transportation infrastructure or services for the traveling public, and that can be developed so that the region is ready to receive federal, state or other grants as they become available. Finally, Alameda CTC supports efforts that expand job opportunities for contracting with local and small businesses in the delivery of transportation projects and programs.

- Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional problems.
- Support legislation and policies that promote governmental efficiencies and cost savings.
- Support legislation that improves the ability of the Commission and its partners to deliver, enhance or augment Alameda CTC projects and programs that affect bordering counties or that invest in regional transportation networks.
- Support efforts to maintain and expand local, women, minority and small business participation in state and local contracting procedures.

This page intentionally left blank

Potential Transportation Impacts from Various Budget and Deficit Reduction Proposals

BACKGROUND

MAP-21 authorizes highway and mass transit programs through September 30, 2014, and extends the gas tax through September 30, 2016. MAP-21 also authorizes \$10.6 billion in FY13 and \$10.7 billion in FY14 for Mass Transit. Funding authorized from the Mass Transit Account of the Highway Trust Fund amounts to \$8.478 billion in FY13 and \$8.595 billion in FY14, with \$2.1 billion authorized from the General Fund in each fiscal year, in order to provide level funding plus inflation for the life of MAP-21.*

Sequestration is set to go into effect on January 2, 2013 unless Congress passes legislation to prevent it. Congress will likely look to components of several alternative policies proposed over the past several years including the President's FY13 Budget, which would involve a mix of spending cuts and new revenue; the Simpson Bowles Commission Recommendations from 2010, which also includes new revenue; and the House Republican Sequester Replacement Reconciliation Act of 2012, an alternative that

only includes cuts. As negotiations to replace or modify sequestration proceed it is important to note that all programs, even those specifically exempt from BCA sequestration, could ultimately end up on the negotiating table.

The chart below outlines potential transportation impacts from recent proposals that have been suggested as alternatives to sequestration.

Proposal	Gas Tax/Trust Fund Impact	Discretionary Spending	Transfers to Highway Fund	Treatment of Investment	Transit Benefit
FY13 Proposed Obama Budget	Maintains current gas tax receipts and provides additional resources through savings from ending war in Iraq and winding down operations in Afghanistan.	Proposed a six-year surface transportation plan totaling \$476 billion, a significant increase for all programs.	No specific proposal, but would use funds saved by ending combat operations in Iraq and Afghanistan.	Calls for limiting exclusion of tax exempt interest on municipal bonds to fewer people; and would reinstate and making permanent the Build America Bonds program	No provision.
FY13 House-Passed Ryan Budget	No additional spending. Maintains current gas tax receipts.	Reduces federal transportation spending by over 30% by returning to 2008 level outlays, affecting TIGER, New Starts and other discretionary programs.	No provision addressing General Fund transfer.	Exclusion of interest on state and local government qualified private activity bonds.	Eliminate employer provided transit benefit.
Simpson-Bowles Budget	Proposes a 15-cent per gallon increase in the gas tax. Once fully implemented, the tax would generate an additional \$24-\$27 billion per year, limits spending to match the revenue the Highway Trust Fund collects each year.	Discretionary programs such as New Starts and TIGER would be cut. Calls for discretionary spending caps in both security and non-security programs (much like Budget Control Act). Also calls for \$50 billion in immediate discretionary cuts.	No provision addressing General Fund transfer.	Interest would be taxed as income on state and municipal bonds.	Although not explicitly mentioned, the tax benefit would likely be eliminated with other current benefits.
Sequestration	No increase in gas tax. Highway Trust Fund is exempt.	Discretionary programs such as New Starts and TIGER would be cut by 8.2%. OMB estimates New Starts would be cut by \$156 million and TIGER would be reduced by \$44 million.	The \$188 billion in General Fund transfer to the Highway Trust Fund resulting from the enactment of MAP-21 would be cut by 7.6%. These potential cuts to the General Fund transfer amount to approximately \$471 million.	Sequestration would apply a 7.6% cut to "Direct Pay Subsidies" for interest on Build America Bonds.	No provision.

* During Senate Finance Committee mark up of MAP-21, Senator Michael Enzi (R-WY) offered an amendment that would index the gas tax to inflation. Although he withdrew the amendment, we believe this is significant as it shows some in Congress are willing to increase the gas tax and this increase could be part of a larger tax reform package.

This page intentionally left blank

State Route (SR) 239 is defined in state statute as a corridor “from Route 580 west of Tracy to Route 4 near Brentwood,” and in federal earmark language as “from State Route 5 in Brentwood area to I-205 in Tracy area.” The precise location of any constructed facility within the corridor is yet-to-be determined, pending completion of a major study effort initiated by Contra Costa County in 2009.

Contra Costa County is the recipient of two federal appropriations through SAFETEA-LU totaling \$14 million for studies and construction of State Route 239. The County plans to use approximately \$3.6 million of this amount for the Corridor Study. The use of the remaining \$10+ million will be determined as part of the study.

In 2010, Contra Costa County released a Request for Qualifications/Request for Proposal (RFQ/RFP). That process led to the selection of Parsons Transportation Group, Inc. (Parsons) as the most qualified consultant team to conduct the study. Following an extensive negotiation process, the County entered into a consulting services agreement with Parsons on May 10, 2011. The County issued Notice to Proceed to Parsons on June 8, 2011.

Parsons is currently working on the early phases of corridor planning for Route 239. This includes developing the public participation program, formulation of stakeholder groups and committees, and visioning.

Due to staffing and resource constraints, the County wishes to transfer the Parsons consultant agreement over to the Contra Costa Transportation Authority, and have Authority staff take over the role of consultant manager. The Authority is well situated to manage the effort. As a key stakeholder, the County would continue to be involved with all technical and policy aspects of the study.

THE PARSONS CONSULTANT TEAM

The consultant team is comprised of Parsons Transportation Group, Inc. as the prime consultant, with Steve Morton as the Project Manager providing day-to-day contact with the Authority. He is leading the overall direction of the Parsons Team and is responsible for project delivery. Subconsultants include:

- **Wilbur Smith Associates** to provide travel demand forecast modeling, tolling and revenue studies, and freight and goods movement analysis

State Route (SR) 239 Planning Study

- **Smith, Watts & Company** for project implementation strategies, funding options, and advocacy assistance
- **Design, Community & Environment, Inc.** to assess land use alternatives and provide stakeholder outreach/consensus-building
- **Economic & Planning Systems** for the economic evaluation of SR 239 project alternatives
- **Fehr & Peers Associates** for operations analysis, localized traffic work, and SB 375 expertise
- **Godbe Research** for public opinion polling
- **ICF International (formerly Jones & Stokes)** for environmental analysis of alternatives and habitat conservation plan coordination
- **CirclePoint** for outreach facilitation, materials creation, website development, and social media
- **Judith Buehe Communications** for specific stakeholder outreach in San Joaquin County
- **CH2M Hill** for specialized expertise in context sensitive solutions
- **ENGEO** for geotechnical expertise
- **Kjeldsen, Sinnock, & Neudeck** for roadway engineering
- **WRECO** for hydrology/hydraulics
- **Beder Rosenthal, Inc.** for right-of-way requirements

Scope of Services

Before construction can begin, planners and engineers must undertake an extensive three phase planning effort: 1) Planning, 2) Project Approval/Environmental Document; and 3) Project Development. The scope of services for the existing contract with Parsons is limited to Phase 1 – Planning. The Planning phase includes stakeholder identification and outreach, developing an interagency structure for the consensus-building process, extensive background research, technical analysis, development of various alternatives, production of a Feasibility Study that will examine those alternatives and result in consensus on a preferred alignment for SR 239, and the development of a Project Study Report (PSR) based on the preferred alignment identified in the Feasibility Study.

State Route (SR) 239 Planning Study

Schedule

The Phase 1 schedule allows approximately two years for the completion.

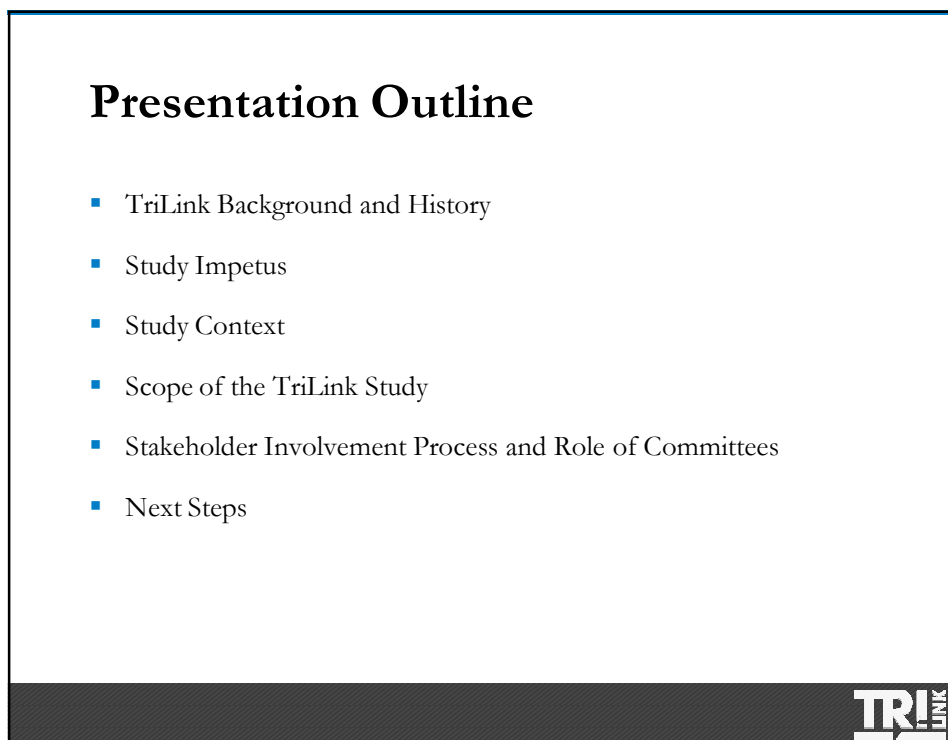
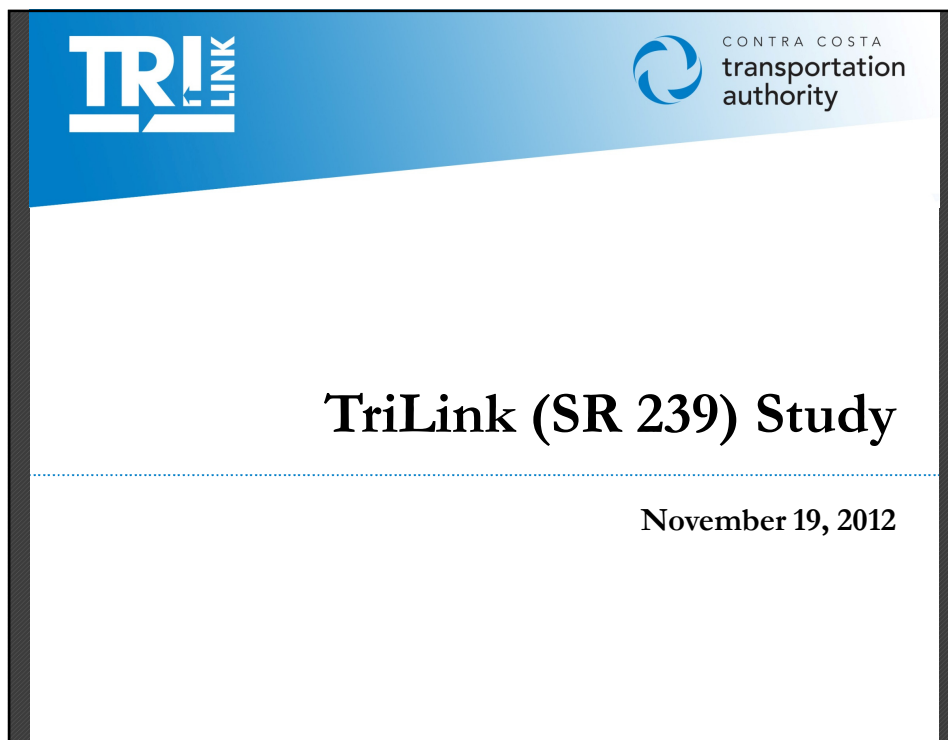
Task	Description	Months from Start (January 2012)
1	Refining the scope and performing stakeholder interviews	2
2	Conduct Feasibility Study	18
3	Prepare Project Study Report	24

Cost

The cost of Phase 1 is estimated at \$2.4 million.

Attachment A: TriLink (SR 239) Study Presentation

This page intentionally left blank





TriLink Background and History

- Legislatively-designated but unconstructed.
- Multimodal link from SR 4 near Brentwood to I-205 west of Tracy.
- Route has not been adopted by the California Transportation Commission (CTC).
- Contra Costa County awarded \$14 million for initial planning under SAFETEA-LU in 2005.
- Project administration transferred to CCTA in January 2012.



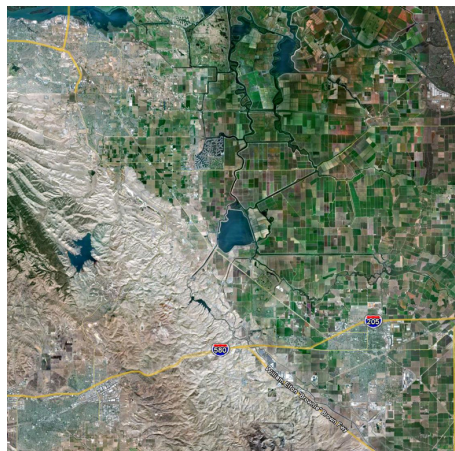
- Regional Connectivity
- Job Growth
- Goods Movement
- Congestion Relief
- Emergency Access and Safety



Study Impetus

Study Impetus – Regional Connectivity

- East County cul-de-sac
- Further connections east and south are lacking
- Constraints limit improvements on SR-4



Study Impetus – Job Growth

- Existing land use designations support job growth north of the corridor, in Mountain House, and in Tracy
- Tri-County Region can offer cheaper land values and congestion relief for central Bay Area businesses
- Improved jobs-housing balance depends on job growth
- TriLink connection to Central Valley would facilitate job growth



Study Impetus – Goods Movement

- Truck traffic on Byron Highway currently accounts for 25% of trips
- TriLink would create a direct goods movement connection from I-5 to east Contra Costa County
- Would constitute a “third route” to the Bay Area (with I-580, SR-152)



Study Impetus – Congestion Relief

- Altamont Corridor in need of increased capacity
- Multiple studies identify need to address congestion on I-580 and other roadways connecting the Bay Area with Stockton and Modesto
- MTC anticipates system-wide increase in truck traffic



TRI
LINK

Study Impetus – Emergency Access and Safety

- Emergency evacuation capacity in the event of natural disaster or terrorist attack
- Reverse access to bring supplies into East County
- Opportunity to improve roadway safety



TRI
LINK

- Open space and agricultural land
- Undefined funding
- Implementing agency
- Disparate needs and concerns



Study Context

Study Context – Open Space

- Much of the study corridor is:
 - Prime agricultural land
 - Outside urban limit lines
 - Valuable habitat and open space
- Any corridor improvements must be sensitive to these considerations and limit growth to designated areas.



Study Context – Funding

- Currently no committed funding sources beyond the existing SAFETEA-LU grant
- Future potential for State and federal funding is limited
- Potential funding options to be studied:
 - Tolling
 - Measure J reauthorization
 - Local or regional development fees
 - Specialized State and federal grants



Study Context – Implementing Agency

- Study corridor runs through three counties and two Caltrans districts
- Who will build, operate and maintain?
- Potential solutions:
 - Separately administered facilities within each jurisdiction
 - Joint Powers Authority
 - Public Private Partnership
 - Alternative Project Delivery



Study Context – Disparate Needs and Concerns

- Plan for both mobility and preservation
- Support planned development while avoiding growth inducement
- Consider a range of facility types
- Provide a range of modes



- Study Phases
- Study Corridors
- Preliminary Financial Feasibility Study
- Upcoming Studies



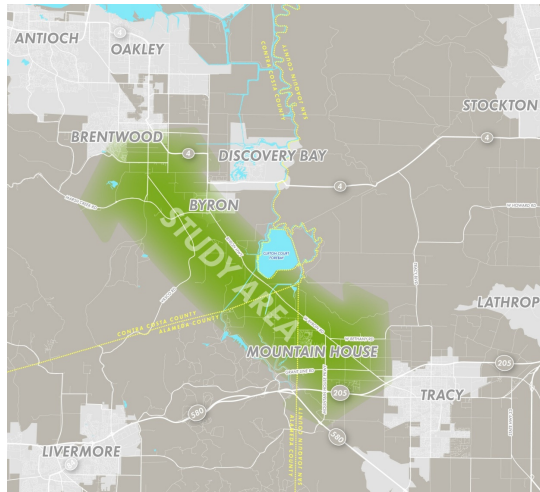
TriLink Study Scope

TriLink Scope – Planning Phase Scope of Work

- Visioning
 - Facility Function
 - Facility Type
- Feasibility
 - Cost
 - Schedule
 - Implementation
- Project Study Report or equivalent



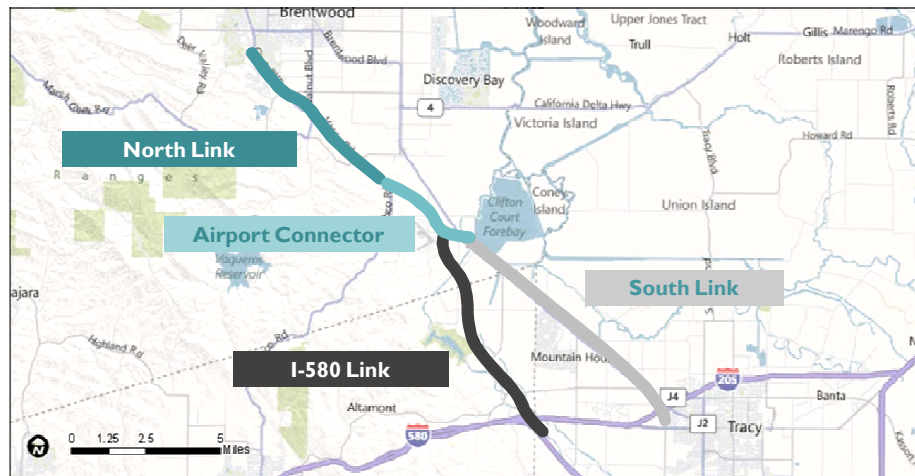
TriLink Scope – Study Area



TriLink will explore the feasibility of multi-modal transportation improvements that could be constructed over the next 10 to 40 years.



TriLink Scope – Refined Study Corridors



TriLink Scope – Upcoming Studies

- Develop multi-county traffic model and forecast travel demand
- Analyze land use plans and forecast development
- Perform engineering analyses: cost/schedule estimates, type-selection, design criteria, operations feasibility
- Analysis of greenhouse gas (GHG) emissions and sustainability
- Funding and governance plan

- Project Partners
- Committee Structure
- TAC Role



Stakeholder Involvement Process

Stakeholder Involvement Process – Project Partners

Counties:

- Alameda
- Contra Costa
- San Joaquin

Cities and Communities:

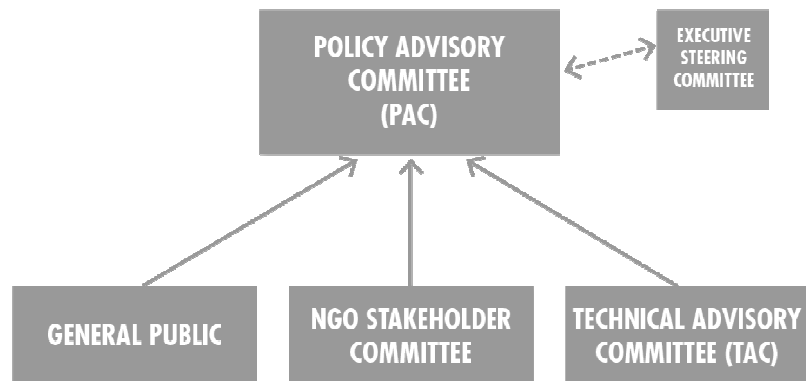
- City of Brentwood
- City of Livermore
- City of Oakley
- City of Tracy
- Byron MAC
- Discovery Bay CSD
- Mountain House CSD

Public Agencies:

- Alameda CTC
- BART
- Caltrans
- CCTA
- SJCOG
- TRANSPLAN
- TVTC



Stakeholder Involvement Process – Committee Structure



Questions / Comments



Memorandum

DATE: November 6, 2012

TO: Planning, Policy and Legislation Committee

FROM: Beth Walukas, Deputy Director of Planning
Kara Vuicich, Senior Transportation Planner

SUBJECT: **Approval of Issuance of a Request for Qualifications (RFQ) for a Sustainable Communities Technical Assistance Program (SC-TAP)**

Recommendation

It is recommended that the Commission authorize staff to issue a Request for Qualifications (RFQ) and proceed with the selection of qualified consultants to provide a range of services related to the Sustainable Communities Technical Assistance Program (SC-TAP). In January 2013, staff will seek Commission approval on the SC-TAP program guidelines and budget. Staff will also seek authorization to execute contracts with the consultants selected as a result of the RFQ process in accordance with the approved SC-TAP program guidelines and budget.

Summary

Alameda CTC is creating an expanded technical assistance program to support a wide range of planning and project development activities in Alameda County's Priority Development Areas (PDAs) and Growth Opportunity Areas (GOAs) as well as to provide bicycle and pedestrian planning and engineering technical support either within or outside PDAs and GOAs and to support the implementation of complete streets in Alameda County. Staff currently is seeking feedback on a draft scope of work for a Request for Qualifications (RFQ) for the technical assistance program and will issue the RFQ in December 2012 following Alameda CTC Commission approval. In January 2012, staff will present the draft technical assistance program in more detail along with potential program funding amounts and sources.

Discussion

The main objectives of the Sustainable Communities Technical Assistance Program (SC-TAP) are to:

- Provide technical and resource assistance to project sponsors to facilitate planning and project development activities for TODs, Priority Development Areas (PDAs) and Growth Opportunity Areas (GOAs); and
- Provide technical, resource, and design and engineering assistance and expertise for complex and/or innovative bicycle and pedestrian projects (focused on resolving small-scale bicycle and pedestrian safety, access, and convenience issues) and to implement complete streets in Alameda County.

Depending on the SC-TAP project, the selected consulting firms will work with the Alameda CTC, jurisdictions and/or transit operators to provide study or planning assistance. The SC-TAP assistance could include technical, engineering or education and outreach expertise to project sponsors. The SC-TAP program may also provide expert consulting staff to work in-house at a jurisdiction or agency for a fixed amount of time in order to complete a specific planning, environmental review or project development task. The SC-TAP Program is part of a county and region-wide effort to advance development in the vicinity of transit hubs, promote walking, bicycling and transit use, and ultimately to reduce traffic congestion and greenhouse gas emissions, and improve air quality.

Draft Scope of Work for SC-TAP RFQ

Part A: Technical and Resource Assistance for Projects Related to TODs, PDAs and GOAs

The services to be performed by the selected consultant teams shall be developed with the Alameda CTC, jurisdictions and project sponsors to address technical issues and outreach needs at TODs, PDAs or GOAs. Consultants may also be required to provide expert staff to work in-house at a jurisdiction or agency for a fixed amount of time in order to complete a specific planning, environmental review or project development task. These needs may include but are not limited to multimodal access, design, parking, infrastructure, developing mitigation strategies for air emissions, addressing potential sea level rise, outreach and education, and economic analyses. Potential activities related to SC-TAP studies and plans for TODs, PDAs and GOAs include the following:

1. Prepare or provide assistance preparing planning documents (specific plans, area plans, general plan amendments, etc.) and associated technical studies;
2. Develop design guidelines for residential, commercial and mixed-use development;
3. Study multimodal access needs, such as transit, bike, walk, automobile and goods movement, and develop design solutions;
4. Develop streetscape design plans, including wayfinding, landscaping, street furniture, etc.;
5. Develop alternative parking solutions to meet multiple needs and facilitate infill development;
6. Prepare and/or advise on zoning code amendments related to development in TODs, PDAs and GOAs;
7. Prepare and conduct community outreach and education regarding TODs, PDAs, and GOAs;
8. Develop a Community Risk Reduction Plan that uses Bay Area Air Quality Management District guidelines to address air pollutant emissions;
9. Develop Adaptive Management plans or Risk Assessments that assess and identify ways to address potential sea level rise to protect TODs, PDAs and GOAs per San Francisco Bay Area Conservation and Development Commission (BCDC) guidelines;
10. Develop creative design solutions to address storm water or sewer needs at TOD sites, including green infrastructure and low-impact development approaches;
11. Perform economic analyses for various topics related to development in TODs, PDAs and GOAs, including but not limited to development feasibility and market analyses, financing strategies for infrastructure capital and maintenance costs, and construction and maintenance of affordable housing;
12. Complete CEQA/NEPA review activities, including the preparation of required CEQA/NEPA documents and technical studies; and
13. Others, as needed.

Part B: Technical Assistance for Bicycle and Pedestrian Facility Design and Engineering and Complete Streets Implementation

Consultant teams selected to provide technical assistance with bicycle and pedestrian facility design and engineering will work with the Alameda CTC and project sponsors to develop individual projects scopes. Tasks may include developing preliminary and conceptual designs and conducting feasibility studies. Final work products must be accepted by the public agency project sponsor who will be responsible for construction of any recommended improvements.

As part of the project wrap-up, the consultant may be required to develop and provide to Alameda CTC a “best practices” design guide and simple fact sheet to be shared with other local jurisdictions on the Alameda CTC website, as a way to share knowledge and experience and help build a local best practices resource for Alameda County jurisdictions. The consultant and the local agency may also be required to make a short presentation to the Ped/Bike Working Group on the design challenge addressed and the solution developed.

Technical assistance is also available for jurisdictions in developing and implementing complete streets within their local jurisdiction. These tasks may include assistance in the development of internal agency policy development and communications for complete streets implementation, technical assistance for developing performance measures for complete streets, or technical assistance with development of local design standards, or other technical assistance to facilitate the implementation of complete streets.

