



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 8

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Memorandum

TO: Commission

DATE: November 12, 2015

FR: Deputy Executive Director, Policy

RE: Proposal for Second Round of the One Bay Area Grant Program (OBAG 2)

The Programming and Allocations Committee referred to the Commission for approval MTC Resolution No. 4202, the project selection criteria and programming policy for the second round of the One Bay Area Grant Program (OBAG 2) covering Fiscal Years 2017-18 through 2021-22. The Committee recommended several revisions to the resolution and requested additional information from staff on several issues, discussed below.

Committee Actions

- ***Refer MTC Resolution No. 4202 to the Commission for approval with the following revisions:***

1) Extend the deadline for four jurisdictions that did not have their housing elements certified by the California Department of Housing and Community Development (HCD) by May 31, 2015 to June 30, 2016.

Four jurisdictions in the Bay Area did not meet the 2015 deadline for a state-certified housing element: Fairfax, Dixon, Monte Sereno, and Half Moon Bay. Since that time, HCD fully certified the housing element for Half Moon Bay, and conditionally certified the housing elements for the other three cities. Given the progress made to date and the limited resources of these smaller jurisdictions, the Committee approved a revision to the proposal to extend the deadline for the four jurisdictions to have their housing elements certified by HCD to June 30, 2016 in order to be eligible to receive OBAG 2 funding. This revision has been incorporated into Resolution No. 4202, where appropriate.

2) Develop recommendation for anti-displacement policies and provide additional information on housing preservation funding.

The Committee asked staff to develop potential anti-displacement and affordable housing policies for possible consideration for OBAG 2, and return to the Committee in February 2016. A placeholder has been added to Resolution No. 4202. The Committee also requested that staff investigate the possibility of a housing preservation fund that could potentially be used to keep affordable units affordable. In early 2016, staff will convene a workshop with local jurisdictions and stakeholders to further consider anti-displacement strategies, and will also develop options for a "Naturally Occurring Affordable Housing" (NOAH) fund. Given that this addition will affect the counties' call for projects, the resolution has also been modified to delay the schedule for project submittal by 3 months.

3) *Defer decision on a county distribution formula to the full Commission.*

Three alternative county distribution formulas were presented to the Committee for consideration (see Tables 1 and 2 below). After discussion, the Committee referred the county distribution formula to the full Commission without recommendation.

County Distribution Formula

The three formulas that were presented to the Committee are summarized in Table 1.

Table 1. OBAG Distribution Factor Alternatives

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1	50%	25%	25%	50%
OBAG 2 1. Affordable Housing	50%	30%	20%	60%
OBAG 2 2. Affordable + Moderate	50%	30%	20%	60%*
OBAG 2 3. Housing Production	50%	50%	0%	60%

*Includes moderate as well as low and very low income levels for RHNA and housing production.

In response to Committee questions, Table 2 summarizes the percentage distribution and dollar amount for each county under the three scenarios. As a reminder, the figures below reflect uncapped housing production. For reference, page 4 of Attachment 2 includes both uncapped and capped figures.

Table 2. OBAG 2 County Distribution Formula Options

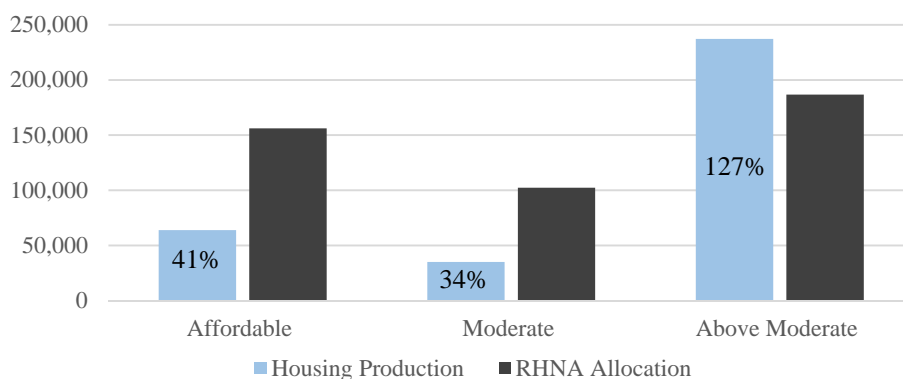
County	OBAG 2 1. Affordable Housing		OBAG 2 2. Affordable + Moderate		OBAG 2 3. Housing Production	
	% Share	Amount \$ in millions	% Share	Amount \$ in millions	% Share	Amount \$ in millions
Alameda	20.1%	\$71	19.8%	\$70	19.2%	\$68
Contra Costa	13.7%	\$48	14.7%	\$52	14.1%	\$50
Marin	2.8%	\$10	2.8%	\$10	3.0%	\$11
Napa	2.2%	\$8	2.2%	\$8	2.2%	\$8
San Francisco	12.9%	\$45	12.3%	\$43	13.4%	\$47
San Mateo	8.5%	\$30	8.5%	\$30	7.9%	\$28
Santa Clara	27.7%	\$98	27.1%	\$96	27.3%	\$97
Solano	5.2%	\$18	5.5%	\$19	5.4%	\$19
Sonoma	7.1%	\$25	7.2%	\$26	7.7%	\$27

- ***Additional detail on housing production and RHNA allocations by county and jurisdiction.***

Attachment 1 provides additional detail on the housing production data that is used in the county distribution formula. The information, which is provided by ABAG staff, comes primarily from annual housing element reports, and information from adopted and certified housing elements, draft housing elements, or permitting information.

Over the last two RHNA periods (1999-2006 and 2007-2014), Bay Area jurisdictions have produced more than 330,000 total housing units or 75% of the total RHNA allocations (capping units to RHNA results in nearly 300,000 in total housing units, or 67% of RHNA allocations). Unfortunately, the level of housing production has not been uniform across income levels. While jurisdictions have exceeded their RHNA allocations for above moderate-income units overall, they have fallen short on the production of affordable and moderate-income housing (see Figure 1).

Figure 1. Bay Area Housing Production and Regional Housing Needs Assessment (RHNA) Allocation* | 1999-2014



*Production is not capped to RHNA allocations.

- Information on Bay Area household income limits and associated housing unit costs.**

Committee members also requested information on household income and affordability by county. The California Department of Housing and Community Development (HCD) develops State Income Limits each year which define the median income and household income levels for very low-, low- and moderate-income households for each county. The 2015 income limits and Area Median Income (AMI) for the nine Bay Area counties are shown in Table 3, below.

Table 3. 2015 Bay Area Counties Income Limits and Area Median Incomes

County	Very Low Income (50% AMI) 4-Person HH	Low Income (80% AMI) 4-Person HH	Area Median Income (AMI) 4-Person HH	Moderate Income (120% AMI) 4-Person HH
Alameda	\$46,750	\$71,600	\$93,500	\$112,200
Contra Costa	\$46,750	\$71,600	\$93,500	\$112,200
Marin	\$58,600	\$93,850	\$103,000	\$123,600
Napa	\$43,650	\$69,800	\$86,100	\$103,300
San Francisco	\$58,600	\$93,850	\$103,000	\$123,600
San Mateo	\$58,600	\$93,850	\$103,000	\$123,600
Santa Clara	\$53,150	\$84,900	\$106,300	\$127,550
Solano	\$41,300	\$65,000	\$82,600	\$99,100
Sonoma	\$41,300	\$65,000	\$82,600	\$99,100

Note that all three alternative county distribution formulas under consideration include very low- and low-incomes in the affordability weighting. Alternative 2 (Affordable + Moderate) includes moderate-income as well as very low- and low-income.

Jurisdiction Performance/Incentive

The Committee also discussed whether county funds should be distributed to jurisdictions within a county on a formula basis. Staff did not recommend doing this for a few reasons. First, CMAs usually strive to balance funding programs and may use several programs to deliver project throughout their counties. So for instance, a project in one area might be funded with OBAG funds, and in another area a project might be funded with local sales tax funds. This gives the counties and the jurisdictions the flexibility to account for eligibility or other local issues. Additionally, CMAs generally consider project readiness when making funding decisions; if funds were distributed solely on a formula basis, this consideration would not be as possible as funds could either sit unused while a project develops, or could be insufficient to fund a ready to go project in a smaller jurisdiction. Finally, direct distribution would also detract from the primary purpose of the program, which is to fund priority, transformative transportation projects focused in Priority Development Areas (PDAs) throughout the region.

- ***Information on jurisdictions' RHNA housing allocations compared to their OBAG 1 grant awards.***

The OBAG Report Card, located at: http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf, provides information on the sixteen jurisdictions with the largest housing unit allocations, comparing their potential “jurisdiction share” based on the OBAG 1 formula, to their actual OBAG 1 grants received. As discussed in the report, jurisdictions with high percentages in the OBAG 1 formula generally received high shares of OBAG 1 grant funding, see Table 4 below. In aggregate, the sixteen jurisdictions received higher shares of funding than in the previous round (“Cycle 1”).