Examples of the types of consulting assistance needed include:

1. Preliminary design and engineering support/expertise for innovative designs. For bike projects, this likely would include expertise on new bikeway designs (such as those in the NACTO Urban Bikeway Design Guide (<http://nacto.org/cities-for-cycling/design-guide/>), like cycle tracks, bike boxes, and bike boulevard treatments;
2. Complete preliminary engineering and/or plans, specifications and estimates for simpler or smaller scale bicycle and pedestrian projects;
3. Design expertise on bike and/or pedestrian improvements for complex intersections or roadway crossings;
4. Design expertise on making room for bicyclists and pedestrians within limited rights-of-way (especially at intersections);
5. Design expertise on making interchanges safer and more convenient for bikes and pedestrians;
6. Design expertise on accommodating bicycle and transit facilities within the same right-of-way;
7. Design expertise on the intersection of trails and roadways;
8. Bike parking recommendations for transit stops/stations where rights-of-way are limited;
9. Assistance with setting up and meeting federal and state experimentation process requirements, in order to test innovative facility designs; and
10. Assistance with complete streets implementation, design standards, exception processes, and communications

Next Steps

The next steps in the SC-TAP RFQ and program development process are as follows:

- Release the RFQ and create a consultant resource list, December 2012 -February 2013

- Develop and seek Commission approval on the SC-TAP program guidelines and schedule for the selection of projects, size of the grant awards, and other program details in January 2013
- Work with the jurisdictions, BART and AC Transit to identify project and resource needs and award funds in Spring 2013

Fiscal Impacts

There are no fiscal impacts at this time. The budget and fund sources for the Sustainable Communities Technical Assistance Program, along with detailed program guidelines, will be brought to the Commission for approval in January 2013.



Memorandum

DATE: November 6, 2012

TO: Planning, Policy and Legislation Committee

FROM: Beth Walukas, Deputy Director of Planning
Kara Vuicich, Senior Transportation Planner
Matthew Bomberg, Assistant Transportation Planner
Cathleen Sullivan, Planning Support

SUBJECT: Review of Draft Priority Development Area (PDA) Readiness Classification

Recommendation

This item is for information only. No action is requested. Jurisdictions are being requested to review and make any updates to the status of PDA planning efforts as well as any other PDA inventory information by November 13, 2012. This information will be incorporated into the draft PDA readiness classification prior to the Planning, Policy and Legislation Committee meeting on November 19, 2012 and redistributed at the meeting.

Summary

MTC's One Bay Area Grant (OBAG) program requires that, in large counties such as Alameda County, 70% of OBAG funds be programmed to transportation projects that support PDAs. Approximately \$38.7 million (of the \$63 million OBAG total for Alameda County) will be available for PDA-supportive transportation investments over the four-year funding cycle.

The OBAG program requires that planning and capital investment support for PDAs be demonstrated so that PDAs can complete planning, regulatory and infrastructure improvements that will facilitate future housing and job growth in these areas. By May 1, 2013, Alameda CTC must adopt and submit a PDA Investment and Growth Strategy that provides an approach to PDA planning and investment for both current and future funding cycles. A key component of the Investment and Growth Strategy is a PDA Strategic Plan that describes how the Alameda CTC will prioritize capital transportation investments for this funding cycle and prepare developing PDAs for future capital investments. (See Attachment A for an outline of the complete PDA Investment and Growth Strategy).

For the current four-year funding cycle, the Alameda CTC proposes to allocate transportation capital funds for PDA-supportive transportation investments to those PDAs that have completed planning and other regulatory activities necessary to facilitate PDA development and that have active development markets. Additional funds are anticipated to be available for technical assistance related to a broad range of planning and project development activities for PDAs that have not yet completed planning, zoning or other regulatory updates necessary to facilitate development in PDAs and in which housing and job growth is more likely to occur in the longer term.

This memo presents the draft PDA readiness classification to identify PDAs that should be prioritized for this cycle of OBAG funds for PDA-supportive transportation investments. The PDA readiness classification will be incorporated into the PDA Strategic Plan and the overall PDA Investment and Growth Strategy, a draft of which will be presented to the Commission in February 2013.

The draft PDA readiness criteria adopted by the Commission in October 2012 have been refined based on comments from Commission and ACTAC members, and as a result of their application in classifying the PDAs. Breakpoints were identified and used to determine whether or not a PDA has a more active development market, and the planning screen was refined to more accurately reflect whether or not a PDA had completed necessary planning and regulatory activities to facilitate future development. It was determined that three specific criteria (as opposed to simply three out of five planning screen criteria) must be met in order for a PDA to be classified as active. These include:

- A detailed plan for the entire PDA (i.e., a specific plan, area plan, master plan, redevelopment plan, or more detailed section of the general plan) that has been adopted by the city council or board of supervisors;
- Necessary zoning and general plan updates so that all planning documents and development regulations are consistent; and
- Necessary CEQA review and, ideally, a programmatic or master EIR that may facilitate environmental review for subsequent development projects.

Discussion

The current OBAG funding cycle provides a relatively low level of funding and a short time horizon in which to obligate funds. Additionally, one of the key objectives of the newly created OBAG program is to make strategic transportation investments that support the region's land use strategy of locating future growth and development in PDAs. Consequently, the Alameda CTC's strategy for this four-year funding cycle is to use the OBAG program to invest in PDAs with a mature real estate market and completed advance planning activities. In these PDAs, transportation projects are most likely to support occupancy of recently completed development projects and serve as a "tipping point" for additional development, thereby demonstrating success in using transportation investment to leverage targeted land use development. Additionally, it is more likely that the phasing of development and infrastructure investments has been determined in these PDAs which minimizes the possibility that transportation improvements might later need to be demolished or altered to accommodate new development.

Requiring a PDA to have Active status as a screen for Cycle 2 OBAG funding eligibility supports the policy objective of concentrating short-term transportation capital funds in those PDAs that are most likely to benefit (in terms of supporting near-term, transit-oriented growth and development) from transportation investments within the next four years. It also recognizes that there is a limited amount of OBAG funding available (\$38.7 million) in a relatively short funding cycle, and that projects must be ready to begin construction by January 2017. It is important to note that other capital funds which may become available in the near-term (either from the passage of Measure B1 or from other regional sources) would *not* be restricted to Active PDAs. These funds could be used to support capital investments and planning in PDAs with less active development markets.

The PDA Strategic Plan will provide a long-term road map for moving other PDAs forward in terms of “readiness” for transportation investments in future funding cycles. Additionally, Alameda CTC staff currently is creating an expanded technical assistance program to support a wide range of planning and project development activities in PDAs as well as to provide bicycle and pedestrian planning and engineering and complete streets technical support either within or outside PDAs. Staff currently is seeking approval to release a Request for Qualifications (RFQ) for an expanded technical assistance program and anticipates issuing the RFQ in December. In January, staff will present the draft technical assistance program to the Committee in more detail along with potential project funding amounts.

PDA Selection Criteria and Classification

In October 2012, the Commission approved the PDA readiness categories and criteria. These have been refined based on comments from Commission and ACTAC members, and as a result of their application in classifying the PDAs. Breakpoints were identified and used to determine whether or not a PDA has a more active development market, and the planning screen was refined to more accurately reflect whether or not a PDA had completed the necessary planning and regulatory activities to facilitate future development. It was determined that three specific criteria (as opposed to simply three out of five planning screen criteria) must be met in order for a PDA to be classified as active. The refined PDA readiness categories and criteria are shown in Attachment B.

The readiness criteria were designed to identify PDAs where transportation investments will build on existing development activity. In general, PDAs for which planning activities have been completed and in which both residential and commercial development has occurred and is in the pipeline are most likely to generate additional development activity as the result of transportation investments within the next four years. The three PDA readiness classifications are summarized below:

- **Active PDAs** have completed necessary planning and regulatory updates to facilitate future housing and/or job growth and have a recent history of development activity as well as development activity currently underway. OBAG funds will play a pivotal role in continuing the development momentum in these PDAs.
- **Near-Active PDAs** either have not yet completed planning and regulatory updates, or have seen less development activity to date than active PDAs. Near-Active PDAs whose planning activities are in progress may need support to complete particular planning or technical studies, environmental review and/or zoning updates. For near-active PDAs with completed planning but less development activity, OBAG transportation capital funds potentially could be used as a catalyst to spur interest from the private sector. A public investment in one of these PDAs could signal to the private market that the area is ready for development. In these cases, use of public funds must be carefully evaluated to ensure that these public funds are leveraging new private investments and not merely replacing already committed private funds.
- **PDAs In Need of Planning Support** have just begun or have not yet started the necessary planning and regulatory updates to facilitate future housing and job growth. These PDAs would be identified to receive additional resources for planning and preparation while the development market matures, especially if they play an important role in supporting regional goals for infill development or are otherwise a high priority in the County.

Planning Screens

For a PDA to be considered active, its sponsoring jurisdiction must have completed the following:

- A detailed plan for the entire PDA (i.e., a specific plan, area plan, master plan, redevelopment plan, or more detailed section of the general plan) that has been adopted by the city council or board of supervisors;
- Necessary zoning and general plan updates so that all planning documents and development regulations are consistent; and
- Necessary CEQA review and, ideally, a programmatic or master EIR that may facilitate environmental review for subsequent development projects.

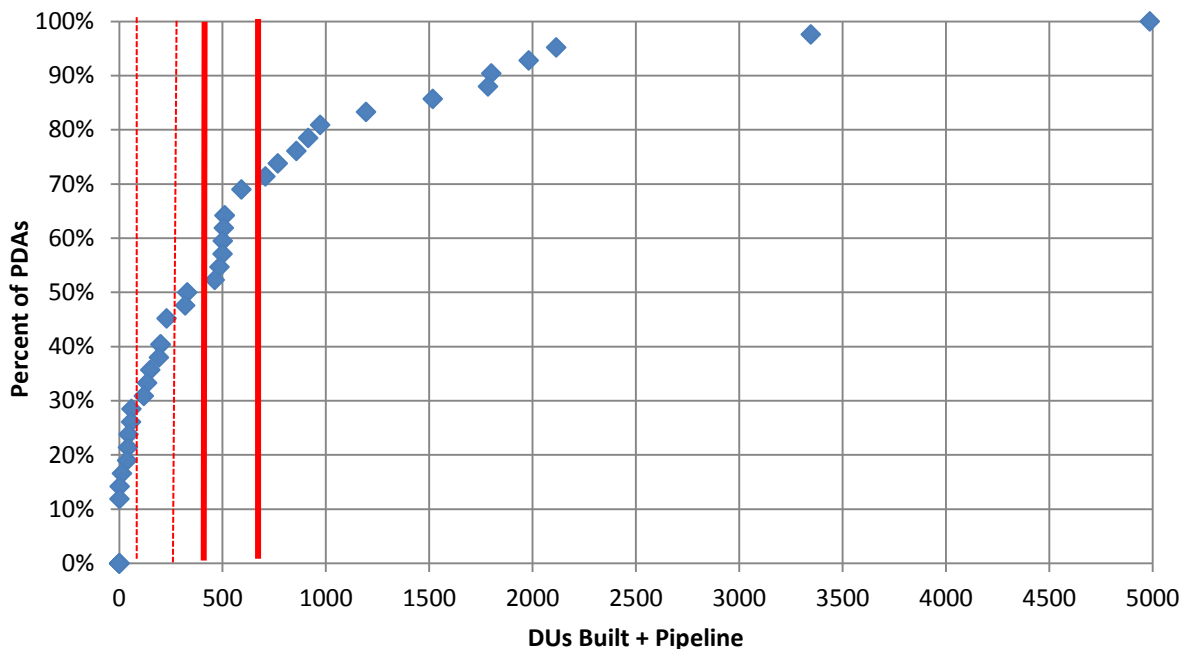
Near-active PDAs may have begun but not yet completed planning, environmental and regulatory activities needed to facilitate development within them. PDAs that are in need of planning support have not yet initiated a more detailed planning process focused on accommodating additional growth and development.

Development Screens

The breakpoints for determining whether or not a PDA has an active development market are based on the natural breakpoints in the development data collected for all PDAs in Alameda County, and are illustrated by the red lines in Figure 1, which shows the distribution of PDAs according to the number of dwelling units (DUs) that have been built since 2007 or are in the pipeline (entitled, have building permits, or have completed environmental review). The break points fall at 700, 450, 300 and 100 units.

PDAs in the 70th percentile and above have 700 or more dwelling units built or in the pipeline; PDAs between the 50th and 70th percentiles have between 450 and 700 dwelling units either built or in the pipeline. Additional break points occur at 300 and 100 units built or in the pipeline. Approximately half of all PDAs have less than 300 units built or in the pipeline, and 30% have 100 or fewer units built or in the pipeline.

Figure 1: Breakpoints for Dwelling Unit Data



Note: Specific data for each PDA are shown in Figure 2.

Based on the Commission's direction to focus this funding cycle's transportation capital investments in a smaller number of PDAs (in order to increase the likelihood of successfully linking transportation investments and land use development), development screens were set at the higher thresholds shown in Figure 1. These screening criteria also reflect the Commission's desire that PDA classification consider commercial as well as residential development. For a PDA to have an active development market, 100 or more units must have been constructed since 2007 (including units that are currently under construction and will be complete by June 2013), 700 or more units must be built and/or in the pipeline (entitled or possessing a building permit), and some commercial development must have either been built since 2007 or is in the pipeline. Near-active PDAs have 450 units built or in the pipeline and have some commercial development either built since 2007 or in the pipeline.

PDA Readiness Classification

Figure 2 presents the classification of the PDAs based on the planning and development screens adopted by the Commission in October 2012. Overall, five PDAs were identified as active, 12 as near-active, and 26 as needing planning support or having low or no development activity. The classification of PDAs will be revised once development and planning screen data has been finalized, and in consideration of Committee review and input.

Attachment C presents the inventory data used in the readiness classification of the PDAs. Jurisdictions have been requested to review and verify this information no later than November 13, 2012 so that the draft PDA classification can be revised in time for the November 19, 2012 PPLC and December 6, 2012 Commission meetings.

ACTAC Comments

ACTAC reviewed this item at their November 6, 2012 meeting and provided comments. Additional comments from the jurisdictions are being received via email through November 13, 2012. A summary of all comments will be provided at the PPLC meeting on November 19, 2012.

Figure 2: DRAFT PDA Classification by Planning and Development Screen Criteria

PDA	Development Screens					Planning Screens*			Overall Readiness Classification
	# Units Built	# Units Built + Pipeline	Commercial Sq. ft. Built	Commercial Sq. ft. Pipeline	Development Readiness	Planning, Environmental, Regulatory Complete	Planning Readiness		
Oakland: TOD Corridors	533	4,986	87,792	285,750	Active	Yes	Active	Active	
Oakland: Downtown and Jack London Square	2106	3,346	220,820	3,007,885	Active	Yes	Active	Active	
Dublin: Town Center	953	2,114	0	1,565,000	Active	Yes	Active	Active	
Oakland: West Oakland	1019	1,981	72,848	38,500	Active	Yes	Active	Active	
Union City: Intermodal Station District	811	1,784	9,000	43,700	Active	Yes	Active	Active	
Dublin: Transit Center/Dublin Crossing	674	1,800	15,000	1,700,000	Active	In Progress	Near Active	Near Active	
Emeryville: Mixed Use Core	739	1,517	522,780	200,000	Active	In Progress	Near Active	Near Active	
Fremont: Irvington District	447	707	9,200	6,830	Active	In Progress	Near Active	Near Active	
Oakland: MacArthur Transit Village	56	1,194	165,000	1,452,500	Near Active	Yes	Active	Near Active	
Dublin: Downtown Specific Plan Area	0	914	24,580	3,035,000	Near Active	Yes	Active	Near Active	
Oakland: Fruitvale & Dimond Areas	123	591	29,020	15,000	Near Active	Yes	Active	Near Active	
Berkeley: University Avenue	400	510	20,000	5,000	Near Active	Yes	Active	Near Active	
Pleasanton: Hacienda	0	506	680,580	117,700	Near Active	Yes	Active	Near Active	
Oakland: Coliseum BART Station Area	373	501	55,120	5,451	Near Active	Yes	Active	Near Active	
Alameda: Alameda Naval Air Station	200	500	0	140,000	Near Active	In Progress	Near Active	Near Active	
Berkeley: Downtown	240	485	60,000	26,600	Near Active	Yes	Active	Near Active	
Fremont: Centerville	308	462	61,000	58,000	Near Active	In Progress	Near Active	Near Active	
Livermore: Isabel Avenue/BART Station Planning Area	406	972	470,845	190,000	Active	No	NS	NS	
Hayward: The Cannery	427	767	0	4,000	Active	No	NS	NS	
Hayward: South Hayward BART Urban Neighborhood	0	857	0	78,484	Near Active	No	NS	NS	
Livermore: East Side PDA	0	510	67,364	187,537	Near Active	No	NS	NS	
Fremont: City Center	317	329	15,000	115,900	NS	Yes	Active	NS	
Berkeley: San Pablo Avenue	81	319	14,000	33,500	NS	In Progress	Near Active	NS	
Livermore: Downtown	124	229	19,911	7,500	NS	Yes	Active	NS	
Albany: San Pablo Avenue/Solano Avenue Mixed Use Neighborhood	25	200	0	85,000	NS	No	NS	NS	
San Leandro: Downtown TOD	0	200	82,000	0	NS	In Progress	Near Active	NS	
Hayward: Downtown	60	192	78,277	9,158	NS	No	NS	NS	
Berkeley: South Shattuck	0	150	0	23,000	NS	No	NS	NS	

NS=Needs planning support

*Note: Please see Attachment C for further detail on planning documents completed or in progress.

Continued on following page...

DRAFT PDA Classification by Planning and Development Screen Criteria, continued

PDA	Development Screens				Development Readiness	Planning Screens*		Overall Readiness Classification
	# Units Built	# Units Built + Pipeline	Commercial Sq. ft. Built	Commercial Sq. ft. Pipeline		Planning, Environmental, Regulatory Complete	Planning Readiness	
Alameda County: East 14th Street and Mission Boulevard Mixed Use Corridor	135	135	0	0	NS	No	NS	NS
San Leandro: East 14th Street	119	119	0	28,000	NS	No	NS	NS
Alameda County: Castro Valley BART	19	59	2,280	0	NS	No	NS	NS
Oakland: Eastmont Town Center	24	57	0	99,000	NS	Yes	Active	NS
Alameda: Northern Waterfront	45	45	25,000	0	NS	Yes	Active	NS
Berkeley: Adeline Street	0	42	0	1,900	NS	No	NS	NS
Berkeley: Telegraph Avenue	0	38	0	4,000	NS	In Progress	Near Active	NS
Alameda County: Hesperian Boulevard	13	13	0	0	NS	No	NS	NS
Newark: Old Town Mixed Use Area	0	2	0	0	NS	No	NS	NS
Newark: Dumbarton TOD	0	1	0	0	NS	In Progress	Near Active	NS
Alameda County: Meekland Avenue Corridor	0	0	0	0	NS	No	NS	NS
Fremont: South Fremont/Warm Springs	0	0	0	0	NS	No	NS	NS
Hayward: Mission Corridor	0	0	0	75,350	NS	In Progress	Near Active	NS
Hayward: South Hayward BART Station Mixed Use Corridor	0	0	0	1,391	NS	No	NS	NS
San Leandro: Bay Fair BART Transit Village	0	0	0	0	NS	No	NS	NS

NS=Needs planning support

*Note: Please see Attachment C for further detail on planning documents completed or in progress.

Next Steps

Following are the next steps in the development of the PDA Investment and Growth Strategy:

- Release the RFQ for the Sustainable Communities Technical Assistance Program in December 2012 and present draft program details to the Commission in January 2013
- Present the draft PDA classifications along with the Draft PDA Strategic Plan to the Commission for approval in January 2013
- Present the complete Draft PDA Investment and Growth Strategy (including the PDA Strategic Plan) to the Commission in February 2013
- Present the Final Draft PDA Investment and Growth Strategy to the Commission in March 2013
- Present the Final PDA Investment and Growth Strategy to the Commission for adoption and submission to MTC in April 2013

Attachments

- Attachment A: PDA Investment and Growth Strategy Draft Outline
- Attachment B: PDA Readiness Criteria
- Attachment C: PDA Inventory Data Used in Readiness Classification
- Attachment D: Letter to the Commission from Alameda County regarding PDA readiness criteria

This page intentionally left blank

Attachment A: PDA Investment and Growth Strategy Draft Outline

1. Introduction/Overview
 - a. Introduction to OBAG
 - b. What are PDAs?

SIDEBAR: FOCUS Program
SIDEBAR: SB 375 and Sustainable Communities Strategy
 - c. Overview of PDA Growth and Investment Strategy
2. The PDA Inventory: Understanding Alameda County's PDAs
 - a. PDAs: A complex, long-term process
 - i. PDA Development Factors/Challenges
 - b. Overview of PDA Inventory & survey
 - c. Describe Alameda County's PDAs
 - i. Description of PDAs (projected housing units and jobs, map of PDAs in Alameda County, summary charts describing PDAs in Alameda County, etc.)
 - d. Growth Opportunity Areas (GOAs)
 - i. What are GOAs?
 - ii. Describe GOAs in Alameda County
3. PDA Strategic Plan
 - a. Introduction
 - b. Evaluation criteria/factors provided by MTC in Resolution 4035
 - c. PDA Readiness Criteria
 - d. Supporting PDA "readiness"
 - e. Alameda County PDA Classification
4. OBAG Investment Strategy
 - a. List of projects proposed for funding
5. Alameda County Inventory of PCAs
 - a. What are PCAs?
 - b. Describe PCAs in Alameda County
 - c. Criteria for funding
 - d. Eligible projects for funding in PCAs
6. Monitoring
 - a. Describe ongoing strategies to monitor PDA development over time
7. Summary/Next Steps

This page intentionally left blank

Attachment B: PDA Readiness Criteria

Classification	Description	Screens
Active	<ul style="list-style-type: none"> • Completion of planning, environmental and regulatory activities needed to facilitate development • History of development • Strong development activity underway 	<ul style="list-style-type: none"> • Completion of: <ul style="list-style-type: none"> – Detailed planning with council or board approval; – Necessary environmental review; and – Consistent general plan and zoning • At least 3 of 4 development screens <ul style="list-style-type: none"> – Development screens 1 and 2 are mandatory
Near Active	<ul style="list-style-type: none"> • Some planning complete or in progress • Moderate development history • Moderate development activity underway 	<ul style="list-style-type: none"> • Planning and/or regulatory updates are completed or in progress • At least 2 of 4 development screens
Needing Planning Support	<ul style="list-style-type: none"> • Need planning support/ zoning updates • Little to no development activity 	<ul style="list-style-type: none"> • PDA-specific planning not yet initiated • 1 or fewer development screens

Planning Screens

- 1.) General Plan Update
- 2.) Specific Plan/Other Area Plan
- 3.) Redevelopment Plan
- 4.) Zoning Code Amendments
- 5.) Programmatic EIR or completion of required CEQA review

Development Screens

- 1.) 100+ Housing units constructed since 2007
- 2.) 700+ Housing units underway or “in the pipeline” (450+ for Near Active)
- 3.) Any commercial square footage constructed since 2007
- 4.) Any commercial square footage underway or “in the pipeline”

Notes:

- Constructed since 2007 also includes units under construction that are scheduled for completion by or before June 2013.
- Planning screens are based on **completed** documents
- “In the pipeline” means number of units/square feet that have been issued entitlements or building permits, or that have a CEQA document complete
- 3 of 4 Development Screens requirement for Active means Active PDAs must have:
 - Mix of housing and commercial
 - Mix of completed and planned development

This page intentionally left blank

Attachment C: PDA Inventory Data Used in Readiness Classification

Jurisdiction	PDA	Constructed since 2007		Building Permits		Total Pipeline (including Building Permits)	
		DUs	Comm. Sq. Ft.	DUs	Comm. Sq. Ft.	DUs	Comm. Sq. Ft.
Alameda County Unincorporated	Castro Valley BART	19	2,280	40	0	40	0
	East 14th Street and Mission Street	13	0	0	0	0	0
	Hesperian Boulevard	135	0	0	0	0	0
	Meekland Avenue Corridor	0	0	0	0	0	0
City of Alameda	Naval Air Station	200	0	0	0	300	140,000
	Northern Waterfront	45	25,000	0	0	0	0
City of Albany	San Pablo Avenue & Solano Avenue	25	0	0	0	175	85,000
City of Berkeley	Adeline Street	0	0	0	0	42	1,900
	Downtown	240	60,000	15	3,000	245	26,600
	San Pablo Avenue	81	14,000	27	3,500	238	33,500
	South Shattuck	0	0	0	0	150	23,000
	Telegraph Avenue	0	0	38	4,000	38	4,000
	University Avenue	400	20,000	0	0	110	5,000
City of Dublin	Downtown Specific Plan Area	0	24,580	309	0	914	3,035,000
	Town Center	953	0	165	0	1,161	1,565,000
	Transit Center	674	15,000	505	0	1,126	1,700,000
City of Emeryville	Mixed-Use Core	739	522,780	74	0	778	200,000
City of Fremont	Centerville	308	61,000	154	58,000	44	0
	City Center	317	15,000	12	115,900	329	91,000
	Irvington District	447	9,200	228	6,830	260	0
	South Fremont/Warm Springs	0	0	0	0	0	0
City of Hayward	Mission Corridor	0	0	0	2,305	0	75,350
	Downtown	60	78,277	21	7,158	132	9,158
	South Hayward BART (MUC)	0	0	0	0	0	1,391
	South Hayward BART (UN)	0	0	0	0	857	78,484
	The Cannery	427	0	107	0	340	4,000
City of Livermore	Downtown	124	19,911	11	0	105	7,500
	East Side	0	67,364	0	0	510	187,537
	Isabel Avenue/BART Station Planning Area	406	470,845	0	0	566	190,000
City of Newark	Dumbarton Transit Oriented Development	0	0	0	0	1	0
	Old Town Mixed Use Area	0	0	0	0	2	0
City of Oakland	Coliseum BART Station Area	373	55,120	0	0	128	5,451
	Downtown & Jack London Square	2,106	220,820	0	0	1,240	3,007,885
	Eastmont Town Center	24	0	0	72,000	33	99,000
	Fruitvale & Dimond Areas	123	29,020	0	0	468	15,000
	MacArthur Transit Village	56	165,000	0	0	1,138	1,452,500
	Transit Oriented Development Corridors	533	87,792	37	0	4,453	285,750
	West Oakland	1,019	72,848	119	0	962	38,500
City of Pleasanton	Hacienda	0	680,580	0	0	506	117,700
City of San Leandro	Bay Fair BART Transit Village	0	0	0	0	0	0
	Downtown Transit Oriented Development	0	82,000	0	0	200	0
	East 14th Street	119	0	0	0	0	28,000
City of Union City	Intermodal Station District	811	9,000	0	0	973	43,700

Jurisdiction	PDA	Status of Planning Document				
		Detailed Plan for PDA	Redevelopment Plan for PDA	Recent EIR covering PDA plan	Zoning consistent w/ PDA plan	General Plan consistent w/ PDA plan
Alameda County Unincorporated	Castro Valley BART	Yes	Yes	No	Yes	Yes
	East 14th Street and Mission Street	Yes	Yes	No	No	Yes
	Hesperian Boulevard	Yes	Yes	Yes	Yes	No
	Meekland Avenue Corridor	Yes	Yes	Yes	Yes	No
City of Alameda	Naval Air Station	Yes	No	Yes	In Progress	Yes
	Northern Waterfront	Yes	No	Yes	Yes	Yes
City of Albany	San Pablo Avenue & Solano Avenue	No	No	No	No	In Progress
	Adeline Street	Yes	No	No	No	Yes
	Downtown	Yes	No	Yes	Yes	Yes
City of Berkeley	San Pablo Avenue	Yes	No	Yes	In Progress	In Progress
	South Shattuck	Yes	No	No	No	Yes
	Telegraph Avenue	In Progress	No	Yes	Yes	Yes
	University Avenue	Yes	No	Yes	Yes	Yes
City of Dublin	Downtown Specific Plan Area	Yes	No	Yes	Yes	Yes
	Town Center	Yes	No	Yes	Yes	Yes
	Transit Center	Yes	No	In Progress	Yes	In Progress
City of Emeryville	Mixed-Use Core	Yes	Yes	Yes	In Progress	Yes
	Centerville	Yes	Yes	Yes	In Progress	Yes
City of Fremont	City Center	Yes	No	Yes	Yes	Yes
	Irvington District	Yes	Yes	Yes	In Progress	Yes
	South Fremont/Warm Springs	In Progress	No	No	In Progress	Yes
	Mission Corridor	In Progress	Yes	In Progress	In Progress	In Progress
City of Hayward	Downtown	Yes	No	No	No	Yes
	South Hayward BART (MUC)	Yes	No	No	Yes	Yes
	South Hayward BART (UN)	Yes	No	No	Yes	Yes
	The Cannery	Yes	No	No	No	Yes
	Downtown	Yes	Yes	Yes	Yes	Yes
City of Livermore	East Side	Yes	No	No	Yes	Yes
	Isabel Avenue/BART Station Planning Area	In Progress	No	No	No	In Progress
City of Newark	Dumbarton Transit Oriented Development	Yes	Yes	Yes	In Progress	Yes
	Old Town Mixed Use Area	No	No	No	Yes	In Progress
City of Oakland	Coliseum BART Station Area	Yes	Yes	Yes	Yes	Yes
	Downtown & Jack London Square	Yes	Yes	Yes	Yes	Yes
	Eastmont Town Center	Yes	Yes	Yes	Yes	Yes
	Fruitvale & Diamond Areas	Yes	Yes	Yes	Yes	Yes
	MacArthur Transit Village	Yes	Yes	Yes	Yes	Yes
	Transit Oriented Development Corridors	Yes	Yes	Yes	Yes	Yes
	West Oakland	Yes	Yes	Yes	Yes	Yes
City of Pleasanton	Hacienda	Yes	No	Yes	Yes	Yes
City of San Leandro	Bay Fair BART Transit Village	Yes	Yes	No	No	No
	Downtown Transit Oriented Development	Yes	Yes	Yes	In Progress	Yes
	East 14th Street	Yes	Yes	No	Yes	Yes
City of Union City	Intermodal Station District	Yes	Yes	Yes	Yes	Yes



ALAMEDA COUNTY COMMUNITY DEVELOPMENT AGENCY

PLANNING DEPARTMENT

Chris Bazar
Agency Director

October 23, 2012

Albert Lopez
Planning Director

224
West Winton Ave
Room 111

Hayward
California
94544

phone
510.670.5400
fax
510.785.8793

www.acgov.org/cda

Alameda County Transportation Commission
1333 Broadway, Suite 300
Oakland, CA 94612

Dear Commissioners:

The Alameda County Community Development Agency (CDA) and Public Works Agency (PWA) would like to take this opportunity to express our concern about the screening criteria being considered to determine PDA "readiness" to be used in the allocation of Cycle 2 Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds for the next four fiscal years.

The proposed approach would focus funding in PDAs where a strong development market already exists rather than providing assistance to those jurisdictions that may need some additional help to become more attractive to developers. Under this approach, jurisdictions like ours with areas where a significant percentage of the population is low-income and transit-dependent, stand to lose transportation funding that we have relied on to improve our communities.

The recent recession was particularly hard on the unincorporated area, bringing both residential and commercial development to a stand-still. At the same time, there has been significant public investment in our PDAs, including streetscape improvements on Castro Valley Boulevard and the East 14th Street Corridor, the new Castro Valley Library, and the nearly completed Ashland Youth Center. We believe that, given time, these improvements will serve as catalysts for development in our PDAs, but the building momentum will be lost without continued funding to improve and maintain our transportation infrastructure. This momentum is likely to be difficult to recreate in years to come during future funding cycles.

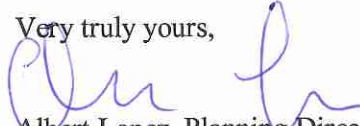
In our designated PDAs, our recently adopted Eden Area and Castro Valley General Plans call for pedestrian and bike-friendly high-density mixed-use development that will improve access to alternative modes of transportation and improve housing options for existing residents, and attract new residents and businesses to create vibrant communities.

While we recognize the desire of the Alameda CTC to keep the screening criteria as simple and measurable as possible, and that the easiest way to be successful is to focus on promoting development in communities that are already successfully attracting development, this approach will have a negative impact on the communities in our jurisdiction.

Alameda County acknowledges that the PDA Readiness Classification is but one component of the PDA Investment and Growth Strategy/Strategic Plan; however, the County believes that the Alameda CTC should also prioritize projects within PDAs that have been identified as a

“Community of Concern” as identified by MTC or are located in or in proximity to Air District Communities Air Risk Evaluation (CARE) communities. Alameda County’s four Planned PDAs (Castro Valley BART, Hesperian Blvd., East 14th Street/Mission Blvd., and the Meekland Ave. Corridor) have one or both of those designations. Adding those criteria not only would facilitate the equitable distribution of program funds, but is also consistent with MTC’s OBAG program guidelines.

Very truly yours,



Albert Lopez, Planning Director
Community Development Agency



Memorandum

DATE: November 6, 2012

TO: Planning Policy and Legislation Committee

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

SUBJECT: Review of Draft One Bay Area Grant (OBAG) Program Guidelines

Recommendation

This is an information item. No action is requested.

Summary

The OBAG program is funded with the Metropolitan Transportation Commission's (MTC) Cycle 2 Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) federal funding sources for the next four fiscal years (FY 2012-13 through FY 2015-16) addressed in MTC Resolution 4035. The OBAG program supports California's climate law, SB 375, which requires a Sustainable Communities Strategy to integrate land use and transportation to reduce greenhouse gas emissions. Per the OBAG requirements 70 percent of the funds must be used towards transportation projects within Priority Development Areas (PDAs).

The OBAG Programming Guideline elements were approved by the Commission at their October meeting. The guideline elements included programming categories, program eligibility, screening and selection criteria for the OBAG projects. The action also provided that additional fund sources allocated by the Alameda CTC be considered in coordination with the OBAG programming process, with a focus on the PDA Supportive Transportation Investment and Safe Routes to School (SR2S) Categories.

The coordinated programming is intended to reduce the number of applications required from project sponsors and to consider multiple county level programming efforts for various funding sources under a unified programming and evaluation schedule. The coordinated programming effort is also intended to provide funding for projects in the context of all programming commitments of the Alameda CTC.

Discussion

The OBAG program is funded with the Metropolitan Transportation Commission's (MTC) Cycle 2 Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) federal funding sources for the next four fiscal years (FY 2012-13 through FY 2015-16) addressed in MTC Resolution 4035. The OBAG program supports California's climate law, SB 375, which requires a Sustainable Communities Strategy to integrate land use and transportation to reduce greenhouse gas emissions. Per the OBAG requirements 70 percent of the funds must be used towards transportation projects within Priority Development Areas (PDAs).

MTC has requested the Alameda CTC provide an OBAG program recommendation by June 30, 2013, that meets the OBAG program requirements in the allocation of funding to local transportation priorities. The Alameda CTC has been provided with an OBAG programming target of \$63 million in STP and CMAQ funds. In addition to the OBAG funds, the Alameda CTC has been provided \$4.3 Million Regional SR2S funds and approximately \$3.8 Million of Priority Development Activities funds for PDA Planning and Implementation Technical Assistance Program (P&I TAP).

At the October meeting the Commission adopted guideline elements that approved OBAG funding categories listed in Table 1. The Non-OBAG fund categories are listed in Table 2.

Table 1: OBAG Programming Categories

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

Table 2: Other MTC Resolution 4035 Programming Categories

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

The Draft OBAG Guidelines (Attachment C) details the requirements of the programming categories listed in Table1. The guidelines also list the screening and scoring criteria for the OBAG programming categories approved by the Commission.

PDA Supportive Transportation Investments

Under the OBAG Program, Alameda CTC will program approximately \$38.7 million of federal funds for eligible PDA Supportive Transportation Investment projects. PDA supportive projects include bicycle, pedestrian, Station Improvements such as plazas, station access pocket parks, bicycle parking, Complete Streets improvements that encourage bicycle and pedestrian access, Transportation Demand Management projects and streetscape projects focusing on high-impact, multi-modal improvements.

Local Streets and Roads (LSR)

Under the OBAG Program, Alameda CTC will program approximately \$15.2 million of STP funds for eligible LSR projects. This programming will support the “fix it first” strategy as well as address the LSR maintenance shortfall in Alameda County. This category of projects is not eligible for CMAQ funding. The LSR funding will be sub-allocated to the cities and County based on a 50% Population and 50% Lane Miles formula (Attachment D). The target numbers generated as a result of this formula will be the maximum LSR funds that may be received by a jurisdiction. The minimum LSR funds a jurisdiction may receive is \$100,000.

CMA Planning/Programming

Under the OBAG program, Alameda CTC will program approximately \$7.1 million of STP funds for CMA Planning/ Programming related activities. The ongoing planning and programming functions provided by the Alameda CTC maintains compliance with existing MTC mandated requirements as well as new requirements included in the MTC OBAG policy.

Safe Routes to School (SR2S)

MTC Resolution 4035 identifies about \$4.3 million of Regional SR2S funding over and above the OBAG funds. The OBAG programming categories includes \$500,000 per year (\$2 million total) of funds for the Countywide SR2S program, to augment the Regional SR2S funding to sustain and provide strategic expansion opportunities. Staff is proposing Measure B Countywide Discretionary Funds (CDF)/ Vehicle Registration Fee (VRF) Bicycle and Pedestrian funds be used as local match for the \$6.3 million of federal funding for the SR2S Program. The Regional SR2S program is proposed to be operated under a similar model to the existing Countywide SR2S program with the Alameda CTC administering the program.

PDA Planning and Implementation Technical Assistance Program (P&I TAP)

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

The Commission's action related to the OBAG Programming guideline elements also provided that additional fund sources allocated by the Alameda CTC be considered in coordination with the OBAG programming process, with a focus on the PDA Supportive Transportation Investment and SR2S Categories.

The coordinated programming is intended to reduce the number of applications required from project sponsors and to consider multiple county level programming efforts for various funding sources under a unified programming and evaluation schedule. The coordinated programming effort is also intended to provide funding for projects in the context of all programming commitments of the Alameda CTC. The additional fund sources would add about \$10 Million of capacity to programming available.

The following funding sources are proposed to be coordinated with a unified call for projects:

1. One Bay Area Grant (OBAG)
2. Measure B Bicycle/Pedestrian Countywide Discretionary Fund
3. Vehicle Registration Fee (VRF) Pedestrian and Bicyclist Access and Safety Program
4. Vehicle Registration Fee (VRF) Transit for Congestion Relief Program
5. Measure B Countywide Express Bus Service Fund

Programming guidelines that will incorporate all the coordinated program individual fund sources will be presented to the Committees and Commission at the January 2013 meetings.

Next Steps

The Draft Programming Guidelines information will be presented to the Commission at the December 6th meeting for review. The Final Programming Guidelines that include a coordinated programming approach for all the fund sources, will be presented to the Committees and Commission at the January 2013 meetings for approval. A detailed implementation and outreach schedule is included as Attachment E.

Fiscal Impact

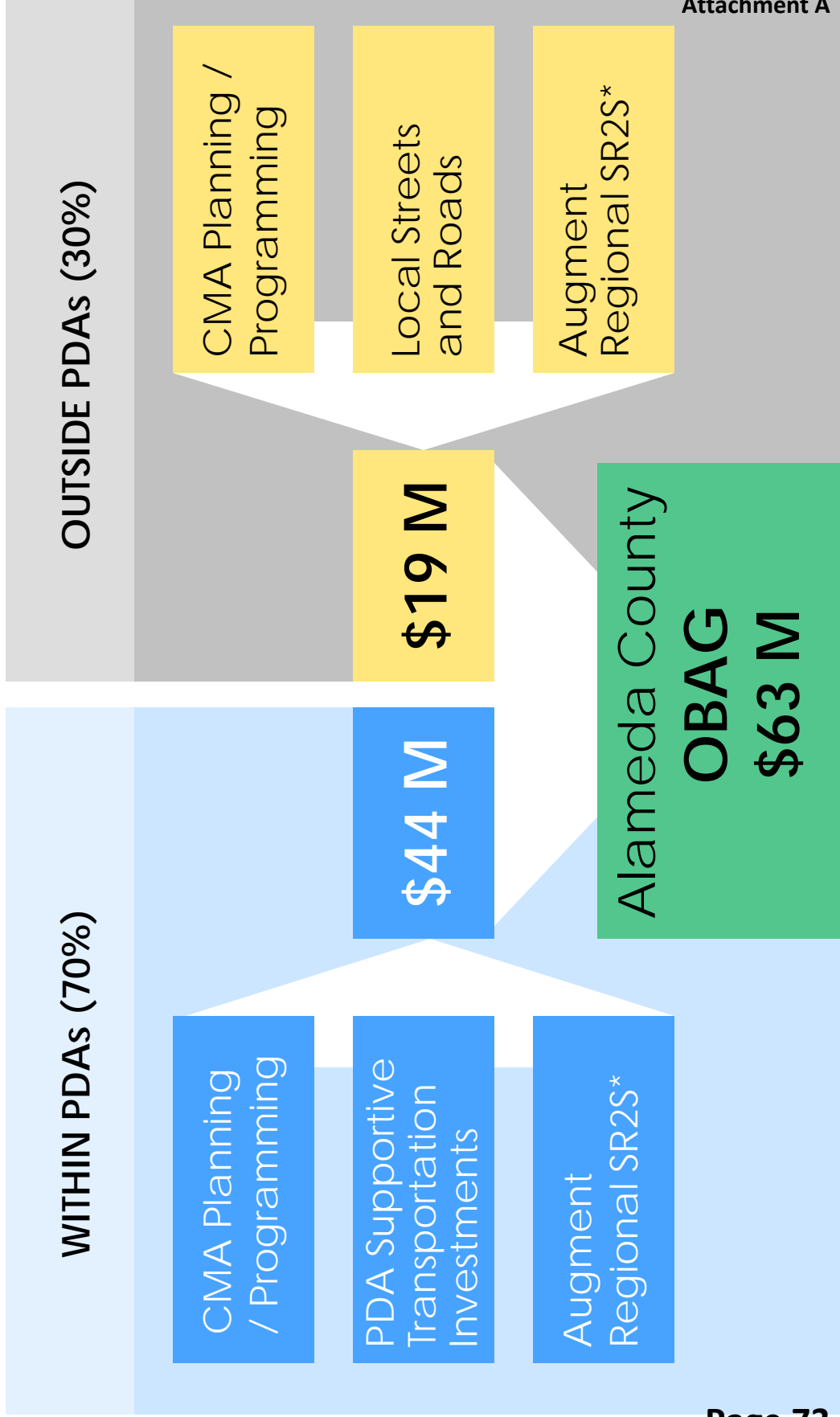
Approximately \$63 million will be available for Alameda County through the OBAG program as well as funding from regional programs that are part of the Cycle 2 programming approved under MTC Resolution 4035 including \$4.3 million of SR2S funding and \$3.8 million of Priority Development Activity funds.

Attachments

Attachment A:	OBAG Program Category Summary (Table)
Attachment B:	OBAG Programming Principles
Attachment C:	Draft OBAG Programming Guidelines
Attachment D:	Local Streets and Roads Targets (50% Population +50% Lane Miles Formula)
Attachment E:	OBAG Implementation Schedule
Attachment F:	MTC Resolution 4035

This page intentionally left blank

OBAG Fund Category Summary



*Regional SR2S (Non-OBAG) Alameda County Share = \$4.3M
PDA Planning and Implementation Technical Assistance Program; Alameda County Share = \$3.8M

This page intentionally left blank

DRAFT OBAG PROGRAMMING PRINCIPLES

GOAL: Programming funds to projects consistent with OBAG policy, and successfully delivering the program of projects that will expand access and improve mobility

- Local agency must be an eligible public agency qualified to receive federal funds per MTC's OBAG guidelines.
- The local agency should no later than January 31, 2013
 - Adopt a Complete Streets policy resolution, or
 - Adopt a General Plan Circulation Element that is compliant with the Complete Streets Act of 2008 and
 - Obtain Certification of housing element by the California Department of Housing and Community Development
- Project must be eligible for funding from one or more of the fund programs incorporated into OBAG:
 - PDA Supportive Transportation Investments
 - The transportation project must be in a PDA, or meet the minimum definition of "Proximate Access" to a PDA
 - Local Streets and Roads Preservation
 - Sub-allocated to cities and County based on 50% Population and 50% Lane Miles formula. The target numbers generated as a result of this formula will represent the maximum LSR funds that may be received by a jurisdiction.
 - The minimum LSR funds a jurisdiction may receive is \$100,000.
 - Sponsors may submit LSR projects that are located either inside and/or outside the PDAs.
 - Safe Routes to School
- Delivery Timeline
 - OBAG funding may be programmed in Federal Fiscal Years (FFY) 12-13, 13-14, 14-15 and 15-16.
 - MTC has advised that 50 percent of the OBAG funds should be programmed in FFY 12-13, 13-14 & 14-15 and 50 percent in FFY 15-16.
 - Half of OBAG funds must be obligated (federal authorization / E-76) by March 31, 2015
 - All remaining OBAG funds to be obligated by March 31, 2016
 - Funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP.
- Projects will be required to meet Regional Project Delivery Guidelines (MTC Reso. 3606). Agencies that do not meet funding deadlines risk the loss of federal funds to the project and the region

- For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 6 months of obligation and awarded within 9 months of obligation
 - Funds must be liquidated (fully expended, invoiced and reimbursed) within six years of obligation
 - Projects must proceed to construction within 10 years of federal authorization of the initial phase
- Minimum grant amount is \$500,000. Requests for less than this amount will be considered on a case by case basis.
 - Projects are required to be consistent with the adopted Regional Transportation Plan and the Alameda Countywide Transportation Plan.
 - Projects must have the required 11.47% minimum local match in committed funds.
 - Project sponsor is required to provide the expertise and staff resources necessary to deliver the federal aid project within the funding timeframe.
 - Projects are required to complete MTC's Routine Accommodation Checklist to comply with MTC's Complete Streets Policy.
 - Projects will be selected for the program based on project eligibility, merit, and deliverability within established deadlines. The OBAG program is project specific and the funds programmed to projects are for those projects alone. The recommended OBAG Program funding is fixed and; therefore, any cost increase will not be covered by additional OBAG funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project, including contingencies.
 - Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 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 USC Section 4-1 et seq.) standards and procedures for all projects with federal funds.
 - Sponsors of approved projects must submit a completed TIP project application for each project proposed for funding through MTC's Funding Management System (FMS).
 - Sponsors of approved projects must submit a Resolution of Local Support approved by the project sponsor's governing board or council

OBAG Programming Guidelines

INTRODUCTION

Resolution 4035, approved by MTC on May 17, 2012, provides guidance for the programming and allocation of the Cycle 2 Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds for the next four fiscal years (FY 2012-13 through FY 2015-16). Resolution 4035 also includes specific policy objectives and implementation requirements of the OBAG Program that Bay Area congestion management agencies (Alameda CTC in Alameda County) must meet as a condition for the receipt of the federal funds. The OBAG program supports California's climate law, SB 375, which requires a Sustainable Communities Strategy to integrate land use and transportation to reduce greenhouse gas emissions.

Overall OBAG Program Goals

- Support the Sustainable Communities Strategy by linking transportation dollars to land use decisions.
- Target transportation investments to support PDAs.
- Select transportation projects for OBAG funding based on an approved PDA Investment and Growth Strategy to be developed and adopted by the Alameda CTC.

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

Programming Categories

The OBAG funds will be programmed to the following categories: PDA Supportive Transportation Investments, Local Streets and Roads, CMA Planning/Programming Support and Safe Routes to School (SR2S). The limitations of the eligibility of STP and CMAQ and the status of the development of the 43 PDAs in Alameda County will play a primary role in the programming of the funds.

MTC Resolution 4035 OBAG Programming Categories

Program / Category	Total
PDA Supportive Transportation Investment	<i>38,702,000</i>
Local Streets and Roads	<i>15,257,000</i>
CMA Planning / Programming	<i>7,106,000</i>
Countywide SR2S Program Augmentation	<i>2,000,000</i>
<i>Total</i>	<i>63,065,000</i>

MTC Resolution 4035 Other Programming Categories

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

PDA Supportive Transportation Investment

Under the OBAG Program, Alameda CTC will program approximately \$38.7 million of federal funds for eligible PDA Supportive Transportation Investment projects. PDA supportive projects include bicycle, pedestrian, Station Improvements such as plazas, station access pocket parks, bicycle parking, Complete Streets improvements that encourage bicycle and pedestrian access, Transportation Demand Management projects and streetscape projects focusing on high-impact, multi-modal improvements.

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

The purpose of PDA Supportive Transportation Investments is to support community based transportation projects that promote 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. This category supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile. General project categories:

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

This category will include projects within the geographic boundaries of a PDA as well as projects considered in “proximate access” to a PDA.

Proximate Access

If the project is not physically located within the boundaries of a PDA, sponsor will need to describe and document the benefit of the proposed transportation improvement for travel to or from a PDA or between the PDA and a job center or other important community services.

Local Streets and Roads (LSR)

Under the OBAG Program, Alameda CTC will program approximately \$15.2 million of STP funds for eligible LSR projects. This programming will support the “fix it first” strategy as well as address the LSR maintenance shortfall in Alameda County. This category of projects is not eligible for CMAQ funding. The LSR funding will be sub-allocated to the cities and County based on a 50% Population and 50% Lane Miles formula. The target numbers generated as a result of this formula will be the maximum LSR funds that may be received by a jurisdiction. The minimum LSR funds a jurisdiction may receive is \$100,000.

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

Pavement Rehabilitation:

Pavement rehabilitation projects (pavement segments with a PCI below 70) should be consistent with segments recommended for treatment within the programming cycle by the jurisdiction’s PMP.

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

Non-Pavement:

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

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

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

Funding provided to the County under OBAG will apply towards the FAS program requirement.

Preventive Maintenance: Only projects where pavement segments have a Pavement Condition Index (PCI) of 70 or above are eligible for preventive maintenance. In such cases local agency's Pavement Management Program (PMP) must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

Caltrans maintains a database of the functional classifications for a majority of the roadways in California. For a general description of the functional classification system, please see http://www.dot.ca.gov/hq/tsip/hseb/func_clas.html. The California Road System (CRS) maps are accessible online at http://dot.ca.gov/hq/tsip/hseb/crs_maps/index.php.

LSR projects may be included in the PDA Supportive category based on the location of the project.

Local Streets and Roads Targets

Jurisdiction in Alameda County	LSR Target Share
County of Alameda	\$1,664,840
Alameda	\$635,374
Albany	\$ 148,711
Berkeley	\$1,005,702
Dublin	\$469,932
Emeryville	\$100,000
Fremont	\$2,104,615
Hayward	\$1,335,550
Livermore	\$1,052,780
Newark	\$454,076
Oakland	\$3,851,136
Piedmont	\$128,963
Pleasanton	\$831,849
San Leandro	\$804,507
Union City	\$668,965
COUNTY TOTAL	\$15,257,000

Other Programming

Safe Routes to School (SR2S)

MTC Resolution 4035 also provides funds for a Regional Safe Routes to Schools (SR2S) program. MTC has identified about \$4.3 million of Regional SR2S funding for Alameda County over and above the OBAG funds. The current Alameda Countywide SR2S program has an annual budget of about \$1.2 million. The Regional SR2S program provides about \$1.1 million per year. The Regional SR2S funding will be augmented with \$2 Million (\$500,000 per year) of OBAG funds, to augment the Regional SR2S funding to sustain and provide strategic expansion opportunities. The Regional SR2S program is proposed to be operated under a similar model to the existing Countywide SR2S program with the Alameda CTC administering the countywide program.

PDA Planning and Implementation Technical Assistance Program (P&I TAP)

MTC has identified \$20 Million of Regional Priority Development Activity Funds that can be used for PDA planning. Alameda County's share is about \$3.8 Million. These funds can be used to provide assistance to local agencies to further PDA developments and are proposed from sources above and beyond the \$63 million of OBAG identified for transportation investments. The programming of these funds will be addressed in a separate call for projects.

CMA Planning/Programming

Under the OBAG program, Alameda CTC will program approximately \$7.1 million of STP funds for CMA Planning/ Programming related activities. The ongoing planning and programming functions provided by the Alameda CTC maintains compliance with existing MTC mandated requirements as well as new requirements included in the MTC OBAG policy.