Table 4. OBAG 1 Formula Compared to Grant Distribution for Jurisdictions Taking on the Most Housing | Reproduced from OBAG Report Card, February 2014

City	Housing Unit Growth	OBAG 1 Jurisdiction Formula Share	OBAG 1 Actual Grant Distribution
San Jose	129,280	15.8%	10.6%
San Francisco	92,480	12.2%	12.8%
Oakland	51,450	5.3%	7.3%
Sunnyvale	19,030	2.0%	3.2%
Concord	18,070	1.5%	1.5%
Fremont	17,630	2.7%	2.9%
Santa Rosa	16,030	2.7%	1.2%
Santa Clara	13,780	1.9%	1.1%
Milpitas	12,620	1.4%	0.9%
Hayward	12,320	1.7%	0.5%
Fairfield	11,120	1.5%	0.5%
San Mateo	10,180	1.3%	0.6%
Livermore	9,700	1.4%	0.4%
Richmond	9,690	1.6%	2.3%
Mountain View	9,400	1.1%	0.4%
Berkeley	9,280	1.4%	3.3%
Totals	442,060	56%	50%

Other Committee Requests for Information

- *Additional detail on the Regional Active Operations Management Program and Regional Transit Priority Programs.*

The Committee requested additional detail on the regional transit and operations programs. The funding frameworks anticipated for each program are provided in Table 5 and Table 6 for informational purposes. The Commission will be asked to approve the actual projects funded under these programs as part of the OBAG 2 regional programming action, anticipated at a later date.

Table 5. OBAG 2 Transit Priorities Program Framework

Program	Potential Funding Level \$ in millions
BART Car Replacement	\$150
Clipper Next Generation System	\$20
Transit Performance Initiative (TPI)/ Transit Capital Priorities Program (TCP)	\$19
Total	\$189

Table 6. OBAG 2 Regional Active Operational Management Framework

Program	Potential Funding Level \$ in millions
511 Next Generation	\$39
Rideshare	\$10
Columbus Day Initiative	
Freeway Performance	\$66
Arterial/Transit Performance	\$18
Connected Vehicles/Shared Mobility	\$5
Transportation System Management	
Field Equipment Devices O&M	\$19
Incident Management	\$13
Total	\$170

- *NACTO-designed projects are eligible to receive OBAG 2 funds.*

Caltrans and the Federal Highway Administration (FHWA) have both endorsed the use of National Association of City Transportation Officials’ (NACTO) Urban Bikeway Design Guide to design bicycle and pedestrian facilities. Therefore, NACTO designed projects would be eligible for OBAG2 funding under current rules.



 Alix Bockelman

Attachments:

Attachment 1 – Bay Area Housing Production and RHNA, 1999-2006 and 2007-2014

Attachment 2 – Power Point Presentation

Attachment 3 – MTC Resolution No. 4202 (with revisions made since the November 4 Programming and Allocations Committee)

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 2007-2014

Attachment 1

The following is a summary of housing permits issued for all Bay Area jurisdictions for the period between 2007 and 2014. This data was compiled primarily from Annual Housing Element Progress Reports (APRs) filed by jurisdictions with the California Department of Housing and Community Development. In certain instances when APR data was not available but could be found through other sources ABAG made use of the data sources below (whose use is noted in the spreadsheet):

- Adopted and certified housing elements for the period between 2007 and 2014
- Draft housing elements for the period between 2014-2022 or 2015-2023 depending on the jurisdiction
- Permitting information sent to ABAG directly by local planning staff
- Asterisks (*) are used to signify that no residential permitting data was available from a jurisdiction.

Source: http://abag.ca.gov/files/RHNAProgress2007_2014_082815.pdf

Bay Area	Very Low			Low			Moderate			Above Moderate			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Alameda	10,017	3,095	31%	7,616	1,699	22%	9,078	1,140	13%	18,226	13,681	75%	44,937	19,615	44%
Contra Costa	6,512	1,353	21%	4,325	1,035	24%	4,996	3,654	73%	11,239	10,758	96%	27,072	16,800	62%
Marin	1,095	250	23%	754	256	34%	977	219	22%	2,056	818	40%	4,882	1,543	32%
Napa	879	135	15%	574	71	12%	713	268	38%	1,539	960	62%	3,705	1,434	39%
San Francisco	6,589	3,920	59%	5,535	1,481	27%	6,754	1,234	18%	12,315	13,468	109%	31,193	20,103	64%
San Mateo	3,588	702	20%	2,581	641	25%	3,038	746	25%	6,531	6,080	93%	15,738	8,169	52%
Santa Clara	13,878	3,798	27%	9,567	2,692	28%	11,007	2,371	22%	25,886	35,962	139%	60,338	44,823	74%
Solano	3,038	283	9%	1,996	481	24%	2,308	1,067	46%	5,643	3,141	56%	12,985	4,972	38%
Sonoma	3,244	715	22%	2,154	826	38%	2,445	1,033	42%	5,807	3,065	53%	13,650	5,639	41%
Bay Area Totals	48,840	14,251	29%	35,102	9,182	26%	41,316	11,732	28%	89,242	87,933	99%	214,500	123,098	57%

ALAMEDA COUNTY	Very Low			Low			Moderate			Above Moderate			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Alameda	482	80	17%	329	2	1%	392	3	1%	843	80	9%	2,046	165	8%
Albany ¹	64	0	0%	43	6	14%	52	176	338%	117	13	11%	276	195	71%
Berkeley	328	83	25%	424	87	21%	549	23	4%	1,130	1,055	93%	2,431	1,248	51%
Dublin	1,092	189	17%	661	85	13%	653	69	11%	924	3,394	367%	3,330	3,737	112%
Emeryville	186	110	59%	174	3	2%	219	28	13%	558	588	105%	1,137	729	64%
Fremont	1,348	198	15%	887	54	6%	876	240	27%	1,269	2,061	162%	4,380	2,553	58%
Hayward	768	246	32%	483	0	0%	569	50	9%	1,573	1,719	109%	3,393	2,015	59%
Livermore	1,038	72	7%	660	50	8%	683	196	29%	1,013	637	63%	3,394	955	28%
Newark	257	0	0%	160	0	0%	155	0	0%	291	14	5%	863	14	2%
Oakland	1,900	1,282	67%	2,098	385	18%	3,142	22	1%	7,489	2,342	31%	14,629	4,031	28%
Piedmont	13	16	123%	10	2	20%	11	15	136%	6	13	217%	40	46	115%
Pleasanton	1,076	59	5%	728	29	4%	720	79	11%	753	794	105%	3,277	961	29%
San Leandro	368	195	53%	228	759	333%	277	19	7%	757	83	11%	1,630	1,056	65%
Union City	561	177	32%	391	50	13%	380	32	8%	612	692	113%	1,944	951	49%
Alameda County	536	388	72%	340	187	55%	400	188	47%	891	196	22%	2,167	959	44%
County Totals	10,017	3,095	31%	7,616	1,699	22%	9,078	1,140	13%	18,226	13,681	75%	44,937	19,615	44%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 2007-2014

CONTRA COSTA COUNTY	Very Low			Low			Moderate			Above Moderate			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Antioch	516	8	2%	339	20	6%	381	834	219%	1,046	381	36%	2,282	1,243	54%
Brentwood	717	192	27%	435	58	13%	480	175	36%	1,073	1,608	150%	2,705	2,033	75%
Clayton	49	0	0%	35	1	3%	33	2	6%	34	46	135%	151	49	32%
Concord	639	2	0%	426	0	0%	498	8	2%	1,480	216	15%	3,043	226	7%
Danville ²	196	2	1%	130	84	65%	146	101	69%	111	287	259%	583	474	81%
El Cerrito	93	142	153%	59	38	64%	80	13	16%	199	163	82%	431	356	83%
Hercules ³	143	0	0%	74	0	0%	73	0	0%	163	153	94%	453	153	34%
Lafayette ²	113	47	42%	77	8	10%	80	8	10%	91	170	187%	361	233	65%
Martinez	261	48	18%	166	0	0%	179	4	2%	454	148	33%	1,060	200	19%
Moraga	73	0	0%	47	0	0%	52	0	0%	62	9	15%	234	9	4%
Oakley	219	242	111%	120	191	159%	88	874	993%	348	331	95%	775	1,638	211%
Orinda	70	72	103%	48	20	42%	55	22	40%	45	137	304%	218	251	115%
Pinole	83	2	2%	49	1	2%	48	10	21%	143	59	41%	323	72	22%
Pittsburg	322	79	25%	223	126	57%	296	666	225%	931	839	90%	1,772	1,710	97%
Pleasant Hill	160	9	6%	105	1	1%	106	8	8%	257	194	75%	628	212	34%
Richmond	391	74	19%	339	153	45%	540	243	45%	1,556	892	57%	2,826	1,362	48%
San Pablo	22	0	0%	38	1	3%	60	35	58%	178	0	0%	298	36	12%
San Ramon	1,174	196	17%	715	255	36%	740	302	41%	834	2,247	269%	3,463	3,000	87%
Walnut Creek	456	150	33%	302	25	8%	374	19	5%	826	1,206	146%	1,958	1,400	72%
Contra Costa County	815	88	11%	598	53	9%	687	330	48%	1,408	1,672	119%	3,508	2,143	61%
County Totals	6,512	1,353	21%	4,325	1,035	24%	4,996	3,654	73%	11,239	10,758	96%	27,072	16,800	62%