OBAG Eligibility, Screening and Selection Criteria

Projects will be first screened for eligibility and will then be prioritized based on project selection criteria for the OBAG program as a whole, as well as for individual OBAG programs (Local Streets and Roads Preservation and PDA Supportive Transportation Investments). The project selection criteria will include traditional criteria that have been used in past funding cycles as well as MTC mandated OBAG specific requirements that have not traditionally been applied to the evaluation of transportation projects.

OBAG Eligibility Criteria

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

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

The local jurisdiction will need to complete the Local Agency OBAG Checklist that certifies the requirements have been met.

OBAG Screening Criteria

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

- Project must be eligible for funding from one or more of the fund programs incorporated into OBAG:
 - PDA Supportive Transportation Investments
 - Local Streets and Roads Preservation
- The project must be in a PDA, or meet the minimum definition of “Proximate Access” to a PDA
 - Project must be in an “Active” PDA as identified in the Alameda County PDA Strategic Plan
 - If the project is not physically located within the boundaries of a PDA, sponsor needs to describe and document the benefit of the proposed transportation improvement for travel to or from a PDA or between the PDA and a job center or other important community services or areas or between PDAs
 - Applies to the 70% portion of the funds
 - Sponsors may submit LSR projects that are located either inside and/or outside the PDAs.
- Minimum grant request is \$500,000. Requests for less than this amount will be considered on a case by case basis.
- Project is consistent with the adopted Regional Transportation Plan and the Alameda Countywide Transportation Plan.
- Project must have the required 11.47% local match in committed or programmed funds.

OBAG Selection Criteria

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

Index	Draft OBAG Selection / Scoring Criteria		Proposed Weight
1	Transportation Project Readiness <ul style="list-style-type: none"> • Funding plan, budget and schedule • Implementation issues • Agency governing body approvals • Local community support • Coordination with partners • Identified stakeholders 		25
2	Transportation Project is well-defined and results in a usable segment <ul style="list-style-type: none"> • Defined scope • Useable segment. • Project study report / equivalent scoping document 		10
3	Transportation project need / benefit / effectiveness (includes Safety) <ul style="list-style-type: none"> • Defined project need • Defined benefit • Defined safety and/or security benefits 		15
4	PDA Supportive Investments (Includes Proximate Access) <ul style="list-style-type: none"> • Transportation Project supports connectivity to Jobs/ Transit centers / Activity Centers for a PDA • Transportation Project provides multi modal travel options 		10
5	Transportation Investment addressing / implementing planned vision of PDA <ul style="list-style-type: none"> • PDA transportation facility will be X% complete with project 		5
6	Sustainability (Ownership / Lifecycle / Maintenance) <ul style="list-style-type: none"> • Identify funding and responsible agency for maintaining the transportation project • Transportation Project identified in a long term development plan 		5
7	Matching Funds <ul style="list-style-type: none"> • Direct Project Matching above Minimum required Local Match 		5
8	Project consistent with regional TLC design guidelines or design that encourages multi-modal access and located in high impact project areas in regards to PDA development and the SCS. PDA Evaluation Transportation projects must support an Active PDA and will be further evaluated in the following 5 criteria		
	a	Housing Growth <ul style="list-style-type: none"> • Projected growth of Housing Units in PDA 	3
	b	Jobs Growth <ul style="list-style-type: none"> • Projected growth of Jobs in PDA 	3

	c	Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.) <ul style="list-style-type: none"> Proximity of alternative transportation mode project to a major transit or high quality transit corridor stop 	3
	d	PDA parking management and pricing policies <ul style="list-style-type: none"> Parking Policies Other TDM strategies 	3
	e	PDA affordable housing preservation and creation strategies <ul style="list-style-type: none"> Inclusionary zoning ordinance or in-lieu fee Land banking Housing trust fund Fast-track permitting for affordable housing Reduced, deferred or waived fees for affordable housing Condo conversion ordinance regulating the conversion of apartments to condos SRO conversion ordinance Demolition of residential structures ordinance Rent control Just cause eviction ordinance Others 	3
9		Communities of Concern (C.O.C) <ul style="list-style-type: none"> Transportation project mitigates the transportation need of the C.O.C Relevant planning effort documentation 	5
10		Freight and Emissions <ul style="list-style-type: none"> Project in PDA that overlaps or is collocated with populations exposed to outdoor toxic air contaminants as identified in the Air District's Community Air Risk Evaluation (CARE) Program or is in the vicinity of a major freight corridor 	5
Total			100

Other OBAG Programming Policies

Federal Project Eligibility

STP eligible project categories include federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, Inspection and maintenance programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the *CMAQ Program Guidance* (FHWA, November 2008).

Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP) Consistency

Projects included in the OBAG Program must be consistent with the adopted RTP (T-2035) and the Alameda CWTP, according to federal planning regulations. Each project included in the OBAG Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.

Complete Streets (MTC Routine Accommodations of Pedestrians and Bicyclists) 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 (Resolution No. 3765) created a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers are considered at the earliest conception or design phase. Project applicants will be required to complete the checklist before projects are considered for OBAG funds. The completed checklists will be made available to the Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to the OBAG project selection actions.

Project Delivery and Monitoring

OBAG funding may be programmed in FFYs 2012-13, 2013-14, 2014-15 and 2015-16. Funds must be obligated in the fiscal year programmed in the TIP, with all OBAG funds required to be obligated no later than March 31, 2016. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP.

All OBAG funding is subject to MTC's Regional Project Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606 at http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf). Obligation deadlines, project

substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy. 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 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 funding will need to identify a staff position that serves as the single point of contact 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 federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and the Alameda CTC on all issues related to federal funding for all FHWA-funded projects implemented by the recipient agency.

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 Alameda CTC, MTC and Caltrans prior to MTC approving future State or Federal programming or including any funding revisions for the agency in the federal 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 strategy that takes into consideration the requirements and lead-time of the federal-aid process.

By applying for and accepting OBAG 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 schedule milestones.

Local Match

Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the minimum local match for STP and CMAQ is currently 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost.

Fixed Program and Specific Project Selection

Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The OBAG program is project specific and the funds programmed to projects are for those projects alone. The OBAG Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional OBAG funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project including contingencies.

Transportation Improvement Program (TIP)

Projects approved as part of the OBAG Program must be amended into the federal 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.

Minimum Grant Size

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. Funding grants per project must therefore be a minimum of \$500,000. Requests for less than this amount will be considered on a case by case basis.

The Alameda CTC may program grant amounts no less than \$100,000 for any project, provided that the overall average of all grant amounts within their OBAG program meets the county minimum grant amount threshold.

Air Quality Conformity

In the Bay Area, it is the responsibility of MTC to make an 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 biennial update of the TIP. Since the 2011 air quality conformity finding has been completed for the 2011 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the OBAG Program until the development of the 2013 TIP during spring 2013. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for PM 2.5. Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed "Projects of Air Quality Concern" must complete a hot-spot analysis required by the Transportation Conformity Rule. Generally Projects of Air Quality Concern (POAQC) are those projects that result in significant increases in the number of or emissions from diesel vehicles.

Environmental Clearance

Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 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 USC Section 4-1 et seq.) standards and procedures for all projects with federal funds.

Application, Resolution of Local Support

Sponsors of approved projects must submit a completed TIP project application for each project proposed for funding through MTC's Funding Management System (FMS). The project application consists of two parts: 1) TIP application submittal and/or TIP revision request, and 2) Resolution of Local Support approved by the project sponsor's governing board or council. 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/STPCMAQ/STP_CMAQ_LocalSupportReso.doc

Programming Schedule

DEADLINES	ACTIONS
January 2013	Final Program Guidelines to Committees and Commission
February 2013	Release call for projects
April 2013	Application Summary to Committees and Commission
May 2013	Draft Program to Committees and Commission
June 2013	Final Program to Committees and Commission
June 2013	Submittal of the OBAG program to MTC
July 2013	MTC Approves OBAG Program of Projects
Fall 2013	Projects entered in MTC's Transportation Improvement Program (TIP)

This page intentionally left blank

OBAG - Local Streets and Roads Targets
(50% Population + 50% Lane Miles Formula)

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

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

Population Source - Department of Finance 01/01/2012

This page intentionally left blank

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

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

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

ABSTRACT

Resolution No. 4035

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies 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).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG) Project List

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012.

Date: May 17, 2012
W.I.: 1512
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

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 federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their 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), 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, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (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 Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed 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

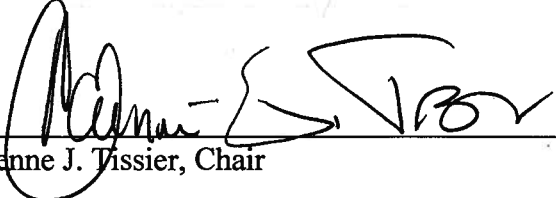
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; 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 and included in the federal TIP; and be it further

RESOLVED that the Executive Director shall make available a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

Date: May 17, 2012
W.I.: 1512
Referred by: Planning

Attachment A
Resolution No. 4035

Cycle 2 Program Project Selection Criteria and Programming Policy

**For
FY 2012-13, FY 2013-14,
FY 2014-15 and FY 2015-16**

Cycle 2 Program Policy and Programming

Table of Contents

BACKGROUND.....	1
CYCLE 2 REVENUE ESTIMATES AND FEDERAL PROGRAM ARCHITECTURE	1
NEW FUNDING APPROACH FOR CYCLE 2—THE ONE BAY AREA GRANT	2
CYCLE 2 GENERAL PROGRAMMING POLICIES	3
REGIONAL PROGRAMS	8
ONEBAYAREA GRANT PROGRAMMING POLICIES.....	11
CYCLE 2 COUNTY ONE BAY AREA GRANT PROJECT GUIDANCE	14
PROGRAM SCHEDULE	18

Appendices

Appendix A-1	Cycle 2 Regional and County Programs
Appendix A-2	Cycle 2 Planning Activities
Appendix A-3	Safe Routes to School County Fund Distribution
Appendix A-4	OBAG County Fund Distribution
Appendix A-5	OBAG Call for Projects Guidance
Appendix A-6	PDA Investment and Growth Strategy

BACKGROUND

Anticipating the end of the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) on September 30, 2009, MTC approved Cycle 1 commitments (Resolution 3925) along with an overall framework to guide upcoming programming decisions for Cycle 2 to address the new six-year surface transportation authorization act funding. However, the successor to SAFETEA has not yet been enacted, and SAFETEA has been extended through continuing resolutions. Without the new federal surface transportation act, MTC may program funds forward based on reasonable estimates of revenues. It is estimated that roughly \$795 million is available for programming over the upcoming four-year Cycle 2 period.

Cycle 2 covers the four years from FY 2012-13 to FY 2015-2016 pending the enactment of the new authorization and/or continuation of SAFETEA.

This attachment outlines how the region will use Cycle 2 funds for transportation needs in the MTC region. Funding decisions continue to implement the strategies and objectives of the Regional Transportation Plan (RTP), Transportation 2035, which is the Bay Area's comprehensive roadmap to guide transportation investments in surface transportation including mass transit, highway, local road, bicycle and pedestrian projects over the long term. The program investments recommended for funding in Cycle 2 are an outgrowth of the transportation needs identified by the RTP and also take into consideration the preferred transportation investment strategy of the Sustainable Communities Strategy (SCS).

Appendix A-1 provides an overview of the Cycle 2 Program commitments which contain a regional program component managed by MTC and a county program component to be managed by the counties.

CYCLE 2 REVENUE ESTIMATES AND FEDERAL PROGRAM ARCHITECTURE

MTC receives federal funding for local programming from the State for local programming in the MTC region. Among the various transportation programs established by SAFETEA, this includes regional Surface Transportation Program (STP) Congestion Mitigation and Air Quality Improvement (CMAQ) Program and to a lesser extent, Regional Transportation Improvement Program (RTIP) and Transportation Enhancement (TE) funds. The STP/CMAQ/RTIP/TE programming capacity in Cycle 2 amounts to \$795 million. The Commission programs the STP/CMAQ funds while the California Transportation Commission programs the RTIP and TE Funds. Furthermore, the Bay Area Air Quality Management District (BAAQMD) is contributing Transportation Fund for Clean Air (TFCA) funding to Cycle 2. Below are issues to be addressed as the region implements Cycle 2 programming, particularly in light that approval of Cycle 2 will precede approval of the new federal transportation act.

Revenues: A revenue growth rate of 3% over prior federal apportionments is assumed for the first year – FY 2012-13. Due to continued uncertainties with federal funding, the estimated revenues for the later years of the program, FY 2013-14 through FY 2015-16, have not been escalated, but held steady at the estimated FY 2012-13 apportionment amount. If there are significant reductions in federal apportionments over the Cycle 2 time period, as in the past, MTC will reconcile the revenue levels following enactment of the New Act by making adjustments later if needed, by postponement of projects or adjustments to subsequent programming cycles.

Fund Sources: Development of the new federal surface transportation authorization will need to be closely monitored. New federal programs, their eligibility rules, and how funding is distributed to the states and regions could potentially impact the implementation of the Cycle 2 Regional and One Bay Area Grant (OBAG) Programs. It is anticipated that any changes to the federal programs would likely overlap to a large extent with projects that are currently eligible for funding under Title 23 of the United States Code, though the actual fund sources will likely no longer be referred to as STP/CMAQ/TE in the manner we have grown accustomed. Therefore, reference to specific fund sources in the Cycle 2 programming is a proxy for replacement fund sources for which MTC has programming authority.

NEW FUNDING APPROACH FOR CYCLE 2—THE ONEBAYAREA GRANT

For Cycle 2, the OneBayArea Grant (OBAG) is a new funding approach that better integrates the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Funding distribution to the counties will encourage land-use and housing policies that support the production of housing with supportive transportation investments. This is accomplished through the following policies:

- Using transportation dollars to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing.
- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs) and by initiating a pilot program in the North Bay counties that will support open space preservation in Priority Conservation Areas (PCA).
- Providing a higher proportion of funding to local agencies and additional investment flexibility by eliminating required program targets. A significant amount of funding that was used for regional programs in Cycle 1 is shifted to local programs (the OneBayArea Grant). The OBAG program allows investments in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities, while also providing targeted funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

Project List

Attachment B of Resolution 4035 contains the list of projects to be programmed under the Cycle 2 Program. Attachments B-1 and B-2 are listings of projects receiving Cycle 2 funding, and reflects the programs and projects included in the regional and OBAG programs respectively. The listing is subject to project selection actions (conducted by MTC for most of the regional programs and by the CMAs for funds distributed to them). MTC staff will update Attachments B-1 and B-2 as projects are selected by the Commission and CMAs and are included in the federal TIP.

OneBayArea Grant Fund Distribution Formula

The formula used to distribute OneBayArea Grant funding to the counties takes into consideration the following factors: population, past housing production, future housing commitments as determined by the Association of Bay Area Governments (ABAG) Regional Housing Needs

Assessment (RHNA) and added weighting to acknowledge very low and low income housing. The formula breakdown is as follows with distributions derived from each jurisdiction's proportionate share of the regional total for each factor:

OBAG Fund Distribution Factors

Factor Weighting	Percentage
Population	50%
RHNA* (total housing units)	12.5%
RHNA (low/very low income housing units)	12.5%
Housing Production** (total housing units)	12.5%
Housing Production (low/very low income housing units)	12.5%

* RHNA 2014-2022

**Housing Production Report 1999-2006

The objective of this formula is to provide housing incentives to complement the region's Sustainable Community Strategy (SCS) which together with a Priority Development Area (PDA) focused investment strategy will lead to transportation investments that support focused development. The proposed One Bay Area Grant formula also uses actual housing production data from 1999-2006, which has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles will be based on housing production from ABAG's next housing report to be published in 2013. The formula also recognizes jurisdictions' RHNA and past housing production (uncapped) contributions to very low and low income housing units. The resulting OBAG fund distribution for each county is presented in Appendix A-4. Funding guarantees are also incorporated in the fund distribution to ensure that all counties receive as much funding under the new funding model as compared to what they would have received under the Cycle 1 framework.

The Commission, working with ABAG, will revisit the funding distribution formula for the next cycle (post FY2015-16) to further evaluate how to best incentivize housing production across all income levels and other Plan Bay Area performance objectives.

CYCLE 2 GENERAL PROGRAMMING POLICIES

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

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full 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. 3821. The Commission's adoption of the Cycle 2 program, including policy and procedures meet 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 Cycle 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-5).

2. **Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the Cycle 2 Program must be amended into the federal 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 amended by MTC staff to reflect these revisions. Where responsibility for project selection in the framework of a Cycle 2 funding program is assigned to MTC, TIP amendments and a revision to Attachment B will be reviewed and approved by the Commission.

3. **Minimum Grant Size.** 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. Funding grants per project must therefore 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).

To provide flexibility, alternatively an averaging approach may be used. 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 OBAG program meets the county minimum grant amount threshold.

Given the typical smaller scale of projects for the Safe Routes to School (SRTS) program, a lower threshold applies to the regional Safe Routes to School Program projects which have a minimum grant size of \$100,000.

4. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an 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 biennial update of the TIP. Since the 2011 air quality conformity finding has been completed for the 2011 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 2 Program until

the development of the 2013 TIP during spring 2013. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for PM 2.5. Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed “Projects of Air Quality Concern” must complete a hot-spot analysis required by the Transportation Conformity Rule. Generally Projects of Air Quality Concern (POAQC) are those projects that result in significant increases in the number of or 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 Section 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 USC Section 4-1 et seq.) standards and procedures for all projects with federal funds.
 6. **Application, Resolution of Local Support.** Project sponsors must submit a completed project application for each project proposed for funding through MTC’s Funding Management System (FMS). The project application consists of two parts: 1) an application submittal and/or TIP revision request to MTC staff, and 2) Resolution of Local Support approved by the project sponsor’s governing board or council. 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/STPCMAQ/STP_CMAQ_LocalSupportReso.doc
 7. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for the Cycle 2 Program to ensure 1) eligibility; 2) consistency with the RTP; and 3) project readiness. In addition, project sponsors must adhere to directives such as “Complete Streets” (MTC Routine Accommodations for Bicyclists and Pedestrians); and the Regional Project Funding Delivery Policy 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 has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.
- CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, Inspection and maintenance

programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the *CMAQ Program Guidance* (FHWA, November 2008).

In the event that the next surface transportation authorization materially alters these programs, MTC staff will work with project sponsors to match projects with appropriate federal fund programs. MTC reserves the right to assign specific fund sources based on availability and eligibility requirements.

- **RTP Consistency:** Projects included in the Cycle 2 Program must be consistent with the adopted Regional Transportation Plan (RTP), according to federal planning regulations. Each project included in the Cycle 2 Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.
- **Complete Streets (MTC Routine Accommodations of Pedestrians and Bicyclists) 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 (Resolution No. 3765) created a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers are considered at the earliest conception or design phase. The county Congestion Management Agencies (CMAs) ensure that project sponsors complete the checklist before projects are considered by the county for funds and submitted to MTC. CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions for Cycle 2.

Other 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 SB 1358 California Complete Streets Act, which requires local agency general plan circulation elements to address all travel modes.

- **Project Delivery and Monitoring.** Cycle 2 funding is available in the following four federal fiscal years: FY 2012-13, 2013-14, 2014-15, and FY 2015-16. Funds may be programmed in any one of these years, conditioned upon the availability of federal apportionment and obligation authority (OA). This will be determined through the development of an annual obligation plan, which is developed in coordination with the Partnership and project sponsors. However, funds **MUST** be obligated in the fiscal year programmed in the TIP, with all Cycle 2 funds to be obligated no later than March 31, 2016. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP.

All Cycle 2 funding is subject to the Regional Project Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606 at http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf) . Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by

the MTC Regional Project Funding Delivery Policy. 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 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 Cycle 2 funding will need to identify a staff position that serves as the single point of contact 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 federal TIP. 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 Cycle programming or including any funding revisions for the agency in the federal 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 Cycle 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 funding timeframe.

- Local Match. Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is currently 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the required match, which is subject to change.
- Fixed Program and Specific Project Selection. Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The Cycle 2 program is project specific and the funds programmed to projects are for those projects alone. The Cycle 2 Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional Cycle 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 Regional Program of Cycle 2, administered by the Commission. Funding amounts for each program are included in Attachment A-1. Individual projects will be added to Attachment B as they are selected and included in the federal TIP.

1. Regional Planning Activities

This program provides funding to the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development Commission (BCDC), and MTC to support regional planning activities. (Note that in the past this funding category included planning funding for the CMAs. Starting with Cycle 2, CMAs will access their OneBayArea Grant to fund their planning activities rather than from this regional program category). Appendix A-2 details the fund distribution.

2. Regional Operations

This program includes projects which are administered at the regional level by MTC, and includes funding to continue regional operations programs for Clipper®, 511 Traveler information (including 511 Rideshare, 511 Bicycle, 511 Traffic, 511 Real-Time Transit and 511 transit), Freeway Service Patrol / SAFE and Incident Management. Information on these programs is available at <http://www.mtc.ca.gov/services/>.

3. Freeway Performance Initiative

This program builds on the proven success of recent ramp metering projects that have achieved significant delay reduction on Bay Area freeways and arterials at a fraction of the cost of traditional highway widening projects. Several corridors are proposed for metering projects, targeting high congestion corridors. These projects also include Traffic Operations System elements to better manage the system as well as implementing the express lane network. This category also includes funding for performance monitoring activities, regional performance initiatives implementation, Regional Signal Timing Program, Program for Arterial System Synchronization (PASS), freeway and arterial performance initiative projects and express lanes.

4. Pavement Management Program

This continues the region's Pavement Management Program (PMP) and related activities including the Pavement Technical Assistance Program (PTAP). 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 state-wide local streets and roads needs assessment effort.

5. Priority Development Area (PDA) Activities

Funding in this regional program implements the following three regional programs:

Affordable TOD fund: This is a continuation of MTC's successful Transit Oriented Development (TOD) fund into Cycle 2 which successfully has leveraged a significant amount of outside funding. The TOD fund provides financing for the development of affordable housing and other vital

community services near transit lines throughout the Bay Area. Through the Fund, developers can access flexible, affordable capital to purchase or improve available property near transit lines for the development of affordable housing, retail space and other critical services, such as child care centers, fresh food outlets and health clinics.

PDA Planning Grants: MTC and ABAG's PDA Planning Grant Program will place an emphasis on affordable housing production and preservation in funding agreements with grantees. Grants will be made to jurisdictions to provide support in planning for PDAs in areas such as providing housing, jobs, intensified land use, promoting alternative modes of travel to the single occupancy vehicle, and parking management. These studies will place a special focus on selected PDAs with a greater potential for residential displacement and develop and implement community risk reduction plans. Also program funds will establish a new local planning assistance program to provide staff resources directly to jurisdictions to support local land-use planning for PDAs.

MTC will commence work with state and federal government to create private sector economic incentives to increase housing production.

PDA Planning Assistance: Grants will be made to local jurisdictions to provide planning support as needed to meet regional housing goals.

6. Climate Change Initiatives

The proposed funding for the Cycle 2 Climate Initiative 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. Staff will work with the Bay Area Air Quality Management District to implement this program.

7. Safe Routes to Schools

Within the Safe Routes to School Program (SR2S 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 2010-11. Appendix A-3 details the county fund distribution. Before programming projects into the TIP the CMAs shall provide the SR2S recommended county program scope, budget, schedule, agency roles, and federal funding recipient. CMAs may choose to augment this program with their own Cycle 2 OBAG funding.

8. Transit Capital Rehabilitation

The program objective is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs, consistent with the FTA Transit Capital Priorities program. This includes a set-aside of \$1 million to support the consolidation and transition of Vallejo and Benicia bus services to Soltrans

9. Transit Performance Initiative: This new pilot program implements transit supportive investments in major transit corridors that can be carried out within two years. The focus 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, and boarding/stop improvements. Specific projects are included in Attachment B.

10. Priority Conservation Area: This \$10 million program is regionally competitive. The first \$5 million would be dedicated to the North Bay counties of Marin, Napa, Solano, and Sonoma.

Eligible projects would include planning, land/easement acquisition, open space access projects, and farm-to-market capital projects. Priority would be given to projects that can partner with state agencies, regional districts and private foundations to leverage outside funds, particularly for land acquisition and open space access. An additional \$5 million will be available outside of the North Bay counties for sponsors that can provide a 3:1 match. Program guidelines will be developed over the next several months. Prior to the call for projects, a meeting will be held with stakeholders to discuss the program framework and project eligibility. The program guidelines will be approved by the Commission following those discussions. Note that tribal consultation for Plan Bay Area highlighted the need for CMAs in Sonoma and Contra Costa counties to involve tribes in PCA planning and project delivery.

ONEBAYAREA GRANT PROGRAMMING POLICIES

The policies below apply to the OneBayArea Grant Program, administered by the county Congestion Management Agencies (CMAs) or substitute agency:

- ▶ Program Eligibility: The congestion management agency may program funds from its One Bay Area Grant fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
 - Local Streets and Roads Preservation
 - Bicycle and Pedestrian Improvements
 - Transportation for Livable Communities
 - Safe Routes To School/Transit
 - Priority Conservation Area
 - Planning and Outreach Activities

- ▶ Fund Source Distribution: OBAG is funded primarily from three federal fund sources: STP, CMAQ and TE. Although the new federal surface transportation authorization act now under consideration may alter the actual fund sources available for MTC's programming discretion it is anticipated that any new federal programs would overlap to a large extent with existing programs. The CMAs will be provided a breakdown of specific OBAG fund sources, with the understanding that actual fund sources may change as a result of the new federal surface transportation act. In this situation, MTC staff will work with the CMAs to 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 sources available and final apportionment levels.

In determining the fund source distribution to the counties, each county was first guaranteed at least what they would otherwise received in Cycle 2 under the original Cycles 1 & 2 framework as compared to the original July 8, 2011 OBAG proposal. This resulted in the county of Marin receiving an additional \$1.1 million, county of Napa receiving \$1.3 million each, and the county of Solano receiving \$1.4 million, for a total of \$3.8 million (in CMAQ funds) off the top to hold these counties harmless. The Transportation Enhancement (TE) funds were then distributed based on the county TE shares available for OBAG as approved in the 2012 Regional Transportation Improvement Program (RTIP). STP funds were then assigned to the CMA planning and outreach activities. The remaining STP funds assigned to OBAG were then distributed to each county based on the OBAG distribution formula. The remaining funds were distributed as CMAQ per the OBAG distribution formula. The hold harmless clause resulted in a slight deviation in the OBAG formula distribution for the overall funding amounts for each county.