MARIN COUNTY	Very Low			Low			Moderate			Above Moderate			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Belvedere	5	2	40%	4	5	125%	4	2	50%	4	11	275%	17	20	118%
Corte Madera	68	64	94%	38	30	79%	46	4	9%	92	165	179%	244	263	108%
Fairfax	23	0	0%	12	0	0%	19	5	26%	54	8	15%	108	13	12%
Larkspur	90	25	28%	55	10	18%	75	9	12%	162	92	57%	382	136	36%
Mill Valley	74	23	31%	54	50	93%	68	23	34%	96	67	70%	292	163	56%
Novato	275	72	26%	171	13	8%	221	118	53%	574	119	21%	1,241	322	26%
Ross	8	1	13%	6	3	50%	5	3	60%	8	1	13%	27	8	30%
San Anselmo ⁸	26	12	0%	19	15	0%	21	1	0%	47	8	0%	113	36	32%
San Rafael	262	32	12%	207	26	13%	288	0	0%	646	109	17%	1,403	167	12%
Sausalito	45	8	18%	30	17	57%	34	3	9%	56	20	36%	165	48	29%
Tiburon	36	0	0%	21	3	14%	27	0	0%	33	9	27%	117	12	10%
Marin County	183	11	6%	137	84	61%	169	51	30%	284	209	74%	773	355	46%
County Totals	1,095	250	23%	754	256	34%	977	219	22%	2,056	818	40%	4,882	1,543	32%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 2007-2014

NAPA COUNTY	Very Low			Low			Moderate			Above Moderate			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
American Canyon	169	0	0%	116	0	0%	143	2	1%	300	86	29%	728	88	12%
Calistoga	17	14	82%	11	9	82%	18	2	11%	48	8	17%	94	33	35%
Napa	466	88	19%	295	26	9%	381	162	43%	882	495	56%	2,024	771	38%
St. Helena	30	2	7%	21	8	38%	25	16	64%	45	25	56%	121	51	42%
Yountville ²	16	20	125%	15	22	147%	16	12	75%	40	20	50%	87	74	85%
Napa County	181	11	6%	116	6	5%	130	74	57%	224	326	146%	651	417	64%
County Totals	879	135	15%	574	71	12%	713	268	38%	1,539	960	62%	3,705	1,434	39%

SAN FRANCISCO COUNTY	Very Low			Low			Moderate			Above Moderate			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
San Francisco ⁵	6,589	3,920	59%	5,535	1,481	27%	6,754	1,234	18%	12,315	13,468	109%	31,193	20,103	64%
County Totals	6,589	3,920	59%	5,535	1,481	27%	6,754	1,234	18%	12,315	13,468	109%	31,193	20,103	64%

SAN MATEO COUNTY	Very Low			Low			Moderate			Above Moderate			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Atherton	19	18	95%	14	0	0%	16	0	0%	34	-8	-24%	83	10	12%
Belmont	91	0	0%	65	0	0%	77	4	5%	166	45	27%	399	49	12%
Brisbane ⁵	91	0	0%	66	0	0%	77	7	9%	167	137	82%	401	144	36%
Burlingame	148	0	0%	107	0	0%	125	9	7%	270	93	34%	650	102	16%
Colma	15	0	0%	11	0	0%	13	0	0%	26	2	8%	65	2	3%
Daly City ²	275	76	28%	198	51	26%	233	43	18%	501	386	77%	1,207	556	46%
East Palo Alto	144	4	3%	103	0	0%	122	74	61%	261	119	46%	630	197	31%
Foster City	111	15	14%	80	40	50%	94	5	5%	201	248	123%	486	308	63%
Half Moon Bay ⁸	63	0	0%	45	0	0%	53	0	0%	115	18	0%	276	18	7%
Hillsborough	20	76	380%	14	10	71%	17	8	47%	35	22	63%	86	116	135%
Menlo Park	226	66	29%	163	11	7%	192	24	13%	412	188	46%	993	289	29%
Millbrae	103	2	2%	74	3	4%	87	18	21%	188	461	245%	452	484	107%
Pacifica	63	5	8%	45	1	2%	53	44	83%	114	158	139%	275	208	76%
Portola Valley ⁸	17	0	0%	12	0	0%	14	0	0%	31	0	0%	74	0	0%
Redwood City	422	82	19%	304	84	28%	358	94	26%	772	2,442	316%	1,856	2,702	146%
San Bruno	222	16	7%	160	299	187%	188	281	149%	403	170	42%	973	766	79%
San Carlos	137	2	1%	98	5	5%	116	14	12%	248	121	49%	599	142	24%
San Mateo	695	163	23%	500	56	11%	589	105	18%	1,267	863	68%	3,051	1,187	39%
South San Francisco	373	108	29%	268	7	3%	315	10	3%	679	128	19%	1,635	253	15%
Woodside	10	7	70%	7	5	71%	8	5	63%	16	42	263%	41	59	144%
San Mateo County ²	343	62	18%	247	69	28%	291	1	0%	625	445	71%	1,506	577	38%
County Totals	3,588	702	20%	2,581	641	25%	3,038	746	25%	6,531	6,080	93%	15,738	8,169	52%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 2007-2014

SANTA CLARA COUNTY	Very Low			Low			Moderate			Above Moderate			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Campbell	199	32	16%	122	300	246%	158	67	42%	413	217	53%	892	616	69%
Cupertino	341	38	11%	229	31	14%	243	58	24%	357	657	184%	1,170	784	67%
Gilroy	319	29	9%	217	70	32%	271	65	24%	808	1,262	156%	1,615	1,426	88%
Los Altos	98	23	23%	66	22	33%	79	12	15%	74	784	1059%	317	841	265%
Los Altos Hills	27	25	93%	19	10	53%	22	5	23%	13	76	585%	81	116	143%
Los Gatos	154	2	1%	100	41	41%	122	5	4%	186	180	97%	562	228	41%
Milpitas	689	336	49%	421	109	26%	441	264	60%	936	6,442	688%	2,487	7,151	288%
Monte Sereno	13	6	46%	9	12	133%	11	3	27%	8	14	175%	41	35	85%
Morgan Hill	317	98	31%	249	100	40%	246	43	17%	500	1,286	257%	1,312	1,527	116%
Mountain View	571	237	42%	388	28	7%	488	4	1%	1,152	2,387	207%	2,599	2,656	102%
Palo Alto	690	156	23%	543	9	2%	641	128	20%	986	787	80%	2,860	1,080	38%
San Jose	7,751	1,774	23%	5,322	1,038	20%	6,198	144	2%	15,450	13,073	85%	34,721	16,029	46%
Santa Clara	1,293	412	32%	914	111	12%	1,002	198	20%	2,664	5,952	223%	5,873	6,673	114%
Saratoga	90	0	0%	68	13	19%	77	5	6%	57	20	35%	292	38	13%
Sunnyvale	1,073	572	53%	708	402	57%	776	1,204	155%	1,869	2,403	129%	4,426	4,581	104%
Santa Clara County	253	58	23%	192	396	206%	232	166	72%	413	422	102%	1,090	1,042	96%
County Totals	13,878	3,798	27%	9,567	2,692	28%	11,007	2,371	22%	25,886	35,962	139%	60,338	44,823	74%

SOLANO COUNTY	Very Low			Low			Moderate			Above Moderate			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Benicia	147	0	0%	99	3	3%	108	0	0%	178	94	53%	532	97	18%
Dixon	197	117	59%	98	4	4%	123	2	2%	310	20	6%	728	143	20%
Fairfield	873	0	0%	562	0	0%	675	33	5%	1,686	1,529	91%	3,796	1,562	41%
Rio Vista	213	23	11%	176	213	121%	207	426	206%	623	427	69%	1,219	1,089	89%
Suisun City	173	112	65%	109	81	74%	94	21	22%	234	206	88%	610	420	69%
Vacaville	754	14	2%	468	150	32%	515	582	113%	1,164	644	55%	2,901	1,390	48%
Vallejo	655	16	2%	468	13	3%	568	0	0%	1,409	210	15%	3,100	239	8%
Solano County ^{5,6,7}	26	1	4%	16	17	106%	18	3	17%	39	11	28%	99	32	32%
County Totals	3,038	283	9%	1,996	481	24%	2,308	1,067	46%	5,643	3,141	56%	12,985	4,972	38%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 2007-2014

SONOMA COUNTY	Very Low			Low			Moderate			Above Moderate			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Cloverdale	71	2	3%	61	1	2%	81	39	48%	204	0	0%	417	42	10%
Cotati	67	0	0%	36	2	6%	45	5	11%	109	11	10%	257	18	7%
Healdsburg	71	60	85%	48	23	48%	55	8	15%	157	91	58%	331	182	55%
Petaluma	522	136	26%	352	53	15%	370	28	8%	701	645	92%	1,945	862	44%
Rohnert Park ³	371	24	6%	231	0	0%	273	1	0%	679	6	1%	1,554	31	2%
Santa Rosa	1,520	323	21%	996	481	48%	1,122	646	58%	2,896	1,100	38%	6,534	2,550	39%
Sebastopol	32	37	116%	28	62	221%	29	9	31%	87	35	40%	176	143	81%
Sonoma	73	40	55%	55	32	58%	69	29	42%	156	84	54%	353	185	52%
Windsor	198	52	26%	130	36	28%	137	28	20%	254	53	21%	719	169	24%
Sonoma County	319	41	13%	217	136	63%	264	240	91%	564	1,040	184%	1,364	1,457	107%
County Totals	3,244	715	22%	2,154	826	38%	2,445	1,033	42%	5,807	3,065	53%	13,650	5,639	41%

1 No data available permits issued in 2013 or 2014

2 Data provided by local staff. Building permits finalized.

3 Data from RHNA 4 (2007-2014) Housing Element.

4 No data available for this jurisdiction

5 Data is for Certificates of Occupancy issued.

6 Jurisdiction did not specify very low income units; ABAG counted all units affordable to below 80% AMI as low income

7 Data from RHNA 5 Housing Element (2014-2022).

8 Data is available only for 2014

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 1999-2006

The following is a summary of housing permits issued for all Bay Area jurisdictions for the period between 2007 and 2014. This data was compiled primarily from Annual Housing Element Progress Reports (APRs) filed by jurisdictions with the California Department of Housing and Community Development. In certain instances when APR data was not available but could be found through other sources ABAG made use of the data sources below (whose use is noted in the spreadsheet):

- Adopted and certified housing elements for the period between 2007 and 2014
- Draft housing elements for the period between 2014-2022 or 2015-2023 depending on the jurisdiction
- Permitting information sent to ABAG directly by local planning staff
- Asterisks (*) are used to signify that no residential permitting data was available from a jurisdiction.

Source: http://abag.ca.gov/planning/housingneeds/pdf/resources/A_Place_to_Call_Home_2007.pdf

Bay Area	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Alameda	9,910	2,676	27%	5,138	2,442	48%	12,476	3,310	27%	19,269	25,517	132%	46,793	33,945	73%
Contra Costa	6,481	2,852	44%	3,741	3,480	93%	8,551	7,076	83%	15,937	34,548	217%	34,710	47,956	138%
Marin	1,241	528	43%	618	751	122%	1,726	1,040	60%	2,930	3,453	118%	6,515	5,772	89%
Napa	1,434	334	23%	1,019	483	47%	1,775	737	42%	2,835	3,691	130%	7,063	5,245	74%
San Francisco	5,244	4,203	80%	2,126	1,101	52%	5,639	661	12%	7,363	11,474	156%	20,372	17,439	86%
San Mateo	3,214	650	20%	1,567	818	52%	4,305	353	8%	7,219	8,468	117%	16,305	10,289	63%
Santa Clara	11,496	6,624	58%	5,209	6,435	124%	15,870	4,072	26%	25,416	35,704	140%	57,991	52,835	91%
Solano	3,697	548	15%	2,638	1,404	53%	4,761	2,314	49%	7,585	14,306	189%	18,681	18,572	99%
Sonoma	4,411	2,310	52%	3,029	2,800	92%	5,879	3,733	63%	8,994	12,128	135%	22,313	20,971	94%
Bay Area Totals	47,128	20,725	44%	25,085	19,714	79%	60,982	23,296	38%	97,548	149,289	153%	230,743	213,024	92%

ALAMEDA COUNTY	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Alameda ¹	443	300	68%	265	36	14%	611	120	20%	843	496	59%	2,162	952	44%
Albany ¹	64	5	8%	33	10	30%	77	54	70%	103	91	88%	277	160	58%
Berkeley ¹	354	239	68%	150	257	171%	310	94	30%	455	762	167%	1,269	1,352	107%
Dublin ¹	796	263	33%	531	243	46%	1,441	378	26%	2,668	2,948	110%	5,436	3,832	70%
Emeryville ¹	178	124	70%	95	63	66%	226	183	81%	278	1,452	522%	777	1,822	234%
Fremont ¹	1,079	361	33%	636	142	22%	1,814	340	19%	3,179	2,128	67%	6,708	2,971	44%
Hayward ¹	625	117	19%	344	24	7%	834	833	100%	1,032	1,876	182%	2,835	2,850	101%
Livermore ¹	875	202	23%	482	259	54%	1,403	657	47%	2,347	2,628	112%	5,107	3,746	73%
Newark ¹	205	0	0%	111	0	0%	347	0	0%	587	314	53%	1,250	314	25%
Oakland ¹	2,238	610	27%	969	690	71%	1,959	155	8%	2,567	6,847	267%	7,733	8,302	107%
Piedmont ¹	6	0	0%	4	0	0%	10	0	0%	29	9	31%	49	9	18%
Pleasanton ¹	729	120	16%	455	410	90%	1,239	272	22%	2,636	1,589	60%	5,059	2,391	47%
San Leandro ¹	195	108	55%	107	0	0%	251	161	64%	317	1,245	393%	870	1,514	174%
Union City ¹	338	177	52%	189	55	29%	559	59	11%	865	1,561	180%	1,951	1,852	95%
Alameda County ¹	1,785	50	3%	767	253	33%	1,395	4	0%	1,363	1,571	115%	5,310	1,878	35%
County Totals	9,910	2,676	27%	5,138	2,442	48%	12,476	3,310	27%	19,269	25,517	132%	46,793	33,945	73%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 1999-2006

CONTRA COSTA COUNTY	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Antioch ¹	921	435	47%	509	403	79%	1,156	1,923	166%	1,873	3,213	172%	4,459	5,974	134%
Brentwood ¹	906	376	42%	476	238	50%	958	2,166	226%	1,733	7,687	444%	4,073	10,467	257%
Clayton ¹	55	67	122%	33	17	52%	84	16	19%	274	119	43%	446	219	49%
Concord ¹	453	171	38%	273	115	42%	606	76	13%	987	2,411	244%	2,319	2,773	120%
Danville ³	140	85	61%	88	56	64%	216	84	39%	666	496	74%	1,110	721	65%
El Cerrito ¹	37	0	0%	23	5	22%	48	19	40%	77	210	273%	185	234	126%
Hercules ¹	101	96	95%	62	68	110%	195	93	48%	434	1,818	419%	792	2,075	262%
Lafayette ¹	30	15	50%	17	2	12%	42	0	0%	105	186	177%	194	203	105%
Martinez ²	248	0	0%	139	0	0%	341	0	0%	613	424	69%	1,341	424	32%
Moraga ¹	32	21	66%	17	0	0%	45	0	0%	120	65	54%	214	86	40%
Oakley ¹	209	168	80%	125	293	234%	321	51	16%	553	1,888	341%	1,208	2,400	199%
Orinda ²	31	0	0%	18	0	0%	43	0	0%	129	157	122%	221	157	71%
Pinole ¹	48	34	71%	35	6	17%	74	80	108%	131	52	40%	288	172	60%
Pittsburg ¹	534	247	46%	296	381	129%	696	800	115%	987	2,477	251%	2,513	3,905	155%
Pleasant Hill ¹	129	95	74%	79	69	87%	175	226	129%	331	362	109%	714	752	105%
Richmond ¹	471	200	42%	273	1,093	400%	625	131	21%	1,234	805	65%	2,603	2,229	86%
San Pablo ¹	147	214	146%	69	70	101%	123	16	13%	155	366	236%	494	666	135%
San Ramon ¹	599	157	26%	372	407	109%	984	1,143	116%	2,492	5,538	222%	4,447	7,245	163%
Walnut Creek ¹	289	99	34%	195	80	41%	418	175	42%	751	1,123	150%	1,653	1,477	89%
Contra Costa County ¹	1,101	372	34%	642	177	28%	1,401	77	5%	2,292	5,151	225%	5,436	5,777	106%
County Totals	6,481	2,852	44%	3,741	3,480	93%	8,551	7,076	83%	15,937	34,548	217%	34,710	47,956	138%

MARIN COUNTY	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Belvedere ¹	1	0	0%	1	0	0%	2	2	100%	6	7	117%	10	9	90%
Corte Madera ¹	29	0	0%	17	0	0%	46	0	0%	87	99	114%	179	99	55%
Fairfax ¹	12	0	0%	7	0	0%	19	0	0%	26	18	69%	64	18	28%
Larkspur ¹	56	7	13%	29	6	21%	85	3	4%	133	37	28%	303	53	17%
Mill Valley ¹	40	69	173%	21	28	133%	56	41	73%	108	32	30%	225	170	76%
Novato ¹	476	297	62%	242	527	218%	734	496	68%	1,130	1,646	146%	2,582	2,966	115%
Ross ²	3	0	0%	2	0	0%	5	0	0%	11	22	200%	21	22	105%
San Anselmo ²	32	0	0%	13	0	0%	39	0	0%	65	70	108%	149	70	47%
San Rafael ¹	445	25	6%	207	87	42%	562	388	69%	876	684	78%	2,090	1,184	57%
Sausalito ¹	36	22	61%	17	0	0%	50	0	0%	104	51	49%	207	73	35%
Tiburon ¹	26	4	15%	14	3	21%	32	0	0%	92	144	157%	164	151	92%
Marin County ¹	85	104	122%	48	100	208%	96	110	115%	292	643	220%	521	957	184%
County Totals	1,241	528	43%	618	751	122%	1,726	1,040	60%	2,930	3,453	118%	6,515	5,772	89%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 1999-2006

	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
NAPA COUNTY															
American Canyon ¹	230	114	50%	181	60	33%	353	51	14%	559	2,110	377%	1,323	2,335	176%
Calistoga ³	44	3	7%	31	15	48%	41	0	0%	57	60	105%	173	78	45%
Napa ¹	703	177	25%	500	351	70%	859	582	68%	1,307	1,287	98%	3,369	2,397	71%
St. Helena ¹	31	10	32%	20	10	50%	36	22	61%	55	82	149%	142	124	87%
Yountville ¹	21	0	0%	15	2	13%	20	19	95%	31	46	148%	87	67	77%
Napa County ¹	405	30	7%	272	45	17%	466	63	14%	826	106	13%	1,969	244	12%
County Totals	1,434	334	23%	1,019	483	47%	1,775	737	42%	2,835	3,691	130%	7,063	5,245	74%

	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
SAN FRANCISCO COUNTY															
San Francisco ¹	5,244	4,203	80%	2,126	1,101	52%	5,639	661	12%	7,363	11,474	156%	20,372	17,439	86%
County Totals	5,244	4,203	80%	2,126	1,101	52%	5,639	661	12%	7,363	11,474	156%	20,372	17,439	86%