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

investments to the PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) this minimum target is 50% to reflect the more rural nature of these counties. A project lying outside the limits of a PDA may count towards the minimum provided that it directly connects to or provides proximate access to a PDA. Depending on the county, CMA planning costs would partially count towards PDA targets (70% or 50%) in line with its PDA funding target. At MTC staff discretion, consideration may be given to counties that provided higher investments in PDAs in Cycle 1 as part of an overall Cycle 1 and 2 investment package. Priority Conservation Area (PCA) investments do not count towards PDA targets and must use “anywhere” funds. The PDA/’anywhere’ funding split is shown in Appendix A-4.

- PDA Boundary Delineation: Refer to <http://geocommons.com/maps/141979> which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. As ABAG considers and approves new PDA designations this map will be updated.
 - Defining “proximate access to PDAs”: The CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA. For projects not geographically within a PDA, CMAs are required to map projects and designate which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions. This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum target. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle.
 - PDA Investment & Growth Strategy: By May 1, 2013, CMAs shall prepare and adopt a PDA Investment & Growth Strategy to guide transportation investments that are supportive of PDAs. An existing Investment and Growth Strategy adopted by the County will be considered as meeting this requirement if it satisfies the general terms in Appendix A-6. See Appendix A-6 for details.
- Performance and Accountability Policies: Jurisdictions need to comply with the following policies in order to be eligible recipients of OBAG funds.
- To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets policy resolution no later than January 31, 2013. A jurisdiction can also meet this requirement through a general plan that complies with the Complete Streets Act of 2008. Staff will provide minimum requirements based on best practices for the resolution. As discussed below, jurisdictions will be expected to have a general plan that complies within the Complete Streets Act of 2008 to be eligible for the next round of funding.

- A jurisdiction is required to have its general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2007-14 RHNA prior to January 31, 2013. If a jurisdiction submits its housing element to the state on a timely basis for review, but the State's comment letter identifies deficiencies that the local jurisdictions must address in order to receive HCD certification, then the local jurisdiction may submit a request to the Joint MTC Planning / ABAG Administrative Committee for a time extension to address the deficiencies and resubmit its revised draft housing element to HCD for re-consideration and certification.
- For the OBAG cycle subsequent to FY 2015-16, jurisdictions must adopt housing elements by October 31, 2014 (based on an April 2013 SCS adoption date); therefore, jurisdictions will be required to have General Plans with approved housing elements and that comply with the Complete Streets Act of 2008 by that time to be eligible for funding. This schedule allows jurisdictions to meet the housing and complete streets policies through one general plan amendment.
- OBAG funds may not be programmed to any jurisdiction out of compliance with OBAG policies and other requirements specified in this attachment. The CMA will be responsible for tracking progress towards these requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG funds to its projects in the TIP.
- For a transit agency project sponsor under a JPA or district (not under the governance of a local jurisdiction), the jurisdiction where the project (such as station/stop improvements) is located will need to comply with these policies before funds may be programmed to the transit agency project sponsor. However, this is not required if the project is transit/rail agency property such as, track, rolling stock or transit maintenance facility.
- CMAs will provide documentation for the following prior to programming projects in the TIP:
 - The approach used to select OBAG projects including outreach and a board adopted list of projects
 - Compliance with MTC's complete streets policy
 - A map delineating projects selected outside of PDAs indicating those that are considered to provide proximate access to a PDA including their justifications as outlined on the previous page. CMA staff is expected to use this exhibit when it presents its program of projects to explain the how "proximate access" is defined to their board and the public.
- MTC staff will report on the outcome of the CMA project selection process in late 2013. This information will include, but not be limited to, the following:
 - Mix of project types selected;
 - Projects funded within PDAs and outside of PDAs and how proximity and direct connections were used and justified through the county process;
 - Complete streets elements that were funded;
 - Adherence to the performance and accountability requirements;

- Amount of funding to various jurisdictions and how this related to the distribution formula that includes population, RHNA housing allocations and housing production, as well as low-income housing factors.
 - Public participation process.
 - The CMAs will also be required to present their PDA Growth Strategy to the Joint MTC Planning / ABAG Administrative Committee.
- **Project Selection:** County congestion management agencies or substitute agencies are given the responsibility to develop a project selection process along with evaluation criteria, issue a call for projects, conduct outreach, and select projects
- **Public Involvement:** The decision making authority to select projects for federal funding accompanies responsibilities to ensure that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG is in compliance, CMAs are required to lead a public outreach process as directed by Appendix A-5.
 - **Unified Call for Projects:** CMAs are requested to issue one unified call for projects for their One Bay Area grant, with a final project list due to MTC by June 30, 2013. CMA staff need to ensure that all projects are submitted using the Fund Management System (FMS) no later than July 30, 2013. The goal of this process is to reduce staff time, coordinate all programs to respond to larger multi-modal 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 four-year period of Cycle 2 (FY 2012-13 through FY 2015-16). The expectation is that the CMA planning activities \ project would use capacity of the first year to provide more time for delivery as contrasted to other programs which tend to have more complex environmental and design challenges, but this is not a requirement. The funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606 or its successor) including the Request for Authorization (RFA) submittal deadline and federal authorization/obligation deadline. Furthermore the following funding deadlines apply for each county, with earlier delivery strongly encouraged:
 - Half of the OBAG funds, including all funds programmed for the PE phase, must be obligated (federal authorization/E-76) by March 31, 2015.
 - All remaining OBAG funds must be obligated by March 31, 2016.

CYCLE 2 COUNTY ONE BAY AREA GRANT PROJECT GUIDANCE

The categories below comprise the Cycle 2 County One Bay Area Grant Program, administered by the county congestion management agencies. Project selection should ensure that all of the eligibility requirements below are met. MTC staff will work with CMAs and project sponsors to resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

1. CMA Planning and Outreach

This category provides funding to the nine county Congestion Management Agencies (CMAs) to support regional planning, programming and outreach activities. Such efforts include: county-based planning efforts for development of the RTP/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 base funding level reflects continuing the Transportation 2035 commitment level by escalating at 3% per year from the base amount in FY 2011-12. In addition, the CMAs may request additional funding from their share of OBAG to enhance or augment additional activities at their discretion. All funding and activities will be administered through an interagency agreement between MTC and the respective CMA. Actual amounts for each CMA as augmented, are shown in Appendix A-2

2. Local Streets and Roads Preservation

This category is for the preservation of local streets and roads on the federally-eligible 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). The needs analysis ensures that streets recommended for treatment are cost effective. Pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. MTC is responsible for verifying the certification status. The certification status can be found at www.mtcpms.org/ptap/cert.html. Specific eligibility requirements are included below:

Pavement Rehabilitation:

Pavement rehabilitation projects including pavement segments with a PCI below 70 should be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP.

Preventive Maintenance: Only projects where pavement segments have a Pavement Condition Index (PCI) of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's Pavement Management Program (PMP) must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

Non-Pavement:

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

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

current standards), and any pavement application not recommended by the Pavement Management Program unless otherwise allowed above.

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

Federal Aid Secondary (FAS) Program Set-Aside: While passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 dissolved the Federal Aid Secondary (FAS) program, California statutes provide the continuation of minimum funding to counties, guaranteeing their prior FAS shares. The first three years of Cycle 2 were covered up-front under the Cycle 1 FAS program (covering a total 6-year period). The fourth year of Cycle 2 will be covered under the OBAG. Funding provided to the counties by the CMAs under OBAG will count toward the continuation of the FAS program requirement.

3. Bicycle and Pedestrian Improvements

The Bicycle and Pedestrian program may fund a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities, bicycle education, outreach, sharing and parking, sidewalks, ramps, pathways and pedestrian bridges, user safety and supporting facilities, and traffic signal actuation.

According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and reduce vehicle trips resulting in air pollution reductions. Also to meet the needs of users, hours of operation need to be reasonable and support bicycle / pedestrian needs particularly during commute periods. For example the policy that a trail be closed to users before sunrise or after sunset limits users from using the facility during the peak commute hours, particularly during times of the year with shorter days. These user restrictions indicate that the facility is recreational rather than commute oriented. Also, as contrasted with roadway projects, bicycle and pedestrian projects may be located on or off the federal-aid highway system.

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:

- Station Improvements such as plazas, station access pocket parks, bicycle parking
- Complete streets improvements that encourage bicycle and pedestrian access
- Transportation Demand Management projects including carsharing, vanpooling traveler coordination and information or Clipper®-related projects

- Connectivity projects connecting high density housing/jobs/mixed use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- 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)
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit (bulb outs, sidewalk widening , cross walk enhancements, audible signal modification, mid block crossing and signal, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refugees, way finding signage, pedestrian scaled street furniture including bus shelters, tree grates, benches, bollards, magazine racks, garbage and recycling bins, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on- site storm water management, permeable paving)
- Funding for TLC projects that incentivize local PDA Transit Oriented Development Housing

5. Safe Routes to School

The county Safe Routes to School Program continues to be a regional program. The funding is distributed directly to the CMAs by formula through the Cycle 2 regional program (see Appendix A-3). However, a CMA may use OBAG funding to augment this amount. Eligible projects include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. It is important to note that CMAQ is used to fund this program which is targeted towards air quality improvement rather than children's health or safety. Nevertheless CMAQ eligibility overlaps with Safe Routes to School Program projects that are eligible under the federal and state programs with few exceptions which are noted below. Refer to the following link for detailed examples of eligible projects which is followed by CMAQ funding eligibility parameters:

http://mtc.ca.gov/funding/STPCMAQ/7_SR2S_Eligibility_Matrix.pdf

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 Activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

Infrastructure Projects

Bicycle/Pedestrian Use:

- Constructing bicycle and pedestrian facilities (paths, 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 (STP based on availability will be provided for these purposes upon CMA's request)
- Crossing guards and vehicle speed feedback devices, traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians
- Material incentives that lack an educational message or exceeding a nominal cost.

6. *Priority Conservation Areas*

This is an outgrowth of the new regional program pilot for the development of Priority Conservation Area (PCA) plans and projects to assist counties to ameliorate outward development expansion and maintain their rural character. A CMA may use OBAG funding to augment grants received from the regionally competitive program or develop its own county PCA program. Generally, eligible projects will include planning, land / easement acquisition, open space access projects, and farm-to-market capital projects.

PROGRAM SCHEDULE

Cycle 2 spans apportionments over four fiscal years: FY 20012-13, FY 2013-14, FY 2014-15 and FY 2015-16. Programming in the first year will generally be for the on-going regional operations and regional planning activities which can be delivered immediately, allowing the region to meet the obligation deadlines for use of FY 2012-13 funds. This strategy, at the same time, provides several months during FY 2012-13 for program managers to select projects and for MTC to program projects into the TIP to be obligated during the remaining second, third and fourth years of the Cycle 2 period. If CMAs wish to program any OBAG funds in the first year, MTC will try to accommodate requests depending on available federal apportionments and obligation limitations, as long as the recipient has meet the OBAG requirements.

Appendix A-1

Cycle 2

Regional and County Programs

FY 2012-13 through FY 2015-16

May 2012

Proposed Cycle 2 Funding Commitments

Regional Program (millions \$ - rounded)		4-Year Total
Regional Categories		
1	Regional Planning Activities	\$7
2	Regional Operations	\$95
3	Freeway Performance Initiative	\$96
4	Pavement Management Program	\$7
5	Priority Development Activities	\$40
6	Climate Initiatives	\$20
7	Safe Routes To School	\$20
8	Transit Capital Rehabilitation	\$150
9	Transit Performance Initiative	\$30
10	Priority Conservation Area	\$10
Regional Program Total:*		\$475
		60%

One Bay Area Grant (OBAG) (millions \$ - rounded)		4-Year Total
Counties		
1	Alameda	\$63
2	Contra Costa	\$44
3	Marin	\$10
4	Napa	\$6
5	San Francisco	\$38
6	San Mateo	\$26
7	Santa Clara	\$87
8	Solano	\$18
9	Sonoma	\$23
OBAG Total:*		\$320
J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\WTC\tmp-4035_OBAG[tmp-4035_Appendices to Att-A.xlsx]A-1 Cycle 2 Funding		40%

Cycle 2 Total Total:*	\$795
-----------------------	-------

* Amounts may not total due to rounding

* OBAG amounts are draft estimates until final adoption of RHNA, expected July 2012.

Appendix A-2

Cycle 2 Planning & Outreach FY 2012-13 through FY 2015-16 May 2012

OBAG - County CMA Planning

		Cycle 2 OBAG County CMA Planning				STP
County	Agency	2012-13	2013-14	2014-15	2015-16	Total
Alameda	ACTC	\$916,000	\$944,000	\$973,000	\$1,003,000	\$3,836,000
Contra Costa	CCTA	\$725,000	\$747,000	\$770,000	\$794,000	\$3,036,000
Marin	TAM	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Napa	NCTPA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
San Francisco	SFCTA	\$667,000	\$688,000	\$709,000	\$731,000	\$2,795,000
San Mateo	SMCCAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Santa Clara	VTA	\$1,014,000	\$1,045,000	\$1,077,000	\$1,110,000	\$4,246,000
Solano	STA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Sonoma	SCTA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
County CMAs Total:		\$6,512,000	\$6,714,000	\$6,919,000	\$7,133,000	\$27,278,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\tmp-4035_OBAG\[tmp-4035_Appendices to Att-A.xlsx]A-2 Cycle 2 Planning

Regional Agency Planning

		Cycle 2 Regional Agency Planning				STP Total
Regional Agency		2012-13	2013-14	2014-15	2015-16	
ABAG	ABAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
BCDC	BCDC	\$320,000	\$330,000	\$340,000	\$351,000	\$1,341,000
MTC	MTC	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Regional Agencies Total:		\$1,596,000	\$1,646,000	\$1,696,000	\$1,749,000	\$6,687,000

\$33,965,000

Appendix A-3

Cycle 2

Safe Routes to School County Distribution

FY 2012-13 through FY 2015-16

May 2012

Safe Routes To School County Distribution

County	Public School Enrollment (K-12) *	Private School Enrollment (K-12) *	Total School Enrollment (K-12) *	Percentage	Total Funding
					\$20,000,000
Alameda	214,626	24,537	239,163	21%	\$4,293,000
Contra Costa	166,956	16,274	183,230	16%	\$3,289,000
Marin	29,615	5,645	35,260	3%	\$633,000
Napa	20,370	3,036	23,406	2%	\$420,000
San Francisco	56,454	23,723	80,177	7%	\$1,439,000
San Mateo	89,971	16,189	106,160	10%	\$1,905,000
Santa Clara	261,945	38,119	300,064	27%	\$5,386,000
Solano	67,117	2,855	69,972	6%	\$1,256,000
Sonoma	71,049	5,787	76,836	7%	\$1,379,000
Total:	978,103	136,165	1,114,268	100%	\$20,000,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\tmp-4035_OBAG\[tmp-4035_Appendices to Att-A.xlsx]A-3 REG SR2S

* From California Department of Education for FY 2010-11

Appendix A-4

Cycle 2 OBAG County Fund Distribution FY 2012-13 through FY 2015-16 May 2012

OBAG Geographic Funding Distribution

County	OBAG Funds	PDA/Anywhere Split	PDA	Anywhere
Alameda	\$63,732,000	70/30	\$44,612,000	\$19,120,000
Contra Costa	\$44,787,000	70/30	\$31,351,000	\$13,436,000
Marin	\$10,047,000	50/50	\$5,024,000	\$5,023,000
Napa	\$6,653,000	50/50	\$3,327,000	\$3,326,000
San Francisco	\$38,837,000	70/30	\$27,186,000	\$11,651,000
San Mateo	\$26,246,000	70/30	\$18,372,000	\$7,874,000
Santa Clara	\$87,284,000	70/30	\$61,099,000	\$26,185,000
Solano	\$18,801,000	50/50	\$9,401,000	\$9,400,000
Sonoma	\$23,613,000	50/50	\$11,807,000	\$11,806,000
Total:	\$320,000,000		\$212,179,000	\$107,821,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\tmp-4035_OBAG\tmp-4035_Appendices to Att-A.xlsx]A-4 OBAG PDA

OBAG amounts are draft estimates until final adoption of RHNA, expected July 2012.

Appendix A-5: One Bay Area Grant Call for Projects Guidance

The Metropolitan Transportation Commission (MTC) has delegated OBAG project selection to the nine Bay Area Congestion Management Agencies (CMAs) as they are best suited for this role because of their existing relationships with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their respective counties. In order to meet federal requirements that accompany the decision-making process regarding federal transportation funding, MTC expects the CMAs to plan and execute an effective public outreach and local engagement process to solicit candidate projects to be submitted to MTC for consideration for inclusion in the Cycle 2 One Bay Area Grant Program. CMAs will 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 2013 Transportation Improvement Program.

CMAs will conduct a transparent process for the Call for Projects while complying with federal regulations by carrying out the following activities:

1. Public Involvement and Outreach

- ***Conduct countywide outreach to stakeholders and the public to solicit project ideas.*** CMAs will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), 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 which 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
 - Hold public meetings in central locations that are accessible for people with disabilities and by public transit;
 - Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- ***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 funding. Specify whether public input was gathered at forums held specifically for the OBAG project solicitation or as part of a separate planning or programming outreach effort;
- A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
- A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA.

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 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

3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as 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;
 - For Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: http://www.onebayarea.org/get_involved.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-6: PDA Investment & Growth Strategy

~~MTC shall consult with the CMAs and amend the scope of activities identified below, as necessary, to minimize administrative workload and to avoid duplication of effort. This consultation may result in specific work elements shifting to MTC and/or ABAG. Such changes will be formalized through a future amendment to this appendix.~~

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require 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. Encourage community participation throughout the planning process and in determining project priorities
- 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.
- ~~• Help develop protocols with MTC, ABAG and Air District staff to assess toxic air contaminants and particulate matter, as well as related mitigation strategies, as part of regional PDA Planning Program.~~

(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.
 - *Short-term:* By May 1, 2013, ~~analyze receive and review information submitted to the CMA by~~ ABAG on the progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization.
 - *Long-term:* Starting in May 2014 and ~~for in all~~ subsequent updates, PDA Investment & Growth Strategies will assess ~~performancee local jurisdiction efforts in producing approving~~ sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals¹. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, 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. This analysis will be coordinated with related work

¹ 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.

conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

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

- **Projects located in high impact project areas.** Key factors defining high impact areas include:
 - a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production
 - b. Jobs in proximity to housing and transit (both current levels and those included in the SCS),
 - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
 - d. Consistency with regional TLC design guidelines or design that encourages multi-modal access: http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf
 - e. Project areas with parking management and pricing policies
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC as defined by MTC (-see: <http://geocommons.com/maps/110983>) or as defined by CMAs according to local priorities
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap or are colocated with: 1) populations exposed to outdoor toxic air contaminants as identified in the with-Air District's Community Air Risk Evaluation (CARE) Communities Program and/or are in proximity to 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. projects located in PDAs with highest exposure to particulate matter and toxic air contaminants where jurisdictions employ best management practices to mitigate exposure.

Process/Timeline

CMAs develop PDA Investment & Growth Strategy	June 2012 – May 2013
PDA Investment & Growth Strategy Presentations by CMAs to Joint MTC Planning and ABAG Administrative Committee	Summer/Fall 2013
CMAs amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2014
CMAs submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	May 2014, Ongoing

J:\SECTION\ALLSTAFF\Resolution\RESOLUTIONS\MTC Resolutions\RES-4035_Attach-A.doc

Cycle 2
Regional Programs Project List
FY 2012-13 through FY 2015-16
May 2012

Regional Programs Project List

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TE/TFCA	Total Cycle 2				
CYCLE 2 PROGRAMMING			\$435,187,000	\$40,000,000	\$475,187,000				
1. REGIONAL PLANNING ACTIVITIES (PL)									
ABAG Planning	Region-Wide	ABAG	\$2,673,000	\$0	\$2,673,000				
BCDC Planning	Region-Wide	BCDC	\$1,341,000	\$0	\$1,341,000				
MTC Planning	Region-Wide	MTC	\$2,673,000	\$0	\$2,673,000				
1. REGIONAL PLANNING ACTIVITIES (PL)			TOTAL:	\$6,687,000	\$0	\$6,687,000			
2. REGIONAL OPERATIONS (RO)									
Clipper® Fare Media Collection	Region-Wide	MTC	\$21,400,000	\$0	\$21,400,000				
511 - Traveler Information	Region-Wide	MTC	\$48,770,000	\$0	\$48,770,000				
SUBTOTAL			\$70,170,000	\$0	\$70,170,000				
FSP/Incident Management	Region-Wide	MTC/SAFE	\$25,130,000	\$0	\$25,130,000				
SUBTOTAL			\$25,130,000	\$0	\$25,130,000				
2. REGIONAL OPERATIONS (RO)			TOTAL:	\$95,300,000	\$0	\$95,300,000			
3. FREEWAY PERFORMANCE INITIATIVE (FPI)									
Regional Performance Initiatives Implementation	Region-Wide	MTC	\$5,750,000	\$0	\$5,750,000				
Regional Performance Initiatives Corridor Implementation	Region-Wide	MTC	\$8,000,000	\$0	\$8,000,000				
Program for Arterial System Synchronization (PASS)	Region-Wide	MTC	\$5,000,000	\$0	\$5,000,000				
SUBTOTAL			\$18,750,000	\$0	\$18,750,000				
Ramp Metering and TOS Elements									
FPI - Specific projects TBD by Commission	TBD	TBD	\$43,250,000	\$34,000,000	\$77,250,000				
SUBTOTAL			\$43,250,000	\$34,000,000	\$77,250,000				
3. FREEWAY PERFORMANCE INITIATIVE (FPI)			TOTAL:	\$62,000,000	\$34,000,000	\$96,000,000			
4. PAVEMENT MANAGEMENT PROGRAM (PMP)									
Pavement Technical Advisory Program (PTAP)	Region-Wide	MTC	\$6,000,000	\$0	\$6,000,000				
Pavement Management Program (PMP)	Region-Wide	MTC	\$1,200,000	\$0	\$1,200,000				
4. PAVEMENT MANAGEMENT PROGRAM (PMP)			TOTAL:	\$7,200,000	\$0	\$7,200,000			
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA)									
PDA Planning									
Specific projects TBD by Commission	TBD	TBD	\$25,000,000	\$0	\$25,000,000				
SUBTOTAL			\$25,000,000	\$0	\$25,000,000				
Transit Oriented Affordable Development (TOD)									
Specific projects TBD by Commission	Region-Wide	MTC	\$15,000,000	\$0	\$15,000,000				
SUBTOTAL			\$15,000,000	\$0	\$15,000,000				
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA)			TOTAL:	\$40,000,000	\$0	\$40,000,000			
6. CLIMATE CHANGE INITIATIVES (CCI)									
Climate Strategies	TBD	TBD	\$14,000,000	\$6,000,000	\$20,000,000				
6. CLIMATE CHANGE INITIATIVES (CCI)			TOTAL:	\$14,000,000	\$6,000,000	\$20,000,000			
7. SAFE ROUTES TO SCHOOL (SR2S)									
Specific projects TBD by CMAs									
SR2S - Alameda	Alameda	ACTC	\$4,293,000	\$0	\$4,293,000				
SR2S - Contra Costa	Contra Costa	CCTA	\$3,289,000	\$0	\$3,289,000				
SR2S - Marin	Marin	TAM	\$633,000	\$0	\$633,000				
SR2S - Napa	Napa	NCTPA	\$420,000	\$0	\$420,000				
SR2S - San Francisco	San Francisco	SFCTA	\$1,439,000	\$0	\$1,439,000				
SR2S - San Mateo	San Mateo	SMCCAG	\$1,905,000	\$0	\$1,905,000				
SR2S - Santa Clara	Santa Clara	SCVTA	\$5,386,000	\$0	\$5,386,000				
SR2S - Solano	Solano	STA	\$1,256,000	\$0	\$1,256,000				
SR2S - Sonoma	Sonoma	SCTA	\$1,379,000	\$0	\$1,379,000				
7. SAFE ROUTES TO SCHOOL (SR2S)			TOTAL:	\$20,000,000	\$0	\$20,000,000			
8. TRANSIT CAPITAL PROGRAM (TCP)									
Specific projects TBD by Transit Operators			\$149,000,000	\$0	\$149,000,000				
SolTrans - Preventive Maintenance	Solano	SolTrans	\$1,000,000	\$0	\$1,000,000				
8. TRANSIT CAPITAL PROGRAM (TCP)			TOTAL:	\$150,000,000	\$0	\$150,000,000			
9. TRANSIT PERFORMANCE INITIATIVE (TPI)									
AC Transit - Line 51 Corridor Speed Protection and Restoration	Alameda	AC Transit	\$10,515,624	\$0	\$10,515,624				
SFMTA - Mission Mobility Maximization	San Francisco	SFMTA	\$7,016,395	\$0	\$7,016,395				
SFMTA - N-Judah Mobility Maximization	San Francisco	SFMTA	\$3,750,574	\$0	\$3,750,574				
SFMTA - Bus Stop Consolidation and Roadway Modifications	San Francisco	SFMTA	\$4,133,031	\$0	\$4,133,031				
SCVTA - Light Rail Transit Signal Priority	Santa Clara	SCVTA	\$1,587,176	\$0	\$1,587,176				
SCVTA - Steven Creek - Limited 323 Transit Signal Priority	Santa Clara	SCVTA	\$712,888	\$0	\$712,888				
Unprogrammed Transit Performance Initiative Reserve	TBD	TBD	\$2,284,312	\$0	\$2,284,312				
9. TRANSIT PERFORMANCE INITIATIVE (TPI)			TOTAL:	\$30,000,000	\$0	\$30,000,000			
10. PRIORITY CONSERVATION AREA (PCA)									
Specific projects TBD by Commission	TBD	TBD	\$10,000,000	\$0	\$10,000,000				
10. PRIORITY CONSERVATION AREA (PCA)			TOTAL:	\$10,000,000	\$0	\$10,000,000			
Cycle 2 Total						TOTAL:	\$435,187,000	\$40,000,000	\$475,187,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2
 Adopted: 05/17/12-C
 Revised:

Cycle 2 OBAG Project List FY 2012-13 through FY 2015-16 May 2012

OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP-TE	Total Cycle 2
CYCLE 2 COUNTY OBAG PROGRAMMING		\$301,964,000	\$18,036,000	\$320,000,000
ALAMEDA COUNTY				
<i>Specific projects TBD by Alameda CMA</i>	TBD	\$56,170,000	\$3,726,000	\$59,896,000
CMA Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
ALAMEDA COUNTY	TOTAL:	\$60,006,000	\$3,726,000	\$63,732,000
CONTRA COSTA COUNTY				
<i>Specific projects TBD by Contra Costa CMA</i>	TBD	\$39,367,000	\$2,384,000	\$41,751,000
CMA Planning Activities - Contra Costa	CCTA	\$3,036,000	\$0	\$3,036,000
CONTRA COSTA COUNTY	TOTAL:	\$42,403,000	\$2,384,000	\$44,787,000
MARIN COUNTY				
<i>Specific projects TBD by Marin CMA</i>	TBD	\$6,667,000	\$707,000	\$7,374,000
CMA Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
MARIN COUNTY	TOTAL:	\$9,340,000	\$707,000	\$10,047,000
NAPA COUNTY				
<i>Specific projects TBD by Napa</i>	TBD	\$3,549,000	\$431,000	\$3,980,000
CMA Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
NAPA COUNTY	TOTAL:	\$6,222,000	\$431,000	\$6,653,000
SAN FRANCISCO COUNTY				
<i>Specific projects TBD by San Francisco CMA</i>	TBD	\$34,132,000	\$1,910,000	\$36,042,000
CMA Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
SAN FRANCISCO COUNTY	TOTAL:	\$36,927,000	\$1,910,000	\$38,837,000
SAN MATEO COUNTY				
<i>Specific projects TBD by San Mateo CMA</i>	TBD	\$21,582,000	\$1,991,000	\$23,573,000
CMA Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
SAN MATEO COUNTY	TOTAL:	\$24,255,000	\$1,991,000	\$26,246,000
SANTA CLARA COUNTY				
<i>Specific projects TBD by Santa Clara CMA</i>	TBD	\$78,688,000	\$4,350,000	\$83,038,000
CMA Planning Activities - Santa Clara	SCVTA	\$4,246,000	\$0	\$4,246,000
SANTA CLARA COUNTY	TOTAL:	\$82,934,000	\$4,350,000	\$87,284,000
SOLANO COUNTY				
<i>Specific projects TBD by Solano CMA</i>	TBD	\$14,987,000	\$1,141,000	\$16,128,000
CMA Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
SOLANO COUNTY	TOTAL:	\$17,660,000	\$1,141,000	\$18,801,000
SONOMA COUNTY				
<i>Specific projects TBD by Sonoma CMA</i>	TBD	\$19,544,000	\$1,396,000	\$20,940,000
CMA Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
SONOMA COUNTY	TOTAL:	\$22,217,000	\$1,396,000	\$23,613,000
Cycle 2 Total	TOTAL:	\$301,964,000	\$18,036,000	\$320,000,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\tmp-4035_OBAG\[tmp-4035_Attach_B-2.xlsx]T4 Cycle 2 Attach B-2 PENDING

This page intentionally left blank



Memorandum

DATE: November 6, 2012

TO: Planning, Policy and Legislation Committee

FROM: Beth Walukas, Deputy Director of Planning
Matt Todd, Manager of Programming
Kara Vuicich, Senior Transportation Planner

SUBJECT: Approval of Priority Conservation Area (PCA) Process and Schedule

Recommendation

It is recommended that the Commission approve the proposed process and schedule for conducting a PCA inventory and developing a strategy for responding to MTC's anticipated regional PCA Pilot Program project solicitation. The Alameda County Technical Advisory Committee (ACTAC) recommended approval of the PCA process and schedule at its November 6, 2012 meeting.