	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
SAN MATEO COUNTY															
Atherton ¹	22	0	0%	10	0	0%	27	0	0%	107	5	5%	166	5	3%
Belmont ¹	57	24	42%	30	20	67%	80	10	13%	150	287	191%	317	341	108%
Brisbane ¹	107	7	7%	43	1	2%	112	7	6%	164	93	57%	426	108	25%
Burlingame ¹	110	0	0%	56	0	0%	157	72	46%	242	32	13%	565	104	18%
Colma ²	17	0	0%	8	73	913%	21	0	0%	28	14	50%	74	87	118%
Daly City ¹	282	11	4%	139	22	16%	392	0	0%	578	383	66%	1,391	416	30%
East Palo Alto ³	358	57	16%	148	155	105%	349	15	4%	427	492	115%	1,282	719	56%
Foster City ¹	96	88	92%	53	0	0%	166	44	27%	375	401	107%	690	533	77%
Half Moon Bay ²	86	0	0%	42	106	252%	104	0	0%	226	250	111%	458	356	78%
Hillsborough ³	11	0	0%	5	15	300%	14	19	136%	54	109	202%	84	143	170%
Menlo Park ²	184	0	0%	90	0	0%	245	11	4%	463	204	44%	982	215	22%
Millbrae ¹	67	0	0%	32	0	0%	90	0	0%	154	262	170%	343	262	76%
Pacifica ¹	120	0	0%	60	10	17%	181	0	0%	305	169	55%	666	179	27%
Portola Valley ¹	13	12	92%	5	3	60%	13	2	15%	51	44	86%	82	61	74%
Redwood City ¹	534	36	7%	256	70	27%	660	18	3%	1,094	341	31%	2,544	465	18%
San Bruno ¹	72	138	192%	39	187	479%	110	0	0%	157	542	345%	378	867	229%
San Carlos ²	65	0	0%	32	0	0%	89	1	1%	182	207	114%	368	208	57%
San Mateo ¹	479	125	26%	239	85	36%	673	50	7%	1,046	1,511	144%	2,437	1,771	73%
South San Francisco ¹	277	121	44%	131	71	54%	360	104	29%	563	1,014	180%	1,331	1,310	98%
Woodside ²	5	0	0%	3	0	0%	8	0	0%	25	126	504%	41	126	307%
San Mateo County ¹	252	31	12%	146	0	0%	454	0	0%	828	1,982	239%	1,680	2,013	120%
County Totals	3,214	650	20%	1,567	818	52%	4,305	353	8%	7,219	8,468	117%	16,305	10,289	63%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 1999-2006

SANTA CLARA COUNTY	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Campbell ¹	165	23	14%	77	14	18%	214	98	46%	321	482	150%	777	617	79%
Cupertino ¹	412	36	9%	198	12	6%	644	79	12%	1,466	1,212	83%	2,720	1,339	49%
Gilroy ¹	906	189	21%	334	327	98%	1,030	425	41%	1,476	1,636	111%	3,746	2,577	69%
Los Altos ¹	38	24	63%	20	16	80%	56	2	4%	147	705	480%	261	747	286%
Los Altos Hills ¹	10	26	260%	5	6	120%	15	5	33%	53	195	368%	83	232	280%
Los Gatos ¹	72	13	18%	35	73	209%	97	16	16%	198	505	255%	402	607	151%
Milpitas ¹	698	524	75%	351	177	50%	1,146	464	40%	2,153	2,153	100%	4,348	3,318	76%
Monte Sereno ¹	10	12	120%	5	7	140%	13	15	115%	48	59	123%	76	93	122%
Morgan Hill ¹	455	258	57%	228	298	131%	615	313	51%	1,186	1,466	124%	2,484	2,335	94%
Mountain View ¹	698	118	17%	331	5	2%	991	128	13%	1,403	1,233	88%	3,423	1,484	43%
Palo Alto ¹	265	214	81%	116	130	112%	343	134	39%	673	1,955	290%	1,397	2,433	174%
San Jose ¹	5,337	4,415	83%	2,364	3,886	164%	7,086	776	11%	11,327	18,184	161%	26,114	27,261	104%
Santa Clara ¹	1,294	279	22%	590	479	81%	1,786	665	37%	2,669	3,340	125%	6,339	4,763	75%
Saratoga ¹	75	60	80%	36	1	3%	108	108	100%	320	455	142%	539	624	116%
Sunnyvale ¹	736	108	15%	361	846	234%	1,075	692	64%	1,664	1,338	80%	3,836	2,984	78%
Santa Clara County ¹	325	325	100%	158	158	100%	651	152	23%	312	786	252%	1,446	1,421	98%
County Totals	11,496	6,624	58%	5,209	6,435	124%	15,870	4,072	26%	25,416	35,704	140%	57,991	52,835	91%

SOLANO COUNTY	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Benicia ⁴	70	54	77%	49	128	261%	90	165	183%	204	385	189%	413	732	177%
Dixon ³	268	0	0%	237	0	0%	379	15	4%	580	1,002	173%	1,464	1,017	69%
Fairfield ¹	761	57	7%	573	192	34%	972	631	65%	1,506	5,421	360%	3,812	6,301	165%
Rio Vista ²	357	12	3%	190	27	14%	342	0	0%	502	1,679	334%	1,391	1,718	124%
Suisun City ¹	191	16	8%	123	64	52%	256	36	14%	434	890	205%	1,004	1,006	100%
Vacaville ¹	860	87	10%	629	691	110%	1,172	1,463	125%	1,975	2,165	110%	4,636	4,406	95%
Vallejo ¹	690	322	47%	474	231	49%	779	4	1%	1,299	2,408	185%	3,242	2,965	91%
Solano County ¹	500	0	0%	363	71	20%	771	0	0%	1,085	356	33%	2,719	427	16%
County Totals	3,697	548	15%	2,638	1,404	53%	4,761	2,314	49%	7,585	14,306	189%	18,681	18,572	99%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 1999-2006

SONOMA COUNTY	Very Low			Low			Moderate			Above Moderate			Total (Uncapped)		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Cloverdale ¹	95	104	109%	51	59	116%	128	138	108%	149	721	484%	423	1,022	242%
Cotati ¹	113	74	65%	63	40	63%	166	59	36%	225	347	154%	567	520	92%
Healdsburg ¹	112	76	68%	78	112	144%	171	31	18%	212	297	140%	573	516	90%
Petaluma ¹	206	250	121%	124	201	162%	312	361	116%	502	944	188%	1,144	1,756	153%
Rohnert Park ¹	401	293	73%	270	467	173%	597	546	91%	856	1,551	181%	2,124	2,857	135%
Santa Rosa ¹	1,539	591	38%	970	1,338	138%	2,120	2,154	102%	3,025	4,241	140%	7,654	8,324	109%
Sebastopol ¹	58	0	0%	35	5	14%	75	28	37%	106	88	83%	274	121	44%
Sonoma ¹	146	111	76%	90	68	76%	188	66	35%	260	587	226%	684	832	122%
Windsor ¹	430	161	37%	232	171	74%	559	33	6%	850	1,516	178%	2,071	1,881	91%
Sonoma County ¹	1,311	650	50%	1,116	339	30%	1,563	317	20%	2,809	1,836	65%	6,799	3,142	46%
County Totals	4,411	2,310	52%	3,029	2,800	92%	5,879	3,733	63%	8,994	12,128	135%	22,313	20,971	94%

1 Data was provided by local planning or housing staff.

2 Data was estimated by ABAG staff. Total housing units based on data from the Construction Industry Research Board. Estimates of affordable units in the low- and very low-income categories w Debt Limit Allocation Committee and California Tax Allocation Committee data. Projects were identified as "Placed in Service" and having received funding between 1998 and 2005. ABAG staff re projects that received funding from both sources were not double counted. Redevelopment Agency reports to the State Department of Housing and Community Development were used to estim production. This data may include rehabilitated units as well as new construction.

3 Data for 1999-2005 was provided by local planning or housing staff. ABAG staff estimated data for 2006.

4 Partial data provided by local planning or housing staff. Other data estimated by ABAG staff.

OneBayArea Grant

OBAG 2 Proposal

Metropolitan Transportation Commission

November 18, 2015



OBAG 2: County Distribution Formula Options

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1	50%	25%	25%	50%
OBAG 2 <i>1. Affordable Housing</i>	50%	30%	20%	60%
OBAG 2 <i>2. Affordable + Moderate</i>	50%	30%	20%	60%*
OBAG 2 <i>3. Housing Production</i>	50%	50%	0%	60%

Note: OBAG 2 based on housing over a longer time frame, considering housing production between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%).

*Includes moderate as well as low and very low income levels for RHNA and housing production.