Summary

Under MTC Resolution 4035, \$10 million was set aside for Priority Conservation Areas (PCAs) as part of the Regional Program Cycle 2 funds. Half of these funds will be available to PCA projects outside of the North Bay and will be subject to a 3:1 match requirement. The primary funding source is federal Surface Transportation Program (STP) funds.

The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) are currently working with CMAs and other stakeholders to develop consensus on guiding goals and philosophy for this regional PCA Pilot Program. Once program goals, objectives and guidelines are established, MTC will issue a project solicitation (expected in February 2013).

In response, Alameda CTC has begun assessing Alameda County's PCAs to help determine needs and eligible projects and provide assistance to potential project sponsors; to provide input into the development of the regional PCA Pilot Program; and as part of the development of the PDA Investment and Growth Strategy for Alameda County. There are 18 PCAs in Alameda County which generally fall into three types: (1) large open space areas in East and South County; (2) hillside areas in North, Central and South County; and (3) major multi-use greenways or trails (e.g., the Eastbay Greenway, Bay Trail, and Bay Area Ridge Trail). Alameda County's PCAs are described in more detail in Attachment A.

Additional work is required to gather more detailed information on Alameda County's PCAs and develop a strategy for the upcoming regional PCA Pilot Program call for projects. To accomplish this, staff proposes to collect more detailed information about projects and funding needs as well as potential matching funds and project partners.

Discussion

PCAs are areas of regional significance that provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions. They have broad community support and an urgent need for protection. As part of the FOCUS Program in 2007, ABAG asked local governments, public agencies and non-profit organizations to nominate potential PCAs. Final PCA designations were made based on the following three criteria: level of consensus, regional significance (in terms of providing important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions) and urgency for protection.

The May 2012 *Plan Bay Area Jobs-Housing Connection Strategy* (see Attachment B) proposed the following implementation actions related to protecting the region's natural environment:

- 5.1. Initiate a PCA Pilot Program to fund PCAs and conservation in North Bay Counties initially.
- 5.2. Identify resources to preserve the Conservation Lands Network (CLN), a group of interconnected habitats critical to preserving the region's natural resources.
- 5.3. Complete the region's four major multi-use trails: the Coastal Trail, San Francisco Bay Trail, Bay Area Ridge Trail, and Bay Area Water Trail.
- 5.4. Extend the expiration dates for existing urban growth boundaries and other conservation lands policy protections.
- 5.5. Develop a regional agricultural and farmland protection plan.

Most recently, ABAG published a Regional Policy Background Paper in Fall 2012 that described the region's open space network and outlined three strategies to preserve and strengthen it (see Attachment C). These included:

1. Updating the PCA framework, including linking the identification, funding and preservation of PCAs to ongoing regional initiatives; revising the PCA framework to provide greater specificity about the qualities and functions of different types of PCAs; and gather and disseminate data on PCAs.
2. Developing a regional farmland protection plan.
3. Developing a Regional Advance Mitigation Program (RAMP) that bundles mitigation needs of multiple infrastructure projects and funds mitigation projects at a larger, more effective scale that is tied to regional conservation policies.

One Bay Area Grant (OBAG) PCA Program

Under MTC Resolution 4035, \$10 million was set aside for Priority Conservation Areas (PCAs) as part of the Regional Program for Cycle 2 funds. Half of this amount is devoted to PCAs in North Bay Area counties with a focus on helping these counties maintain their rural character. The remaining \$5 million will be available to projects outside of the North Bay and will be subject to a 3:1 match requirement. MTC staff will administer program solicitation and project selection.

MTC and ABAG are currently working with CMAs and other stakeholders to develop consensus on the guiding goals and philosophy of the PCA Pilot Program. Key issues to be resolved include:

- Funding eligibility – MTC has set aside STP funds in the Cycle 2 OBAG Program for PCAs. However, typical PCA project needs do not match STP funding eligibility requirements. Specifically, land/easement acquisition for recreational or conservation purposes is not an allowable use of STP funds. MTC is investigating alternatives, including use of Transportation Alternatives (formerly TE) funds and funding exchanges.
- Program success and longevity – program guidelines and criteria will need to address the fact that there is limited funding for a broad and diverse array of project needs. MTC staff suggests that the success and continuation of the PCA program may depend on its ability to fund projects that are innovative and have broad public appeal.
- “Farm-to-market” projects – generally, these types of projects facilitate agricultural production activities thereby helping to ensure the profitability of agricultural activities and the continued use of lands for agricultural purposes. These projects may include roadway operational and safety improvements or rehabilitation. However, developing a specific definition for “farm-to-market” projects is critical in terms of ensuring that these projects directly and primarily benefit agricultural uses.

MTC currently is gathering information from stakeholders and anticipates drafting program guidelines in November/December 2012. MTC anticipates having the final program guidelines and evaluation criteria adopted in January 2013, and to issue a project solicitation in February 2013.

MAP-21 Changes in STP Project Eligibility

STP project eligibility has been expanded under the federal transportation program, Moving Ahead for Progress in the 21st Century (MAP-21). Most relevant to potential PCA project needs, funds can be used on any federal-aid highway, on bridge projects on any public road, and on non-motorized paths. Bicycle facilities and pedestrian walkways are eligible expenses under STP, including recreational trails projects.¹ In general, STP funds are not eligible for projects on local streets or minor collectors. However, there are a number of exceptions to this requirement including bicycle and pedestrian walkways, Transportation Alternatives (formerly Transportation Enhancements under SAFETEA-LU), safety infrastructure, and recreational trails.²

MAP-21 has eliminated funding for transportation museums, scenic or historic highway programs, and acquisition of scenic or historic easements and sites that was available under the Transportation Enhancements Program in the previous federal transportation program. This may make it more difficult to use Transportation Alternative Program funds (a subset of STP funds) for the PCA Program, with open space acquisition or easements no longer eligible for STP funds.

¹ MAP-21 also amended the Surface Transportation Program (STP) to allow any projects eligible under the RTP to be eligible for STP funds. Recreational trail projects in highway rights-of-way must be treated as highway projects, but projects not in highway-rights-of-way may use "Common Rule" procedures under 49 CFR Part 18.

(http://www.fhwa.dot.gov/environment/recreational_trails/overview/map21.cfm)

² <http://www.fhwa.dot.gov/map21/stp.cfm>

Alameda County PCAs: Considerations and Need for an Inventory

Attachment A lists Alameda County's PCAs and provides a brief description of each. There are 18 designated PCAs in Alameda County, including the Bay Trail, Bay Area Ridge Trail, and other regional trail system gaps.

In general, Alameda County's PCAs can be grouped into three main categories, as summarized in the following table.

PCA Type	Project Needs	Potential STP Eligible Projects
Large open space areas in East and South County	<ul style="list-style-type: none">• Land acquisition or easements to protect important habitat, watershed, recreational, and agricultural resources• Possible public access improvements	<ul style="list-style-type: none">• Recreational trails• Possible access road construction or improvements• Potential "farm-to-market" transportation improvements (Livermore area)
Hillside areas in North, Central and South Alameda County	<ul style="list-style-type: none">• Land acquisition or easements to protect important habitat, watershed, recreational, and agricultural resources• Possible public access improvements	<ul style="list-style-type: none">• Recreational trails• Possible access road construction or improvements
Major multi-use greenways/trails (Eastbay Greenway, Bay Trail)	<ul style="list-style-type: none">• Trail planning, design and construction	<ul style="list-style-type: none">• Trail/pathway design and construction• Potential right-of-way acquisition

MTC and ABAG have indicated that they will be consulting with CMAs and other stakeholders to gain a better understanding of the PCA project needs in their counties. The regional agencies will then use this information to develop an initial recommendation for the regional PCA Pilot Program's overarching goals and philosophy as well as its more specific guidelines and project evaluation criteria.

Based on the information currently available, nearly all of the large open space areas in East and South County, as well as the hillside PCAs, include new recreational trails. It may also be possible that new roadways that provide access to newly acquired, publicly accessible open space may be eligible for STP funds, however more information is needed as to specific PCA project needs before this determination can be made, since projects on local streets and minor collectors are ineligible for STP funding.

Both the East Bay Greenway and the Bay Trail should be eligible for STP funds, and Alameda CTC should emphasize that the East Bay Greenway is a major multi-use trail within Alameda County that will provide an important recreation and transportation facility as well as open space in an increasingly urbanized area. Enabling completion of these major trail facilities as part of the PCA Pilot Program is consistent with Action Item 5.3 from the *Plan Bay Area Jobs-Housing Connection Strategy*. Additionally, completion of the East Bay Greenway and Bay Trail are included in the Alameda CTC's Countywide Transportation Plan and Transportation Expenditure Plan.

There may also be PCA projects related to agricultural preservation in East County. More information is needed to determine if there is any need or opportunity for "farm-to-market"

capital projects in Alameda County, most likely in the North and South Livermore Valley areas. These are transportation projects that would primarily facilitate agricultural production and transport of agricultural goods.

To better assess and identify Alameda County PCA projects and funding needs as well as potential project partners and sources of matching funds, a more detailed PCA inventory is needed. Alameda CTC will be surveying PCA project sponsors in November and December 2012 to assemble this more complete inventory. At a minimum, it is recommended that the Alameda CTC recommend that the regional PCA Pilot Program include major multi-use trails, and that the East Bay Greenway should be added to the list of major multi-use trails (as listed in the May 2012 *Plan Bay Area Jobs-Housing Connection Strategy*, Action Item 5.3; see Attachment B). Some questions to be considered when establishing a PCA funding strategy for Alameda County include:

- Should the focus be on the East Bay Greenway and other multi-use trails or on preservation of natural lands and open space areas?
- How might STP funds be used to support preservation of open space?
- What are the needs and/or opportunities for “farm-to-market” transportation projects in East County that will facilitate agricultural preservation?
- What projects might be most competitive for regional funds in terms of their innovative nature and broad appeal (as suggested by MTC)?

Schedule

Following is the schedule for next steps in the development of Alameda County’s PCA strategy:

- Complete PCA inventory in November and December 2012
- Finalize PCA inventory and strategy for pursuing regional PCA funds in January and February 2013
- Regional PCA Pilot Program expected call for projects in February 2013

Attachments

- Attachment A: Alameda County PCA List
- Attachment B: Implementing actions for “Action Area Five: Protect the Region’s Natural Environment” from *Plan Bay Area Jobs-Housing Connection Strategy*, May 16, 2012
- Attachment C: ABAG Regional Policy Background Paper on Conservation and Open Space, Fall 2012

This page intentionally left blank

Alameda County Priority Conservation Areas

Name	Sponsor	Location	General Description	PCA Type	Potential Project Types
Bethany Reservoir	EBRPD	East County Unincorporated Area	<ul style="list-style-type: none"> • Located in the northeastern corner of Alameda County • Priority area for protection and potential acquisition for regional parkland and trails as identified in the 1997 East Bay Regional Park District Master Plan • Lands are considered vital for soil and water quality, plant and animal diversity, habitat for sensitive species, wildlife corridors, the regional trail system, and outdoor recreation • Area is important for protecting the water quality in the Bethany Reservoir which is a link in the California Aqueduct and feeds the South Bay Aqueduct • Important recreational resource 	1 – East County Open Space	Recreational trails, possible improvements to access roadways
Cedar Mountain	EBRPD	East County Unincorporated Area	<ul style="list-style-type: none"> • Located on the eastern edge of Alameda County east of Del Valle Regional Park • Priority area for protection and potential acquisition for regional parkland and trails as identified in the 1997 East Bay Regional Park District Master Plan • Considered vital for soil and water quality, plant and animal diversity, habitat for sensitive species, wildlife corridors, the regional trail system, and outdoor recreation. • This privately-owned land is known to hold a rich diversity of rare and unusual plant species and is critical habitat for the Alameda Whipsnake, a federally threatened species 	1 – East County Open Space	Recreational trails, possible improvements to access roadways
Chain of Lakes	EBRPD	East County City of Pleasanton and Unincorporated Area	<ul style="list-style-type: none"> • Located between the Cities of Pleasanton and Livermore • Priority for protection and potential acquisition for regional parkland and trails as identified in the 1997 East Bay Regional Park District Master Plan • Considered vital for soil and water quality (especially for protecting reservoir water quality), plant and animal diversity, habitat for sensitive species, wildlife corridors, the regional trail system, and outdoor recreation 	1 – East County Open Space	Recreational trails, possible improvements to access roadways

Name	Sponsor	Location	General Description	PCA Type	Potential Project Types
Duarte Canyon	EBRPD	East County Unincorporated Area	<ul style="list-style-type: none"> • Located in the southeastern corner of Alameda County • Priority area for protection and potential acquisition for regional parkland and trails as identified in the 1997 East Bay Regional Park District Master Plan • Considered vital for soil and water quality, plant and animal diversity, habitat for sensitive species, wildlife corridors, the regional trail system, and outdoor recreation 	1 – East County Open Space	Recreational trails, possible improvements to access roadways
Potential Tesla Area	EBRPD	East County Unincorporated Area	<ul style="list-style-type: none"> • Located in eastern Alameda County surrounding the Carnegie State Vehicular Recreation Area • Priority area for protection and potential acquisition for regional parkland and trails as identified in the 1997 East Bay Regional Park District Master Plan • Considered vital for soil and water quality, plant and animal diversity, habitat for sensitive species, wildlife corridors, the regional trail system, and outdoor recreation • Important cultural and biological resource: the Corral Hollow Valley is the northernmost point inhabited by a number of plant, reptile, amphibian, and bird species. It is also the location of the Tesla mine and the towns of Tesla and Carnegie and was an important source of coal from the 1850's through the early 1900's. 	1 – East County Open Space	Recreational trails, possible improvements to access roadways
North Livermore, South Livermore Valley	City of Livermore	East County City of Livermore and Unincorporated Area	<ul style="list-style-type: none"> • Consists of undeveloped land outside of the City of Livermore's urban growth boundary • Lands serve as important wildlife habitat and corridors, buffers waterways and regional parks and protected areas • Provides an open space separation between the Cities of Livermore and Pleasanton • Supports an array of agricultural uses 	1 – East County Open Space	Recreational trails, possible improvements to access roadways, possible "farm-to-market" projects
Site 1 – Coyote Hills	City of Fremont	South County City of Fremont	<ul style="list-style-type: none"> • Located in northern Fremont • Historically tidal marsh, grassland, and wetland • Conservation would allow for the restoration of various habitats, including tidal marsh, salt ponds, natural marsh uplands, seasonal wetlands, and willow grove habitat. These habitats all provide important foraging and nesting 	1 – South County Open Space	Not known

Name	Sponsor	Location	General Description	PCA Type	Potential Project Types
			<p>habitat for shorebirds, waterfowl, and migratory birds.</p> <ul style="list-style-type: none"> Less than half of the Coyote Hills site is currently protected by a conservation easement, so additional land conservation efforts would permanently protect lands in this area. 		
Union City Hillside	City of Union City	South County City of Union City	<ul style="list-style-type: none"> Located in the northeastern part of Union City adjacent to the Dry Creek Pioneer Regional Park and hillside areas in neighboring Fremont Area is an important link in the preferred alignment of the Bay Area Ridge Trail segment between the Vargas Plateau and Garin/Dry Creek Pioneer Regional Parks Consists of largely undeveloped ravines and open meadows on a series of steep slopes leading up to the Walpert Ridge Provides habitat for a number of threatened and endangered species; an important wildlife corridor and potential future connection between regional park facilities; and one of the few remaining pristine viewsheds in the area As redevelopment occurs in the PDA around the Intermodal Transit Station approximately two miles away, development pressure will increase in the hillside area, threatening the viability of this vital habitat and recreational corridor 	2 – Hillside Area Open Space	Recreational trails
South Hills, San Leandro Creek	City of Oakland	North County City of Oakland	<ul style="list-style-type: none"> Adjacent to the 143-acre Dunsmuir Ridge Open Space and is connected through the Lake Chabot Municipal Golf Course to Anthony Chabot Regional Park Site consists of significant reaches of two tributaries to San Leandro Creek, both of which provide good riparian habitat connected to adjacent California bay forest habitat Preservation would protect headwater source areas and provide important habitat for wildlife; help to buffer existing open space areas from encroaching development; and provide opportunities for developing trails to connect several regional resources, making the area more accessible for visitors from throughout the region. 	2 – Hillside Area Open Space	Recreational trails

Name	Sponsor	Location	General Description	PCA Type	Potential Project Types
Leona Canyon Creek Tributaries	City of Oakland	North County City of Oakland	<ul style="list-style-type: none"> • Located in the Oakland Hills just south of Skyline Boulevard and adjacent to the Leona Canyon Regional Open Space Preserve • Protection could provide opportunities for additional trail connections to the preserve, which would improve the accessibility and visibility of this regional resource • Represents a rare opportunity within the City of Oakland to protect the tributaries of the Rifle Range Branch stream and adjacent hillslopes, which would maintain the link between the Rifle Range Branch valley habitat and the hills and headwaters areas of the watershed at this site. Such linkages allow for movement between the hills and the valley for songbirds, deer, and other species that prefer dense riparian vegetation for nesting or resting habitat, but forage in open areas. • Would also protect downstream areas against sedimentation and would generally provide local water quality benefits 	2 – Hillside Area Open Space	Recreational trails
Ridgmont West	City of Oakland	North County City of Oakland	<ul style="list-style-type: none"> • Located in the hills of the City of Oakland, on the southern edge of Leona Heights Park and adjacent to Merritt College • Site contains significant sections of mature, intact native oak woodlands and the dense understory, abundant berries, and patches of riparian woodland provide wildlife habitat for a variety of species. Habitat quality at this site is greatly enhanced by the extensive adjacent natural areas of Leona Heights Park, York Trail Park, and the nearby Leona Canyon Open Space Preserve. • Area is valued for its recreational opportunities: several pathways traverse the area and are popular among hikers, bikers, trail runners and dog walkers, and several trails link to the nearby parks and open space. • Area is also a headwaters within the Lion Creek Watershed, a watershed that covers approximately 2,677 acres. Land conservation in this area would protect downstream areas against sedimentation caused by 	2 – Hillside Area Open Space	Recreational trails

Name	Sponsor	Location	General Description	PCA Type	Potential Project Types
Butters Canyon – Peralta Creek	Butters Land Trust and City of Oakland	North County City of Oakland	<p>upstream erosion of hillslopes and unvegetated trails and would enhance open space connectivity and access.</p> <ul style="list-style-type: none"> • Located in the hills of East Oakland above Highway 13, just off Joaquin Miller Road • Area provides habitat for two special status animals, as well as native plant communities • Butters Canyon is the headwaters of Peralta Creek and preservation would help to improve water quality and provide a critical connection in a wildlife corridor between large landholdings in the lower Peralta Creek area and the Oakland Hills. • Area also provides recreation for pedestrians, bicyclists, and equestrians. Trails through the canyon have the potential to offer connections to Joaquin Miller Park, Redwood Regional Park, and the Bay Area Ridge Trail. 	2 – Hillside Area Open Space	Recreational trails
Temescal Creek/North Oakland	City of Oakland	North County City of Oakland	<ul style="list-style-type: none"> • Located in the hills of the City of Oakland, along the ridge above the Caldecott Tunnel and is adjacent to the Caldecott Corridor, a critical linkage between open spaces to the north and south of Highway 24 • Preservation of this area will prevent development from encroaching on the use of the corridor by large mammals, such as mountain lions, coyotes, and gray fox that avoid human disturbance. In addition, both the north and south branches of the tributary within the site provide riparian habitat with dense vegetation dominated by native species adjacent to non-native forest, and contiguous with a large natural area extending north across the Caldecott Tunnel. • Conservation would protect downstream areas against sedimentation caused by upstream erosion of hillslopes and unvegetated trails • Opportunity for increasing trail linkages that would connect pedestrians and mountain bikers from the North Oakland Sports Field to Sibley Park and Grizzly Peak Open Space, with the potential for additional links to Lake Temescal and the Rockridge BART Station. 	2 – Hillside Area Open Space	Recreational trails, bicycle and pedestrian pathways

Name	Sponsor	Location	General Description	PCA Type	Potential Project Types
Albany Hill	City of Albany	North County City of Albany	<ul style="list-style-type: none"> • Located on the northwestern corner of the City of Albany, rising above Interstate 80, and adjacent to the Cities of Richmond and El Cerrito • Site includes many native California grasses and wildflowers, oak woodlands, and stands of eucalyptus that serve as roosting sites for Monarch butterflies • Site is bordered by two year-round creeks, Cerrito and Middle, characteristic riparian flora and fauna including a willow marsh. • As infill development occurs nearby, Albany Hill represents a key opportunity for preserving passive open space for use by residents throughout the region while protecting a diversity of riparian and upland habitats 	2 – Hillside Area Open Space	Recreational trails
East Bay Greenway	City of Oakland	North, Central and South County Oakland, San Leandro, Hayward, and unincorporated Alameda County	<ul style="list-style-type: none"> • Planned bicycle and pedestrian pathway that extends from the City of Oakland to the City of Hayward underneath the elevated BART tracks • 13-mile greenway will run through four jurisdictions and connect five BART stations, as well as other regional destinations, such as the Oakland Coliseum and Bay Fair Center. • Parallels major transportation corridors that link homes, job centers, and schools in the East Bay • Adjacent neighborhoods are experiencing significant new growth, and already lack sufficient parks and opportunities for recreation. Once complete, the East Bay Greenway will be an amenity for these neighborhoods that increases connectivity, promotes health, and makes the surrounding areas more livable. 	3 – Urban Greenway	Multi-use, non-motorized pathway, urban open space

Name	Sponsor	Location	General Description	PCA Type	Potential Project Types
Potential Oakland Gateway Area	EBRPD	North County	<ul style="list-style-type: none"> Area is located along the waterfront of the Oakland Estuary Identified in the 2007 East Bay Regional Park District Master Plan Map as a priority area for the future development of a regional shoreline A Regional Shoreline provides significant recreational, interpretive, natural, or scenic values on land, water, and tidal areas along the San Francisco Bay and the Sacramento/San Joaquin Delta 	3 – Urban Greenway Regional Shoreline	Multi-use, non-motorized pathway
Bay and Ridge Trails	SF Bay Trail Project and Bay Area Ridge Trail Council	No defined locations	<p>The San Francisco Bay Area has two significant and complementary long-distance trails: the San Francisco Bay Trail hugs the shoreline and the Bay Area Ridge Trail runs along the ridgelines overlooking the Bay. These trails connect people and communities to each other, to parks and open space, to home, work and recreation, and to countless areas of cultural and historic interest. They also provide opportunities for solitude and passive and active recreation, which fosters healthy lifestyles. Furthermore, both trails increase transportation options and offer untold opportunities to observe, learn about, and care for the environment. Lastly, the bay and ridge trails offer economic benefits, such as increased tourism and increased property values. The regional trail alignments are not yet completed. Continued coordination with local and regional entities to close existing gaps is needed. Completion of these regional trails will continue to enhance the quality of life for Bay Area residents and offer an alternate means for people to enjoy the outdoors and get to various destinations within a network of connected, permanently-protected open space corridors and urban centers.</p>	Trails	Multi-use, non-motorized pathway, recreational trails

Name	Sponsor	Location	General Description	PCA Type	Potential Project Types
Regional Trail System Gaps	EBRPD	No defined locations	Alameda County and Contra Costa County have miles of trails in urban and rural settings. These trails provide transportation choices and recreational opportunities for residents and visitors. However, opportunities exist to connect existing trails and to link to regional parks and other planned regional trail systems. Expanding the existing trail network will provide a comprehensive regional trail system that allows trail users to access a variety of opens spaces and urban centers through an alternative means of transportation.	Trails	Recreational trails

Action Area Five: Protect the Region's Natural Environment

Preserving the region's ecologically, culturally, and economically valuable network of conservation lands can be addressed through near-term actions that expand upon ongoing programs as well as initiatives that provide the foundation for achieving the Strategy's open space goal, while also supporting the concentration of investment and future growth in PDAs. These actions include:

5.1: Initiate Priority Conservation Areas (PCAs) Pilot Program

The PCA Pilot Program included in the One Bay Area Grant provides an opportunity to accelerate the protection of key natural lands. The program will initially provide \$5 million to fund purchase of PCAs and conservation in North Bay Counties. Successful pilots can provide the basis for similar efforts elsewhere in the region and build momentum for protecting additional PCAs in the North Bay. Regional Agencies, local jurisdictions, and conservation organizations can begin immediately to identify partnerships to acquire and dedicate PCAs that begin to identify natural, agricultural, and open space assets for protection.