OBAG 2: Formula Shares by County

County	OBAG 2 <i>1. Affordable Housing</i>		OBAG 2 <i>2. Affordable + Moderate</i>		OBAG 2 <i>3. Housing Production</i>	
	% Share	Amount \$ in millions	% Share	Amount \$ in millions	% Share	Amount \$ in millions
Alameda	20.1%	\$71	19.8%	\$70	19.2%	\$68
Contra Costa	13.7%	\$48	14.7%	\$52	14.1%	\$50
Marin	2.8%	\$10	2.8%	\$10	3.0%	\$11
Napa	2.2%	\$8	2.2%	\$8	2.2%	\$8
San Francisco	12.9%	\$45	12.3%	\$43	13.4%	\$47
San Mateo	8.5%	\$30	8.5%	\$30	7.9%	\$28
Santa Clara	27.7%	\$98	27.1%	\$96	27.3%	\$97
Solano	5.2%	\$18	5.5%	\$19	5.4%	\$19
Sonoma	7.1%	\$25	7.2%	\$26	7.7%	\$27

Note: Distributions include SRTS and FAS and an adjustment to ensure a county's CMA base planning is no more than 50% of the county's total

OBAG 2: Formula Shares by County

County	OBAG 2 <i>1. Affordable Housing</i>		OBAG 2 <i>2. Affordable + Moderate</i>		OBAG 2 <i>3. Housing Production</i>	
	1b. Uncapped % Share	1a. Capped % Share	2b. Uncapped % Share	2a. Capped % Share	3b. Uncapped % Share	3a. Capped % Share
Alameda	20.1%	20.2%	19.8%	19.9%	19.2%	19.3%
Contra Costa	13.7%	13.5%	14.7%	14.6%	14.1%	13.9%
Marin	2.8%	2.8%	2.8%	2.8%	3.0%	3.0%
Napa	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%
San Francisco	12.9%	13.0%	12.3%	12.4%	13.4%	13.6%
San Mateo	8.5%	8.5%	8.5%	8.4%	7.9%	7.8%
Santa Clara	27.7%	27.5%	27.1%	26.9%	27.3%	27.1%
Solano	5.2%	5.2%	5.5%	5.5%	5.4%	5.4%
Sonoma	7.1%	7.1%	7.2%	7.2%	7.7%	7.7%

Note: Distributions include SRTS and FAS and an adjustment to ensure a county's CMA base planning is no more than 50% of the county's total

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

Attachment A
Resolution No. 4202

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

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

TABLE OF CONTENTS

Background..... 1
Revenue Estimates and Program Architecture..... 1
Program Categories and Project List..... 5
General Programming Policies 6
Regional Programs..... 11
County Programming Policies 14
County Programs..... 18

Appendices

- Appendix A-1 Regional and County Program Categories
- Appendix A-2 County Program Fund Distribution
- Appendix A-3 Regional and County Planning Activities
- Appendix A-4 County Federal-Aid Secondary (FAS)
- Appendix A-5 County Safe Routes to School (SRTS)
- Appendix A-6 Priority Conservation Area (PCA)
- Appendix A-7 CMA Call for Projects Guidance
- Appendix A-8 County PDA Investment and Growth Strategy
- Appendix A-9 Priority Conservation Area (PCA) Implementation
- Appendix A-10 Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution 4202

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

BACKGROUND

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

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

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

REVENUE ESTIMATES AND PROGRAM ARCHITECTURE

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

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

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

1. Realistic Revenue Assumptions:

OBAG 2 funding is based on anticipated future federal transportation program apportionments. In recent years, the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement programs (STP/CMAQ) have not grown, and changes in the federal and state programs (such as elimination of the Transportation Enhancement (TE) program) have resulted in decreases that were not anticipated when OBAG 1 was developed. For OBAG 2, a 2% annual escalation rate above current federal revenues is assumed, consistent with the mark-up of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act by the Senate Environment and Public Works Committee. Even with the 2% escalation, revenues for OBAG 2 are 4% less than OBAG 1 revenues.

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

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

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

2. Support Existing Programs:

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

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

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

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

County Program Distribution Formula

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

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

At the request of the Commission at the July 2015 meeting of the Programming and Allocations Committee, staff developed three alternative OBAG 2 county distribution formulas for consideration (the alternatives are depicted in Attachment 2 to the November 4, 2015 Programming and Allocations Committee item). In comparison to the OBAG 1 formula, each of these alternatives place an additional emphasis on affordable housing. One of the alternatives expands the definition of affordable housing to include housing for moderate income households. Another alternative focuses on housing production, removing consideration of RHNA from the formula. This section will be updated to reflect the county distribution adopted by the Commission.

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

Priority Development Areas (PDAs)

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

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

Priority Conservation Areas (PCAs)

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

4. Continue Flexibility and Local Transportation Investment Decision Making:

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

In addition to the base county program, two previously regional programs, Safe Routes to School and the Federal-Aid Secondary (rural roads), have been consolidated into the county program with guaranteed minimum funding amounts to ensure the programs continue to be funded at specified levels.

5. Cultivate Linkages with Local Land-Use Planning:

As a condition to access funds, local jurisdictions need to continue to align their general plans' housing and complete streets policies as a part of OBAG 2 and as separately required by state law.

Complete Streets Requirements

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

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

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

Housing Elements Requirements

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

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

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

Anti-Displacement Policies

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

6. Continue Transparency and Outreach to the Public Throughout the Process:

CMAAs will continue to report on their outreach process as part of their solicitation and selection of projects for OBAG. Each CMAA will develop a memorandum addressing outreach efforts, agency coordination, distribution methodology and Title VI compliance. CMAA reporting requirements are provided in Appendix A-10, the Checklist for CMAA and Local Jurisdiction Compliance with MTC Resolution 4202.

PROGRAM CATEGORIES AND PROJECT LIST

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

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

GENERAL PROGRAMMING POLICIES

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

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

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

- 2. Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the OBAG 2 program must be amended into the TIP. The federally-required TIP is a comprehensive listing of all San Francisco Bay Area surface transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is the project sponsor's responsibility to ensure their project is properly programmed in the TIP in a timely manner. Where CMAs are responsible for project selection, the Commission will revise the TIP to include the resulting projects and Attachment B to this Resolution may be updated by MTC staff to reflect these revisions. Where responsibility for project selection is assigned to MTC, TIP amendments and a revision to Attachment B to add or delete a project will be reviewed and approved by the Commission. Changes to existing projects in Attachment B may be made by MTC staff following approval of a related TIP revision.
- 3. Minimum Grant Size.** Funding grants per project must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). The objective of a grant minimum requirement is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CMAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff.

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

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

- 4. Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make a regional air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the update of the TIP. Non-exempt projects that are not incorporated in the current finding for the TIP will not be considered for funding in the OBAG 2 program until the development of a subsequent air quality finding for the TIP. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for fine particulate matter (PM_{2.5}). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) must complete a hot-spot analysis as required by the Transportation Conformity Rule. Generally, POAQC are those projects that result in significant increases in, or concentrations of, emissions from diesel vehicles.
- 5. Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section § 15000 et seq.), and the National Environmental Protection Act (42 U.S.C. § 4321 et seq.) standards and procedures for all projects with federal funds.
- 6. Application and Resolution of Local Support.** Once a project has been selected for funding, project sponsors must submit a completed project application for each project through MTC's Funding Management System (FMS). The project application consists of two parts: 1) a project submittal and/or TIP revision request to MTC staff through FMS, and 2) a Resolution of Local Support approved by the project sponsor's governing board or council and submitted in FMS. A template for the Resolution of Local Support can be downloaded from the MTC website using the following link: <http://www.mtc.ca.gov/funding/obag2>
- 7. Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for OBAG 2 to ensure 1) eligibility; 2) consistency with the region's long-range plan; and 3) project readiness. In addition, project sponsors must adhere to directives such as the Complete Streets Requirements, Housing Element Requirements, and the Regional Project Funding Delivery Policy (MTC Resolution No. 3606), as outlined below, and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.

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

CMAQ is a more targeted funding source. In general, CMAQ funds may be used for new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in an approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, new bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, and experimental pilot projects. For more detailed information, refer to FHWA's revised guidance provided at: http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/.

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

- ▶ **RTP Consistency:** Projects funded through OBAG 2 must be consistent with the adopted Regional Transportation Plan (currently *Plan Bay Area*). Project sponsors must identify each project's relationship with meeting the goals and objectives of the RTP, including the specific RTP ID number or reference. RTP consistency will be verified by MTC staff for all OBAG 2 projects. Projects in the County program will also be reviewed by CMA staff prior to submitting selected projects to MTC.
- ▶ **Complete Streets Policy:** Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets Policy (MTC Resolution No. 3765) created a checklist that is intended for use on projects to ensure the accommodation of non-motorized travelers is considered at the earliest conception or design phase. The county CMAs ensure that project sponsors complete the checklist before projects are considered by the county for OBAG 2 funding and submitted to MTC. The CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions.

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

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

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

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

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of OBAG 2 funding is required to identify and maintain a staff position that serves as the single point of contact (SPOC) for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the TIP, and to notify MTC immediately when the position contact has changed. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

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

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

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

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

REGIONAL PROGRAMS

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

1. Regional Planning Activities

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

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

2. Pavement Management Program

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

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

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

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

Funding in this program implements the following:

Regional PDA Planning and Implementation: The PDA Planning Program places an emphasis on intensifying land uses at and near transit stations and along transit corridors in PDAs. The key goals of the program are to: increase supply of affordable and market rate housing, jobs and services within the PDA planning area; boost transit ridership and thereby reduce vehicle miles traveled by PDA residents, employees and visitors; increase walking and bicycling by improving multi-modal access and effectively managing parking; and locate key services and retail within the PDA planning area. Funding is available for regional planning and implementation efforts and grants to jurisdictions to provide PDA planning support, and typically fund specific plans and programmatic Environmental Impact Reports. PDA plans funded through the program focus on a range of transit-supportive elements including market demand analysis, affordable housing strategies, multi-modal connectivity including pedestrian-friendly design standards, parking

demand analysis, infrastructure development, implementation planning and financing strategies and strategies to advance the Air District's Planning Healthy Places guidelines¹. The PDA Planning Program will give priority to cities with high risk of displacement in order to support the development of local policies and programs.

4. Climate Initiatives Program

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

5. Priority Conservation Area (PCA) Program

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

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

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

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

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

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

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

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

6. Regional Active Operational Management

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

Columbus Day Initiative

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

Transportation Management Systems

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

7. Transit Priorities Program

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

The program also implements elements of the Transit Sustainability Project by making transit-supportive investments in major transit corridors that can be carried out within two years through the Transit Performance Initiative (TPI). The focus of TPI is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, boarding/stop improvements and other improvements to improve the passenger experience.

COUNTY PROGRAMMING POLICIES

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

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

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

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

- ▶ Priority Development Area (PDA) Policies
 - PDA minimum investment: CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their OBAG 2 investments to PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) this minimum target is 50% to reflect the more rural nature of these counties. CMA planning and outreach costs partially count towards PDA minimum investment targets (70% or 50%, in line with each county's PDA

minimum investment target). The guaranteed minimum for Priority Conservation Area (PCA), Safe Routes to School (SRTS), and Federal Aid Secondary (FAS) do not count towards PDA targets. The PDA/non-PDA funding split is shown in Appendix A-2.

- PDA boundary delineation: Refer to http://gis.mtc.ca.gov/interactive_maps/ which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. This map is updated as ABAG approves new PDA designations.
 - Defining proximate access to PDAs: The CMAs may determine that a project located outside of a PDA provides proximate access to the PDA, and thus counts towards the county's minimum PDA investment target. The CMA is required to map these projects along with the associated PDA(s) and provide a policy justification for designating the project as supporting a PDA through proximate access. This information should assist decision makers, stakeholders, and the public in evaluating the impact of the investment on a nearby PDA, to determine whether or not the investment should be credited towards the county's PDA minimum investment target. This information must be presented for public review when the CMA board acts on OBAG programming decisions.
 - PDA Investment & Growth Strategy: Updates to each county's PDA Investment & Growth Strategy are required every four years and must be adopted by the CMA Board. The updates should be coordinated with the countywide plan and Regional Transportation Plan (RTP) updates to inform RTP development decisions. Interim status reports are required two years after each update to address needed revisions and provide an activity and progress status. See Appendix A-8 for details.
- ▶ Project Selection: County CMAs or substitute agencies are given the responsibility to develop a project selection process. The process should include solicitation of projects, identifying evaluation criteria, conducting outreach, evaluating project applications, and selecting projects.
- Public Involvement: In selecting projects for federal funding, the decision making authority is responsible for ensuring that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG 2 is in compliance with federal regulations, CMAs are required to lead a public outreach process as directed by Appendix A-7.
 - Unified Call for Projects: CMAs are requested to issue one unified call for projects for their OBAG 2 program. Final project lists are due to MTC by ~~October 31, 2016~~January 31, 2017, with all associated project information submitted to MTC using the Fund Management System (FMS) by ~~November 30, 2016~~February 28, 2017. On a case-by-case basis and as approved in advance by MTC staff, these deadlines may be waived to allow coordination

with other county-wide call for projects or programming needs. The goal is to coordinate the OBAG2 call for projects, and provide project sponsors the maximum time to deliver projects.

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

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

For compliance, a substantial revision of the circulation element, passed after January 1, 2010, shall "...plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan," while complying with the other provisions of CA Government Code Section 65302 and Complete Streets Act of 2008.

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

- Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015.
- Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive OBAG 2 funding.
- Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this statute during the entire OBAG 2 funding period or risk deprogramming of OBAG 2 funding.
- Anti-Displacement Policies. Staff will return in February 2016 with recommendations related to anti-displacement policies for possible consideration.
- For jurisdictions with local public streets and roads, to be eligible for OBAG 2 funding, the jurisdiction must:
 - Have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed);
 - Fully participate in the statewide local streets and road needs assessment survey; and
 - Provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed).
- For a transit agency project sponsor under a Joint Powers Authority (JPA) or district (not under the governance of a local jurisdiction), or an agency where housing and complete streets policies do not apply, the jurisdiction where the project is located (such as station/stop improvements) will need to comply with the policies and other requirements specified in this attachment before funds may be programmed to the project sponsor. However, this is not required if the project is transit/rail agency property such as, track, rolling stock or a transit maintenance facility.
- OBAG 2 funds may not be programmed to any jurisdiction out of compliance with the policies and other requirements specified in this attachment.
- The CMA will be responsible for tracking progress towards all OBAG 2 requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG 2 funds to its projects in the TIP. CMAs will provide the following prior to programming projects in the TIP (see Appendix A-10):

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

COUNTY PROGRAMS

The categories below comprise the eligible OBAG 2 County Programs, administered by the nine county CMAs. The CMAs should ensure that the project selection process and selected projects meet all of eligibility requirements throughout this document as well as in federal statutes and

regulations. MTC staff will work with CMAs and project sponsors to resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

County CMA Program

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

1. CMA Planning and Outreach

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

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

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

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

2. Local Streets and Roads Preservation

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

Furthermore, to support the collection and analysis of local roads asset conditions for comprehensive regional planning efforts and statewide funding advocacy, a jurisdiction must

fully participate in the statewide local streets and road needs assessment survey to be eligible for OBAG 2 funding for pavement rehabilitation.

Eligibility requirements for specific project types are included below:

▶ Pavement Rehabilitation:

All pavement rehabilitation projects, including projects with pavement segments with a Pavement Condition Index (PCI) below 70, must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP.

▶ Preventive Maintenance:

Only projects where pavement segments have a PCI of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's PMP must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

▶ Non-Pavement:

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

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

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(6) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road (residential) or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

3. Bicycle and Pedestrian Improvements

This category funds a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities; cycle tracks; bicycle education, outreach, sharing and parking; sidewalks, ramps, pathways and pedestrian bridges; user safety and supporting facilities; and traffic signal actuation. Bicycle and pedestrian projects may be located on or off the federal-aid highway system.

Additional eligibility requirements will apply to bicycle and pedestrian projects that are funded with CMAQ funds rather than STP funds, given the more limited scope of the CMAQ funding program. According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and should reduce vehicle trips resulting in air pollution reductions. Also, the hours of operation need to be reasonable and support bicycle/pedestrian needs, particularly during commute periods. For example, the policy that a trail be closed to users before sunrise or after sunset may limit users from using the facility during the portions of peak commute hours, particularly during times of the year with shorter days.

4. Transportation for Livable Communities

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

General project categories include the following:

- Transit station improvements such as plazas, station access, pocket parks, and bicycle parking.
- Transit expansions serving PDAs.
- Complete Streets improvements that improve bicycle and pedestrian access and encourage use of alternative modes.
- Cost-effective, technology-driven active operational management strategies for local arterials and for highways when used to augment other fund sources or match challenge grants.
- Transportation Demand Management (TDM) projects including car sharing, vanpooling traveler coordination and information, and Clipper®-related projects.
- Transit access projects connecting high density housing/jobs/mixed land use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit, such as bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signals, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refuges, wayfinding signage, tree grates, bollards, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving, and pedestrian-scaled street furniture including bus shelters, benches, magazine racks, garbage and recycling bins.
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community. Examples include the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals; individualized travel training and trip

- planning activities for customers; the development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and the operation of transportation brokerages to coordinate providers, funding agencies and passengers. Selected projects may need to transfer the STP/CMAQ funds received to FTA.
- PDA planning and implementation, including projects that incentivize local PDA transit oriented development housing (within funding eligibility limitations unless exchanged).
 - Density incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations).

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

Additional County Programs

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

1. Safe Routes to School

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

Eligible Non-Infrastructure Projects

Public Education and Outreach Activities

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options

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

Eligible Infrastructure Projects

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

Exclusions found to be ineligible uses of CMAQ funds

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

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

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

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

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

2. Federal Aid Secondary (FAS) Shares

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

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

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

3. Priority Conservation Area (PCA)

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

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

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

Any CMA may use additional funding from its base OBAG 2 County Program to expand its dedicated PCA program (North Bay counties), augment grants received from the regionally

competitive PCA program (remaining counties), or develop its own county PCA program (all counties).

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

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

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

Appendix A-1

OBAG 2 Program Categories FY 2017-18 through FY 2019-22 November 2015

Regional Program		OBAG 1		OBAG 2	
		Regional Distribution		% Share	Amount
Regional Categories		\$499		\$436	
1	Regional Planning Activities	2%	\$8	2%	\$10
2	Pavement Management Program	2%	\$9	2%	\$9
3	Regional PDA Planning & Implementation	4%	\$20	5%	\$20
4	Climate Initiatives	4%	\$22	5%	\$22
5	Priority Conservation Area	2%	\$10	4%	\$16
6	Regional Active Operational Management	37%	\$184	39%	\$170
7	Transit Capital Priorities	40%	\$201	43%	\$189
		\$454		Regional Program Total: 55% \$436	
Local PDA Planning (<i>within county program for OBAG 2</i>)		4%	\$20		
Safe Routes To School (<i>Moved to county program for OBAG 2</i>)		5%	\$25		
Federal-Aid Secondary - FAS (<i>within county program for OBAG 2</i>)		-	-		
		9% \$45			
Regional Program Total:		\$499		OBAG 2 Total: 55% \$436	

County Program	OBAG 1		OBAG 2			
	Base Formula STP/CMAQ/TE * with adjustments	Final Distribution Including SRTS & PDA	Base Formula - Proposed - with adjustments	SRTS **	FAS **	Total - Proposed - Distribution ***
Counties Total						
Total:	\$327	\$372	\$316	\$25	\$13	45% \$354