Potential Partnerships: Local Jurisdictions, Non-Profits, ABAG

Progress: Funded and Planned

5.2: Identify Resources to Preserve the Conservation Lands Network (CLN)

The Conservation Lands Network is a group of interconnected habitats critical to preserving the region's natural resources and unique environmental qualities identified by a collaborative group of 125 scientists and resource managers. The CLN includes many PCAs, as well as other valuable lands throughout the region. Portions of the CLN are already protected by federal, state, and local regional policies or land trusts. For areas that are not yet protected, regional, state, and federal funds are needed to ensure long-term preservation. While urban growth boundaries and other policy mechanisms used by jurisdictions can help secure the network, long-term protection will require greater funding than is currently available. Regional agencies can help advance this process by bringing together interested parties, including the federal and state government, together to identify a clear strategy for obtaining the substantial amount of funding needed to secure the CLN.

Potential Partnerships: Local Jurisdictions, ABAG, Non-Profits

5.3: Complete the Region's Four Major Multi-use Trails (Coastal Trail, San Francisco Bay Trail, Bay Area Ridge Trail, and Bay Area Water Trail)

The Bay Area's history of conservation and the popularity of outdoor recreation in the region have shaped planning for a trail network linking an array of natural habitats, landscapes, and communities. Significant progress has been made toward completing the region's three major multi-use trails—the region's portion of the Coastal Trail, the Bay Trail, and the Ridge Trail—and completing the planning for the Bay Area Water Trail, but additional funding and continued coordination between jurisdictions, the region's park districts, landowners and state and federal agencies is needed. ABAG currently leads the Bay Trail effort, providing grants for trail planning and construction in partnership with the San Francisco Bay Area Conservancy Program at the State Coastal Conservancy. The State Coastal Conservancy is also charged with implementing the Coastal Trail, Ridge Trail, and Water Trail and works with several partners, including ABAG, to plan and complete these trails. Regional agencies should facilitate an effort to identify planning and funding gaps that need to be addressed in order to complete the trails and help strengthen and solidify new partnerships to fill these gaps. This effort should also explore mechanisms for incorporating the completion of trail segments into permitting for development and infrastructure projects.

Potential Partnerships: Local Jurisdictions, ABAG, Special Districts, Non-Profits
Progress: Trails planned and partially completed

5.4.: Extend the Expiration Dates of Existing Urban Growth Boundaries and Other Conservation Lands Policy Protections

While many jurisdictions have mechanisms in place to protect open space, many of these protections are not permanent and over time can become vulnerable to development. To support implementation of the *Jobs Housing Connection* Scenario, regional agencies can work with jurisdictions to extend the expiration dates of existing policy protections. Where appropriate, this can include providing technical assistance for putting in place mechanisms such as agricultural zoning and other longer-term policy protections. This action can be coordinated with the dedication of PCAs and other conservation lands throughout the region.

Potential Partnerships: Local Jurisdictions, Special Districts, ABAG

5.5: Develop a Regional Agricultural and Farmland Protection Plan

The Bay Area's agricultural sector is a defining feature that not only provides a ready source of fresh food, but also represents one of the region's economic drivers—supporting successful farms and

wineries and drawing tourists from around the world. Agriculture helps shape the region's communities by extending open space corridors and providing an edge to many cities and neighborhoods. In the face of a regional trend toward urbanization of farmland, the Bay Area can reinforce the strategic importance of the sector in the region's economy and in implementing the Jobs-Housing Connection Strategy by developing an Agricultural and Farmland Protection Plan. This would involve drawing upon existing partnerships to identify challenges and opportunities to securing the sector's future, and working with local jurisdictions to develop land use, economic development, and infrastructure policies, drawing upon the experience of cities throughout the region. In addition to employing proven strategies, cities can explore innovative approaches to support the creation of markets for the region's farms, such as zoning for non-traditional retail uses such as farm stands, farmers markets, and mobile markets, and to facilitate the expansion of small-scale and urban agriculture.

Potential Partnerships: Relevant State Agencies, Special Districts, Local Jurisdictions, Non-Profits, ABAG

This page intentionally left blank

Regional Policy Background Papers – Fall 2012
Conservation and Open Space

1. The Open Space Qualities of the Bay Area

2. The Bay Area's Open Space Network

2.1 Habitat and Water

2.2 Agricultural Lands

2.3 Open Space and Parks

3. Strategies to Preserve and Strengthen Our Open Space Network

Strategy 1: Updated Priority Conservation Area (PCA) Framework

Strategy 2: Regional Farmland Protection Plan

Strategy 3. Regional Advance Mitigation Program

1. The Open Space Qualities of the Bay Area

The Bay Area possesses a unique network of natural habitat and water resources, agricultural land, and park lands that promote a strong regional economy and support Bay Area residents' health and quality of life. Natural habitats—including forests, grasslands, and coastal areas—deliver clean and reliable drinking water, clean air, and protection from disasters such as flooding, landslides, and climate change. Working farms and ranches offer affordable local food and support a \$1.8 billion regional agriculture industry. Parks and recreational open spaces provide opportunities for outdoor activity, encouraging active, healthy lifestyles. This network contributes to the character of Bay Area rural communities, while also promoting a high quality of life in urban areas and adding to the region's economic competitiveness by attracting a talented workforce that encourages businesses to locate and stay here.

Over the past several decades, Bay Area local governments and regional agencies have succeeded in protecting many of these lands and waters through policies and partnerships that have drawn upon both public and private funds. Conservation receives strong support from the voters in the nine-county region: 93% agree that a clean, healthy, and vibrant San Francisco Bay is important for the region's economy; 72% regard the loss of open space as a concern.¹ Since 1988, Bay Area voters have approved more than \$1.5 billion to improve water quality, create new parks, protect farmland, and preserve critical habitat through bond measures and tax increases.²

When compared to many other metropolitan areas, the Bay Area has excelled in its efforts to protect the natural environment. Still, the region's base of agricultural and habitat land is at risk of decline. The supply of clean water for fish, wildlife and humans can be diminished as streams are constrained, polluted, and dewatered. Habitat and corridors vital for healthy wildlife populations can be degraded or lost. Financial pressures contribute to the conversion of land critical to conserving biodiversity and providing food to urban uses. Where the region's next two million new residents live, work, and recreate will play a crucial role in determining the viability of these natural resources.

Regional planning strategies can help protect and maintain our natural habitat, water resources, agricultural land, and open space. Since 2007, local jurisdictions and regional agencies have worked together to establish nearly 200 Priority Development Areas (PDAs) and more than 100 Priority Conservation Areas (PCAs). PDAs are places with access to quality transit identified by jurisdictions as locations for future housing and jobs. PCAs are locally-selected lands critical to preserving the vitality of the region's ecosystem and rural economy. A coordinated approach that focuses a significant amount of future growth in PDAs can help reduce development pressure on PCAs, supporting the region's rural economy and complex ecosystem while increasing transit use, walking, and bicycling.

¹ Fairbank, Maslin, Maullin, Metz & Associates, "Support for Funding the Restoration of the San Francisco Bay: Key Findings from a Regional Voter Survey," August 2010.

² Trust for Public Land, Land Vote from <http://www.landvote.org> retrieved on 8/21/2012.

Developing a regional planning strategy provides an opportunity to expand upon initial efforts that led to the identification of more than 100 PCAs by strengthening collaboration between regional agencies, local jurisdictions, and the non-profit and business communities around a comprehensive strategy for conservation of our natural environment. This paper highlights the region's conservation and open space network, explores opportunities to leverage regional plans and investments to achieve greater integration with ongoing conservation efforts, and presents concrete specific strategies for achieving this objective.

Success Through Partnership: The Bay Trail

The **San Francisco Bay Trail** is a visionary plan with wide public support for a bicycle and pedestrian trail allowing continuous travel around the shoreline of San Francisco Bay. In 1965, only four miles of bay shoreline were open to public access. Today, over 330 of the trail's 500 miles have been completed. When finished, the trail will link the shoreline of nine counties, passing through 47 cities and crossing seven toll bridges. It is a project of the Association of Bay Area Governments and funding for its administration is provided by the Metropolitan Transportation Commission.

The Bay Trail is a collaboration between elected officials, government agencies, private companies, non-profit organizations, advocacy groups and the public to increase access to the edge of the bay. It provides recreational opportunities for hikers, joggers and bicyclists; offers a setting for wildlife viewing and environmental education; attracts tourists to explore the region; and serves as a bicycle transportation corridor. The Trail provides access to points of historic, natural and cultural interest, and to numerous recreational areas, including over 130 parks.

The trail will not only encircle the Bay but will also provide access inland to open spaces and preserves, streams, and the Bay Area Ridge Trail, which forms the second of two concentric rings around the bay. Nearly 2.7 million people and 1.8 million jobs are within two miles of the trail, making it convenient not only for recreation but also for bicycling or walking to work – healthy, climate-friendly commute options that also relieve traffic.



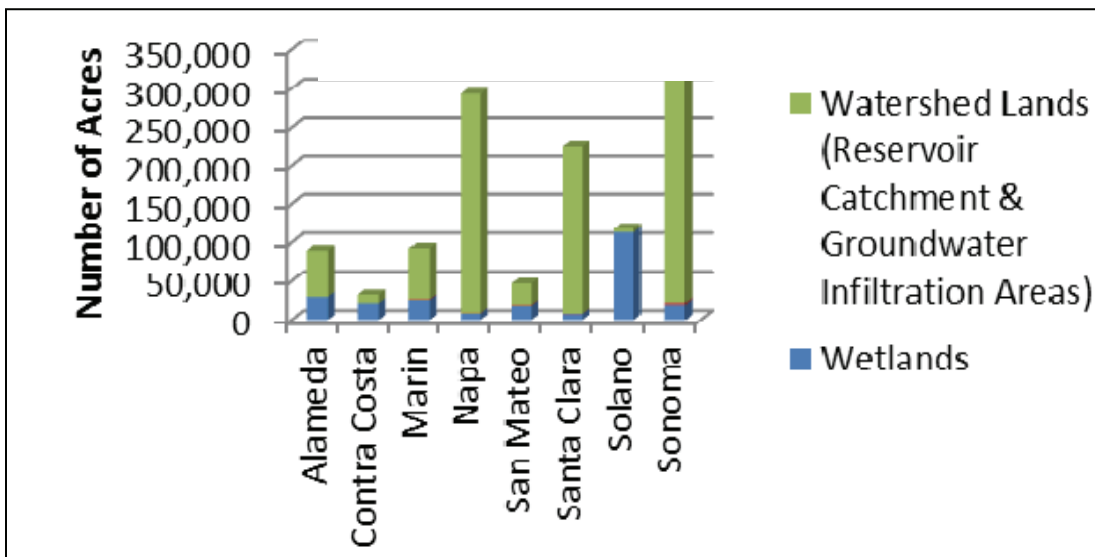
2. The Bay Area's Conservation and Open Space Network

The Bay Area's network of natural habitats, agricultural land, and open spaces is made up of a diversity of landscapes that act in concert to provide an array of ecological, economic, and social benefits. Collectively, these natural assets provide much of the region's food, sustain a clean and reliable water supply, store carbon in vegetation, improve community health, reduce damage from sea level rise and extreme weather events, and provide an array of other benefits.

2.1 Habitat and Water

The Bay Area's forests, grasslands, wetlands, and other natural habitats support 33% of the state's wildlife and plants and comprise a portion of the California Floristic Province, which is a globally recognized biodiversity hotspot.³ Beyond their biological significance, natural habitats support necessary environmental functions on which residents and the regional economy depend.

Figure 1. Number of Acres of Water Resources by Bay Area County



- Intact natural lands provide clean drinking water for Bay Area residents by catching rainfall, filtering pollutants from the water, and recharging groundwater supplies. They also help to ensure clean water for coastal and marine ecosystems that sustain fisheries. The economic value of ecosystem services provided by wetlands, for instance, is

³ Greenbelt Alliance, the Bay Area Open Space Council, and the Association of Bay Area Governments, "Golden Lands, Golden Opportunity: Preserving vital Bay Area lands for all Californians," 2009; Myers, N. et al. *Nature* 403 (2000): 853–858.

Figure 2: Wildlife Habitat

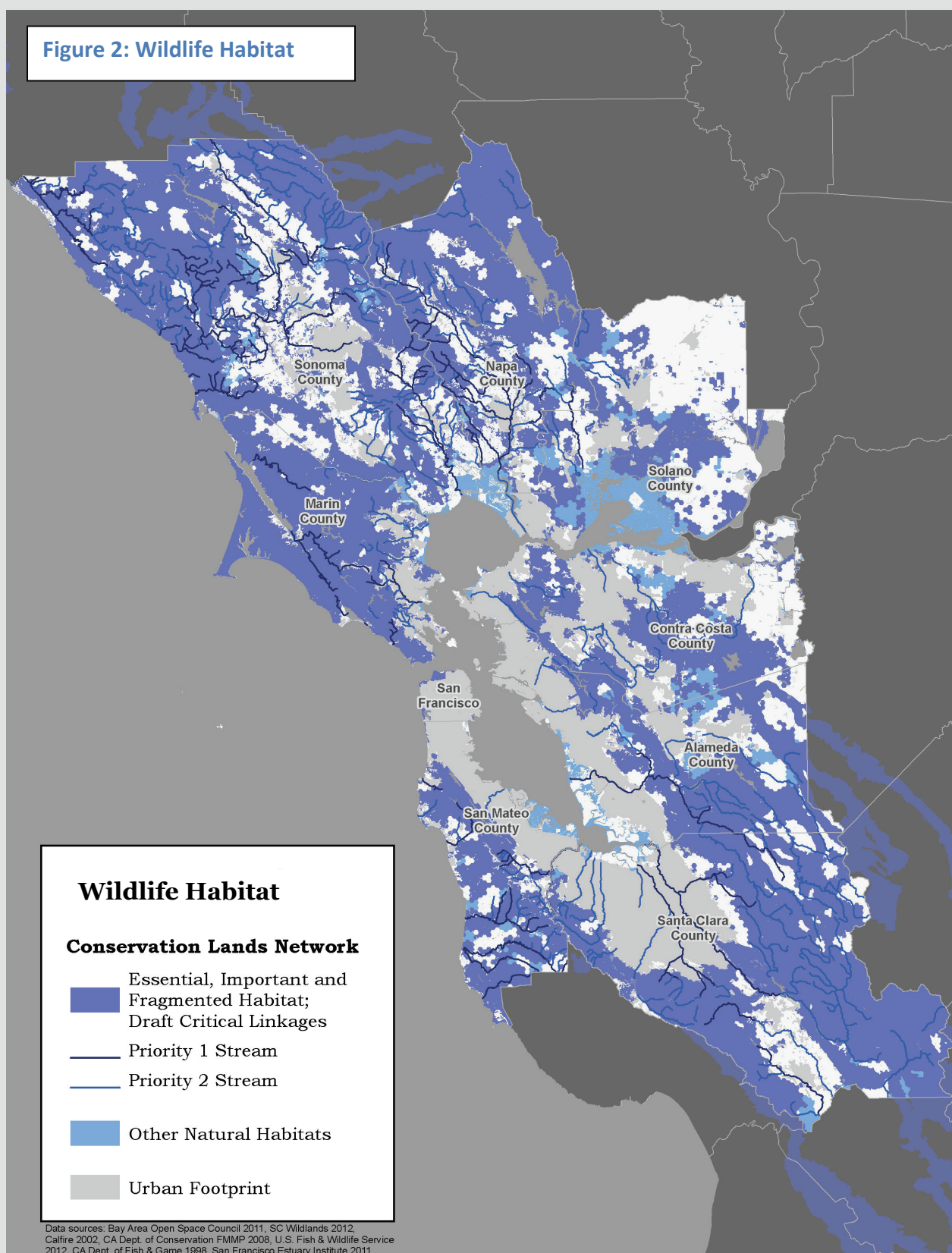


Figure 3: Watersheds and Wetlands

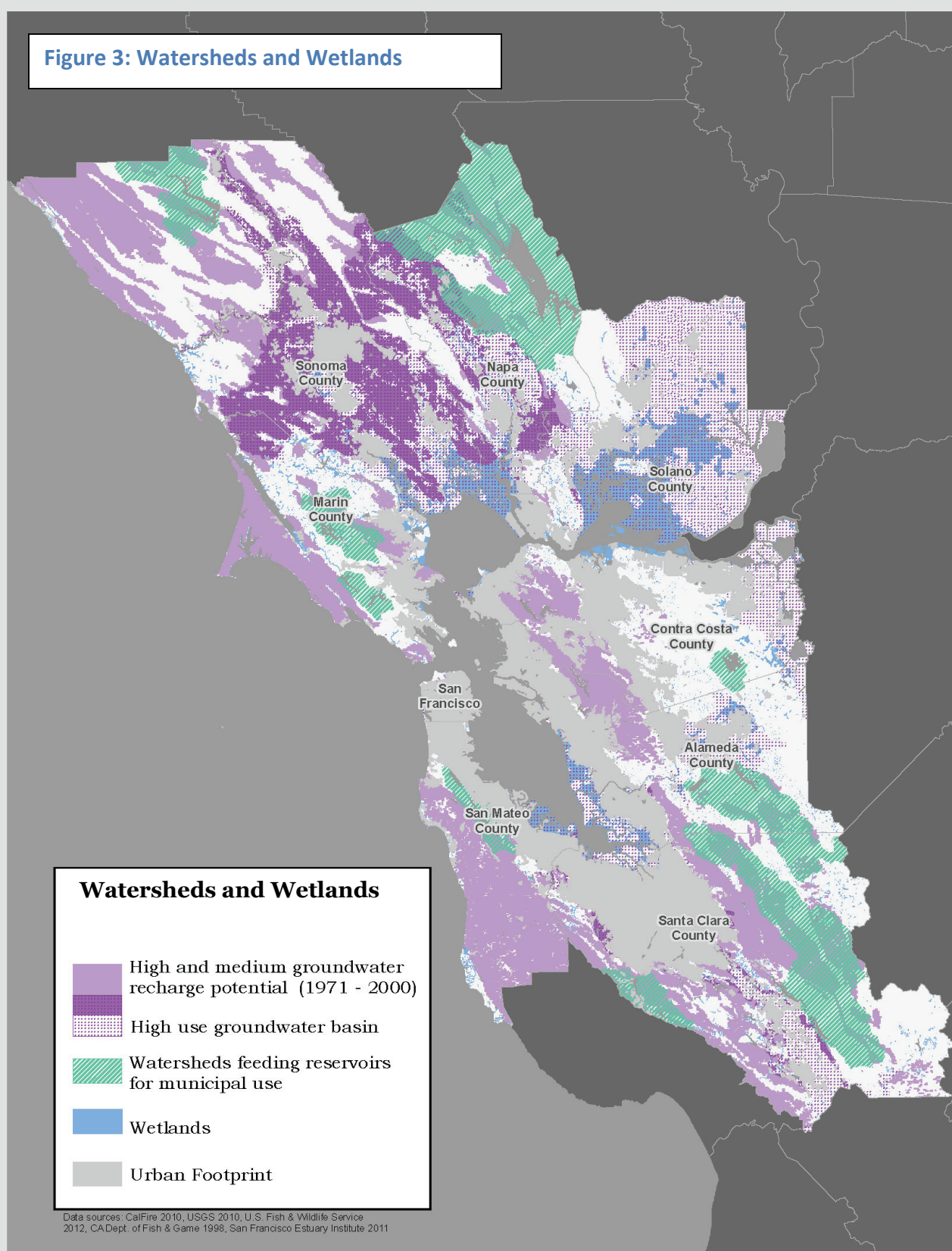
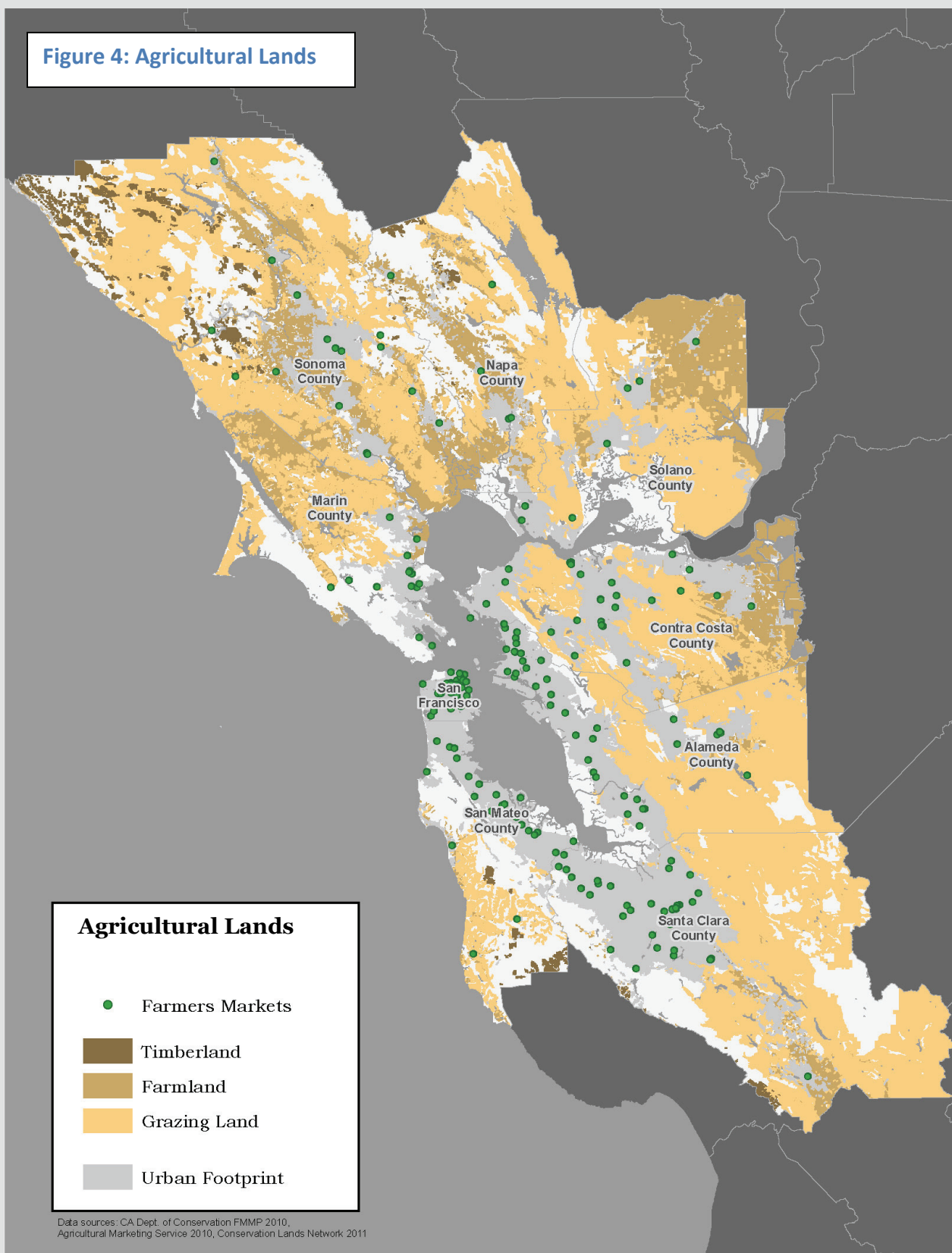


Figure 4: Agricultural Lands



significant. Scholars have estimated the annual value of tidal wetlands in Napa County to exceed \$8 million and the value of freshwater wetlands to exceed \$19 million. The Bay Area's natural habitats also help curb and mitigate the impacts of climate change. Natural habitats decrease and mitigate flooding events by distributing water to the landscape where it can be absorbed into the ground. Combined, conservation lands in the Bay Area store nearly 25 million metric tons of carbon aboveground tree and shrub biomass, the equivalent to avoiding the carbon dioxide emissions of over 17 million cars annually.

Natural habitats sustain an array of plant and animal life. Local organizations, in conjunction with scientists, have identified Bay Area lands that are most essential to maintaining biological diversity—the variation of life at all levels that is crucial for human health and wellbeing—with the goal of creating a Conservation Lands Network (CLN). If protected from development, this CLN can help to support a number of plant and animal species, as well as maintain migratory routes and provide buffers against anticipated climate change effects.