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OBAG Total:	OBAG 1: \$827	OBAG 2: \$790
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* **OBAG 1:** In OBAG 1, the county CMAAs received \$327 M with \$18 M in RTIP-TE and \$309 M in STP/CMAQ

* **OBAG 1:** RTIP-TE funding is no longer part of OBAG 2

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

** **FAS:** Federal-Aid Secondary (FAS) distributed based by statutory requirements.

** **FAS:** San Francisco has no rural roads and therefore is not subject to State Statute requirements regarding Federal-Aid Secondary (FAS) guarantee

*** **OBAG2:** Final county distribution includes SRTS & FAS and adjusted so a county CMA's base planning is no more than 50% of total

Appendix A-2

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

OBAG 2 - Base Funding Formula Distribution

County	OBAG 2 Base *	PDA Percentage	PDA/Anywhere Split	PDA	Anywhere
Alameda	TBD	70%	70/30	TBD	TBD
Contra Costa	TBD	70%	70/30	TBD	TBD
Marin	TBD	50%	50/50	TBD	TBD
Napa	TBD	50%	50/50	TBD	TBD
San Francisco	TBD	70%	70/30	TBD	TBD
San Mateo	TBD	70%	70/30	TBD	TBD
Santa Clara	TBD	70%	70/30	TBD	TBD
Solano	TBD	50%	50/50	TBD	TBD
Sonoma	TBD	50%	50/50	TBD	TBD
Total:	TBD			TBD	TBD

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- * OBAG 2 County Base amount subject to PDA investment - does not include SRTS, FAS or PCA
- * Includes adjustment to ensure a county's base planning activities is no more than 50% of the total distribution

Appendix A-3

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

OBAG 2 - County CMA Planning

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

OBAG 2 - Regional Planning

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

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* 2% escalation from FY 2016-17 Planning Base

\$48,571,000

Appendix A-4

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

OBAG 2 - Federal-Aid Secondary (FAS)

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

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* As provided by Caltrans per State Statute

** San Francisco has no rural roads

Appendix A-5

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

OBAG 2 - Safe Routes To School County Distribution

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

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* From California Department of Education for FY 2013-14

Appendix A-6

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

OBAG 2 - Priority Conservation Area (PCA)

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

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

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

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

1. Public Involvement and Outreach

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

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

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

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

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

2. Agency Coordination

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

3. Title VI Responsibilities

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

Appendix A-8: PDA Investment & Growth Strategy

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

(1) Engaging Regional/Local Agencies

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

(2) Planning Objectives – to Inform Project Priorities

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

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

(3) Establishing Local Funding Priorities

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

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

Process/Timeline

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

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

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

Program Goals and Eligible Projects

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

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

The PCA program is split into two elements:

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

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

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

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

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

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

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

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

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

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

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

CMA Call for Projects Guidance: Appendix A-7

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

PDA Investment and Growth Strategy: Appendix A-8

2. Engage with Regional and Local Jurisdictions	YES	NO	N/A
a. Has the CMA developed a process to regularly engage local planners and public works staff in developing a PDA Investment and Growth Strategy that supports and encourages development in the county's PDAs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

b.	Has the CMA encouraged community participation throughout the development of the Investment and Growth Strategy, consistent with the OBAG 2 Call for Projects Guidance (Appendix A-7)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Has the CMA governing board adopted the final Investment and Growth Strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Has the CMA’s staff or consultant designee participated in TAC meetings established through the local jurisdiction’s planning processes funded through the regional PDA planning program?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Has the CMA worked with MTC and ABAG staff to confirm that regional policies are addressed in PDA plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Planning Objectives to Inform Project Priorities	YES	NO	N/A
a.	Has the CMA kept itself apprised of ongoing transportation and land-use planning efforts throughout the county?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Has the CMA encouraged local agencies to quantify transportation infrastructure needs and costs as part of their planning processes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Has the CMA encouraged and supported local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA?			
1.	By May 1, 2013, has the CMA received and reviewed information submitted to the CMA by ABAG on the progress that local jurisdictions have made in implementing their housing element objectives and identifying current local housing policies that encourage affordable housing production and/or community stabilization?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Starting in May 2014 and in all subsequent updates of its PDA Investment & Growth Strategy, has the CMA assessed local jurisdiction efforts in approving sufficient housing for all income levels through the RHNA process and, where appropriate, assisted local jurisdictions in implementing local policy changes to facilitate achieving these goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. Establishing Local Funding Priorities	YES	NO	N/A
<p>a. Has the CMA developed funding guidelines for evaluating OBAG 2 projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity and that emphasize the following factors?</p> <ol style="list-style-type: none"> 1. Projects located in high impact project areas – favorably consider projects in high impact areas, defined as: <ol style="list-style-type: none"> a) PDAs taking on significant housing growth (total number of units) in the Sustainable Communities Strategy (SCS), including RHNA allocations, as well as housing production, especially those PDAs that are delivering large numbers of very low, low and moderate income housing units; b) Dense job centers in proximity to transit and housing (both current levels and those included in the SCS) especially those which are supported by reduced parking requirements and Travel Demand Management (TDM) programs; c) Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.). 2. Projects located in Communities of Concern (COC) as defined by MTC: <ol style="list-style-type: none"> a) CMAs may also include additional COCs beyond those defined by MTC, such as those defined by the CMAs according to local priorities or Community Based Transportation Plans. 3. PDAs with affordable housing preservation, creation strategies and community stabilization policies. 4. Investments that are consistent with the Air District’s Planning Healthy Places guidelines.¹ 5. PDAs that overlap or are co-located with: 1) populations exposed to outdoor toxic air contaminants, as identified in the Air District’s Community Air Risk Evaluation (CARE) Program and/or 2) freight transport infrastructure. 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

b. Has the CMA provided a status report on their PDA Investment & Growth Strategy (required two years after the adoption of a PDA Investment and Growth Strategy)?

c. Has the CMA committed to developing a new PDA Investment & Growth Strategy by May 1, 2017 (new PDA required every four years), consistent with the update of the RTP/SCS?

PDA Policies

5. PDA Minimum Investment Targets YES NO N/A

a. Has the CMA met its minimum PDA investment target (70% for Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara and 50% for Marin, Napa, Sonoma, and Solano)?

b. Has the CMA defined the term “proximate access,” for projects located outside of a PDA that should be counted towards the county’s minimum PDA investment target?

c. Has the CMA designated and mapped projects recommended for funding that are not geographically within a PDA but provide “proximate access” to a PDA, along with policy justifications for those determinations, and presented this information for public review when the CMA board acts on OBAG 2 programming decisions?

d. Has the CMA submitted the documentation from item 6c, above, to MTC as part of this Checklist?

Project Selection Policies

6. Project Selection YES NO N/A

a. Has the CMA documented and submitted the approach used to select OBAG 2 projects including outreach, coordination, and Title VI compliance? (See 1 & 2)

b. Has the CMA issued a unified call for projects?

c. Has the CMA submitted a board adopted list of projects to MTC by ~~October 31, 2016~~ January 31, 2017?

d. Does the CMA acknowledge that all selected projects must be submitted into MTC’s Fund Management System (FMS) along with a Resolution of Local Support no later than ~~November 30, 2016~~ February 28, 2017?

e. Does the CMA affirm that the projects recommended for funding meet the following requirements?

1. Are consistent with the current Regional Transportation Plan (Plan Bay Area);
2. Have completed project-specific Complete Streets Checklists;

f. Does the CMA acknowledge the that OBAG 2 funding is subject to MTC’s Regional Project Delivery Policy (Resolution No. 3606, or successor resolution) in addition to the following OBAG 2 deadlines?

1. Half of the CMA’s OBAG 2 funds, must be obligated by January 31, 2020; and
2. All remaining OBAG 2 funds must be obligated by January 31, 2023.

Performance and Accountability Policies

7. Ensuring Local Compliance YES NO N/A

a. Has the CMA received confirmation that local jurisdictions have met, or are making progress in meeting, the Performance and Accountability Policies requirements related to Complete Streets, local Housing Elements, local streets and roads, and transit agency project locations as set forth in pages 16-18 of MTC Resolution 4202? *Note: CMAs can use the Local Jurisdiction OBAG 2 Requirement Checklist to help fulfill this requirement.*

b. Has the CMA affirmed to MTC that a jurisdiction is in compliance with the requirements of MTC Resolution 4202 prior to programming OBAG 2 funds to its projects in the TIP?

8. Completion of Checklist	YES	NO	N/A
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Has the CMA completed all section of this checklist?

If the CMA has checked "NO" or "N/A" to any checklist items, please include which item and a description below as to why the requirement was not met or is considered Not Applicable:

Attachments

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

Review and Approval of Checklist

This checklist was prepared by:

Signature

Date

Name & Title (print)

Phone

Email

This checklist was approved for submission to MTC by:

Signature

Date

CMA Executive Director

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

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

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

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

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

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

3. Local Streets and Roads **YES NO N/A**

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

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

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

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

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

5. Regional Project Delivery Requirements **YES NO N/A**

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

6. Anti-Displacement **YES NO N/A**

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

7. Completion of Checklist	YES	NO	N/A
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Has the jurisdiction completed all sections of this checklist?

If the jurisdiction has checked "NO" or "N/A" to any of the above questions, please provide an explanation below as to why the requirement was not met or is considered not applicable:

Attachments

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

Review and Approval of Checklist

This checklist was prepared by:

Signature

Date

Name & Title (print)

Phone

Email

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

Signature

Date

City Manager/Administrator or designee