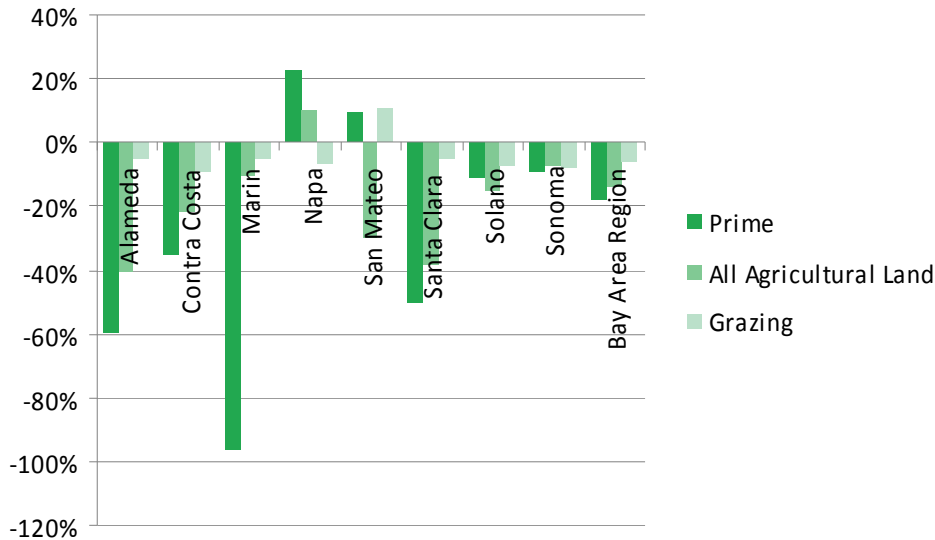
Natural habitats also function as “green infrastructure”—natural features that perform services typically accomplished with built infrastructure such as flood control, water filtration, and water storage, providing viable, cost-effective and resource-efficient alternatives to traditional “grey” infrastructure. The City of Martinez, in partnership with the East Bay Regional Park District and Caltrans, recently implemented an innovative green infrastructure project that involved enhancing the Martinez marsh in order to alleviate flooding in downtown Martinez. Although these watershed lands and wetlands are critical to maintaining a supply of clean water, many acres are unprotected, including a large number in Napa and Sonoma Counties.

2.2 Agricultural Lands

Agricultural lands include farms that produce a variety of food and provide space for livestock to graze. The Bay Area's agricultural lands result in over \$1.8 billion of crop production value annually and generate nearly 25,000 jobs—including 8.2% of jobs in Napa County and 3.7% in Sonoma County.⁴ These lands offer additional economic benefits through the activities that accompany agriculture, such as food processing and food-related tourism. Napa and Sonoma Counties attract business conventions to the Bay Area, as participants can complement their business travel with trips to the counties' premier vineyards. Taking into account these broader impacts, the estimated annual economic benefit of agriculture in the region is over \$5.5 billion.⁵ Agricultural lands are an integral part of the region's infrastructure network, dependent on road and rail access to markets within the Bay Area's urban areas and outside of the region. In addition, working lands support the region's watershed by allowing water infiltration into the groundwater storage system, contribute to flood control, and absorb greenhouse gas emissions.

⁴ Crop Reports, Bay Area Counties, 2010 and 2011; US Census 2010

⁵ Crop Reports, Alameda and Contra Costa Counties, 2010. These counties determined that the total economic impact of agricultural production is three times the gross production value.

Figure 5: Change in Agricultural Land, Bay Area: 1984-2008

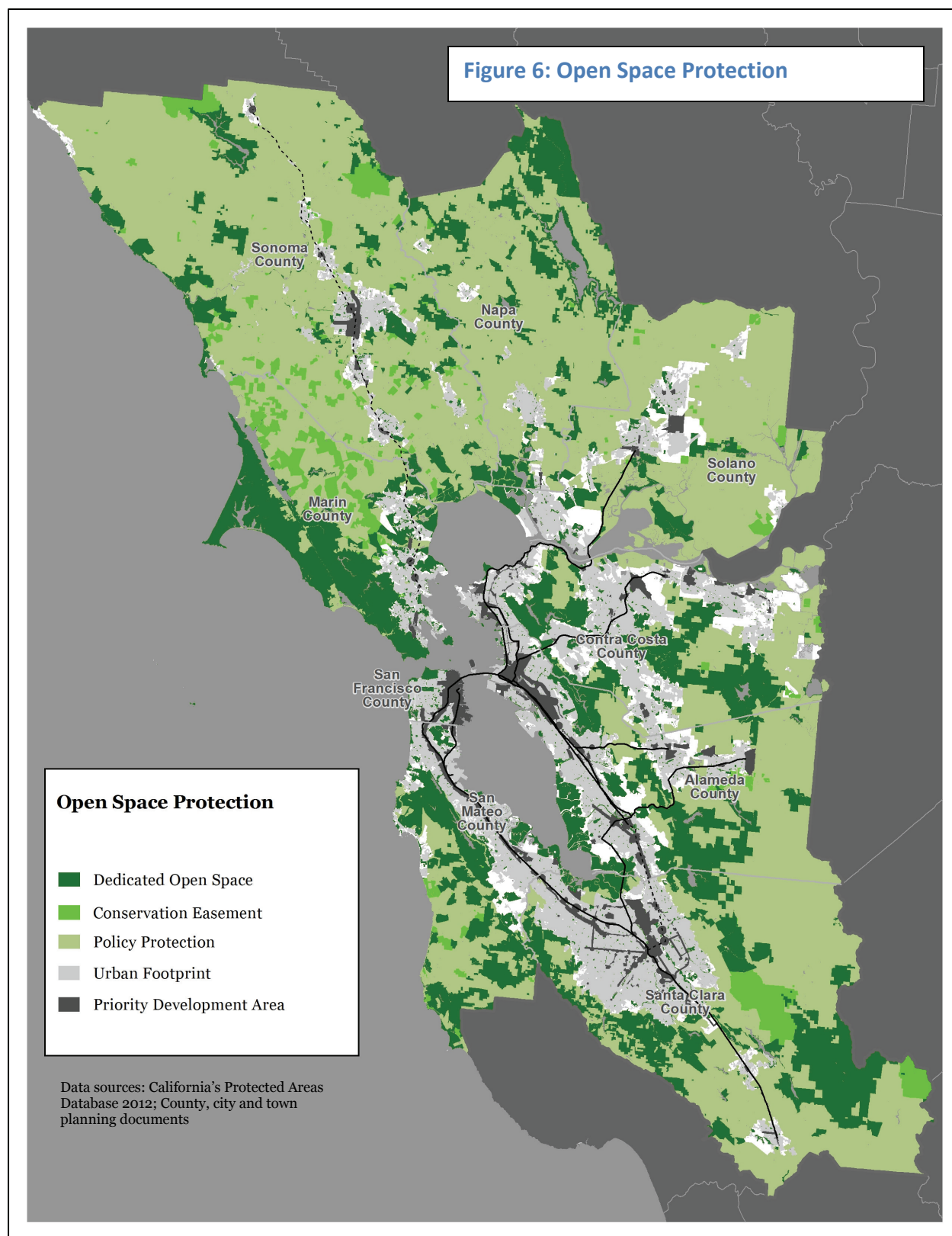
Source: CA Department of Conservation, Farmland Mapping and Monitoring Program (FMMP), 2008.

Despite its continued positive economic impact, the region's agricultural land base is declining. Between 1984 and 2008, acreage of prime farmland⁶ fell by 18% and total acreage of agricultural land fell by 8%.⁷ This trend was most pronounced in Alameda and Marin Counties, which saw reductions in prime farmland of 60% and 96% respectively. Sonoma County, which has the highest value of agricultural production, lost 9% of its prime farmland during this period and 8% of its total agricultural land. Napa, the county with the second highest value of agricultural production, is the only county in the Bay Area to gain prime farmland, which increased by 23% (total agricultural land fell by 2%). One positive trend across much of the region is the expansion of unique farmland, which is of lesser soil quality than prime farmland or farmland of statewide importance, but is used to produce many of the state's leading crops; acreage in this category increased in every county except Solano, and more than doubled in Alameda, Marin, Santa Clara and Sonoma Counties.

The region's loss of agricultural land is due primarily to conversion to urban uses, particularly residential development. Napa's success in preserving prime farmland—as well as less productive but important and unique farmland—was supported by voter adoption of the Agricultural Lands Preservation Initiative (Measures J and P), which prevented the re-

⁶ Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. http://www.conservation.ca.gov/dlrp/fmmp/mccu/Pages/map_categories.aspx retrieved on 9/21/2012.

⁷ California Department of Conservation, Farmland Mapping and Monitoring Program 2008.

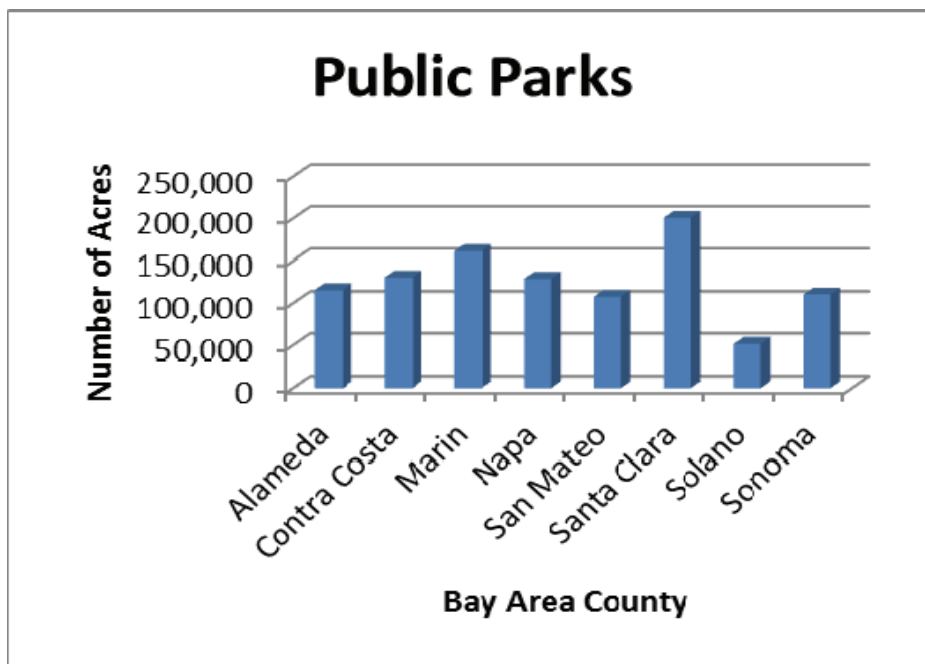


designation or subdivision of agricultural or watershed lands or subdividing them without voter approval.

2.3 Open Space and Parks

The Bay Area has an extensive network of regional parks, trails and open space, including 587,837 acres (an area the size of 578 Golden Gate Parks) of publicly accessible land.⁸ This network has helped shape the region's identity as a place of natural beauty, active lifestyles and recreational opportunities. In addition to improving individual and community health, the region's parks and open spaces capture greenhouse gas emissions and yields regional and local economic benefits. State parks attract nearly 10 million visitors annually across the region, while the Golden Gate National Recreation Area attracts 14 million visitors—many of them tourists that help bolster the region's economy. Open spaces and parks run by regional park districts attract millions more and provide additional economic benefits. The East Bay Regional Park District estimates that park visitors spend \$254 million each year on durable and non-durable goods.⁹

Figure 7: Park Acreage by Bay Area County

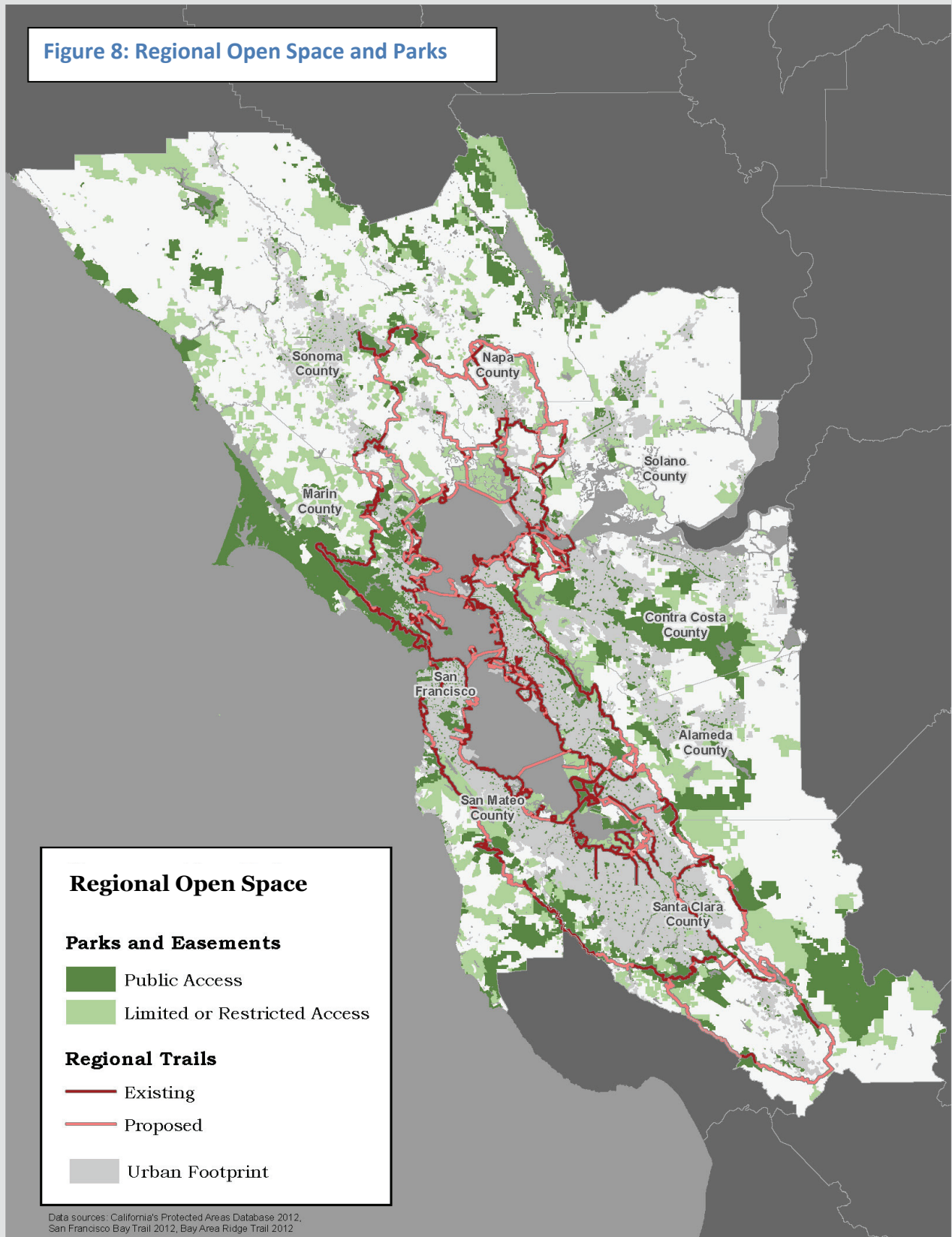


The expansion the Bay Area's park and open space network illustrates the potential for stakeholders and public agencies to work together to support voter initiatives and programs to

⁸ California Protected Area Data Base, Jan 2012; US Census Block Level 2010.

⁹ East Bay Regional Park District, "Quantifying our Quality of Life: An Economic Analysis of the East Bay's Unique Environment," 2000.

Figure 8: Regional Open Space and Parks



acquire land to complete regional park and open space networks. In addition to acquiring new parkland, the region also has made significant progress toward completion of the Bay Trail and the Ridge Trail. This tradition of collaboration can be leveraged to increase the amount of green space in communities that currently lack trees and neighborhood parks. Many low-income communities have significantly fewer acres of parkland per resident and dramatically fewer trees than wealthy neighboring communities. In some neighborhoods, residents have developed their own public and semi-public greenspaces. Innovative, grassroots efforts to expand the amount of greenspace in low-income neighborhoods have transformed vacant lots and other neglected areas into parks, community gardens, and playgrounds. Supporting these organic efforts and recent efforts by state and federal agencies to increase the urban tree canopy¹⁰ could provide significant benefits at a relatively low cost.

This collaborative approach to parks and open space planning has helped shape new development as well. Coordination between stakeholders, local governments, and state and federal agencies led to an adopted plan for the Concord Naval Weapons station that focuses future homes and workplaces around convenient transit service, preserving 60% of the site for green spaces ranging from community gardens to a 2,500 acre addition to the East Bay Regional Park District. In addition, recent plans for development around transit stations and traditional downtowns have set aside land to fill in gaps in regional trail and open space networks.

3. Strategies to Preserve and Strengthen our Open Space Network

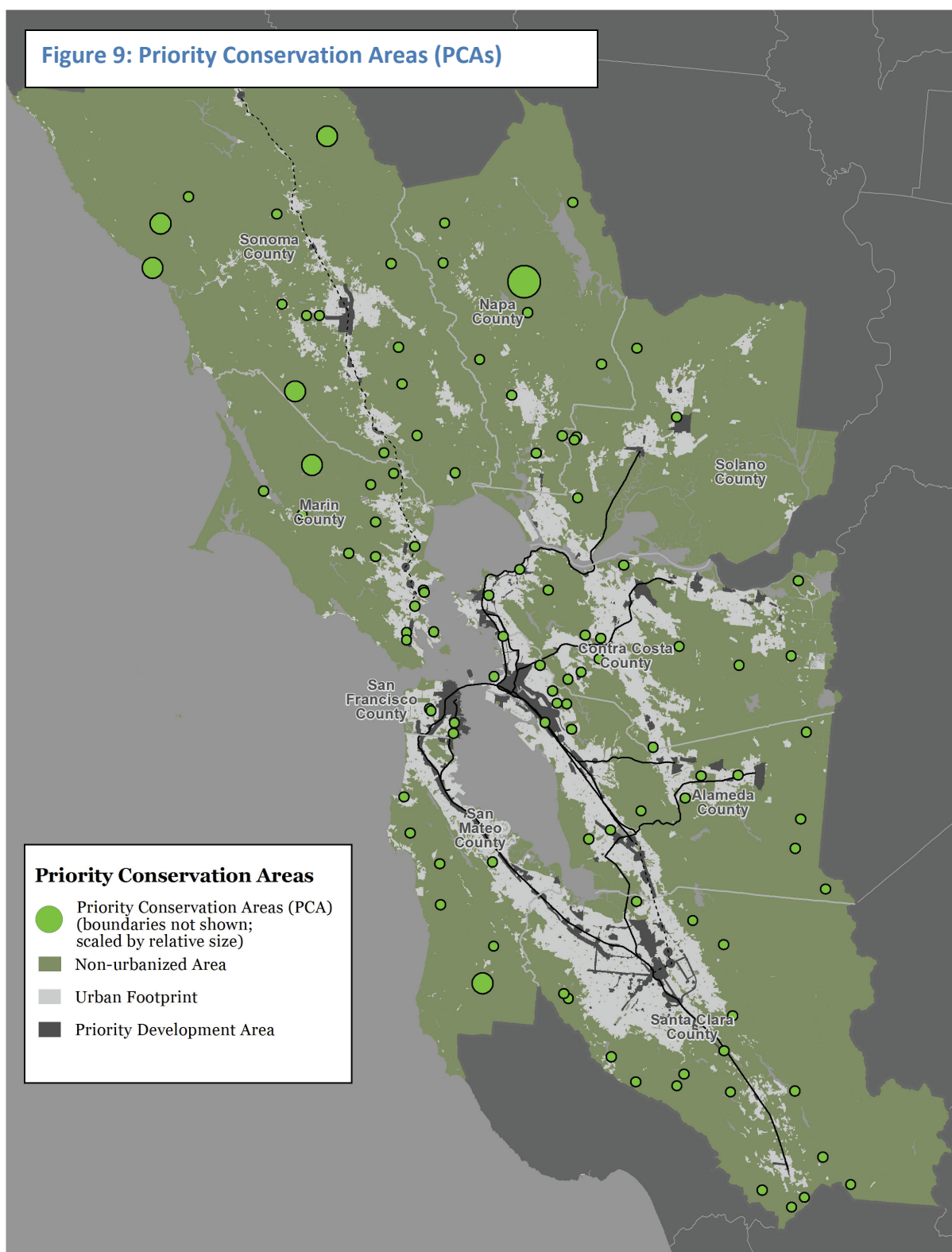
Regional agencies have played an important role in supporting the preservation and expansion of the region's conservation and open space lands. The most successful examples of regional agency involvement have grown out of partnerships with non-profit organizations, other public agencies, and stakeholder groups with an ongoing involvement in conservation activities. In some cases, a regional agency has taken on a leadership role. Planning for the Bay Trail, for example, is led by ABAG with funding from MTC. Priority Conservation Areas, developed through the FOCUS program, are another example of a regionally-led program closely linked to a network of government, non-profit, and private sector partnerships. PCAs were selected by the region's jurisdictions based upon both local priorities and the wealth of research and planning conducted in the region to identify lands with the greatest ecological, recreational and economic value. Building upon the identification of PCAs over the past 5 years, the One Bay Area Grant (OBAG) directs \$10 million in competitive funds to support PCAs.

Strategy 1: Updated Priority Conservation Area (PCA) Framework

Working in partnership with local jurisdictions, state agencies, special districts, and stakeholder groups, regional agencies will refine the definition of Priority Conservation Areas in supporting regional efforts to protect valuable agricultural, habitat, and open space lands, and to preserve and expand urban green spaces.

¹⁰ http://www.marinij.com/ci_21505045/gauge-neighborhood-wealth-look-trees, accessed 9/21/2012

Figure 9: Priority Conservation Areas (PCAs)



The strategy could explore opportunities to:

- Link the identification, funding and preservation of PCAs to ongoing regional initiatives led by public agencies and non-profit organizations—including opportunities for joint funding of both acquisition and planning activities. The impact of regional funds for PCAs could be increased by partnering with existing state and non-profit efforts to acquire and preserve land; identifying these opportunities could set the stage for a more robust, coordinated long-range approach to regional open space planning.
- Revise the PCA framework to provide greater specificity about the qualities and function of different types of PCAs. Currently, only a single category exists for the region's 106 PCAs. The regional agencies and working group could investigate the development of a set of PCA Types that would play a similar role as PDAs by identifying the unique role of different kinds of PCAs in preserving and enhancing the region's natural habitat, agricultural, and open space. This would help communicate the quality of the PCAs to community members, and identify the interrelationships between different PCAs as well as the built environment. Combined with data about the specific benefits of each PCA, the Types would help prioritize planning and investment.
- Gather data and make it accessible. To support implementation of the PCA framework, ABAG can review and integrate into the regional spatial database the wealth of available data related to the habitat and water, agricultural land, and open space—including policies and other incentives applicable to these areas. In tandem with the Area Types, this expanded database would help inform local and regional decisions about the prioritization of different PCAs. The database could be available online and be updated as new information becomes available. Links could be provided to the data sources of different map layers to provide transparency. Ongoing efforts by state and regional scientists can provide the basis for identifying, compiling, and reviewing data to include in the database.

Strategy 2: Regional Farmland Protection Plan

A regionally coordinated plan to preserve the Bay Area's agricultural land and support farmers could strengthen the vitality of rural economies and communities, while also improving the long-term resilience of the region's food supply and helping to mitigate the impacts of climate change and sea level rise. This effort would complement the Regional Prosperity Plan currently underway by providing a greater level of analysis on the unique challenges and opportunities facing the region's rural communities.

This strategy could involve:

- Identifying the role of existing and potential PCAs in supporting preservation of valuable at-risk agricultural lands, and exploring opportunities to link these efforts.

- Developing and disseminating model zoning and regulatory elements for jurisdictions, such as agricultural enterprise zones, on-farm value added facilities (i.e. commercial kitchen), worker housing, and expanding ag-tourism by allowing visitors to interact and engage with farmlands more directly.
- Providing guide/policy on best practices for allowing groundwater recharge, carbon sequestration, and wildlife movement.
- Facilitating policies that allow delivery of local produce to local schools, hospitals and market stores.
- Exploring options for creating an entity to coordinate across the counties and subsectors of agriculture. This entity should be attentive to how the entire food system functions and be strategic in its engagement.

Strategy 3: Regional Advance Mitigation Program (RAMP)

A regional advance mitigation program is an emerging approach to infrastructure development that aims to expedite project delivery, reduce risk and create certainty for the infrastructure agency, as well as delivering more effective conservation of our natural resources by bundling mitigation needs of multiple projects and funding mitigation projects at a larger, more effective scale and tied to regional conservation priorities. This approach has been applied successfully by the San Diego Association of Governments and the Orange County Transportation Authority. State infrastructure (Caltrans and Department of Water Resources) and state and federal resource agencies (Department of Fish and Game, U.S. Fish and Wildlife Service, Army Corps of Engineers and U.S. Environmental Protection Agency) are engaged in developing a statewide RAMP framework. Developing a regional program in the Bay Area could involve:

- Analysis and integration of regional spatial data, planned projects, and analyses, including:
 - A list of transportation and potentially other projects expected to be developed over ten to twenty years, drawn initially from the 2035 RTP
 - An analysis that indicates the range of estimated mitigation needs of identified projects
 - A defined list of conservation priorities in a landscape that reflects the mitigation needs
 - Potential options for mitigation actions.
- Integration of the mitigation needs (or “mitigation demand”) with the conservation priorities (or “mitigation supply”) to determine the most effective mitigation actions to meet the goals. The mitigation demand can be drawn from RTP and additional projects identified by Congestion Management Agencies. The mitigation supply can be drawn

from existing data that incorporates conservation and working lands priorities (e.g., Conservation Lands Network).

- Identifying options for the scope and scale, governance framework of a RAMP, financial and funding structure, and involvement of regulatory agencies. Preliminarily, a list of partners in the RAMP framework could include: ABAG and MTC; infrastructure agencies (e.g. Caltrans, CMAs); resource agencies (e.g. Coastal Conservancy, US EPA); conservation agencies and organizations (e.g. special districts, Bay Area Open Space Council); scientific researchers; and non-profit organizations representing business, equity, conservation, and other stakeholder groups.

This page intentionally left blank