

A New Funding Approach

The five-year, \$327 million OneBayArea Grant (OBAG) Program is a new funding approach that better integrates the region’s federal transportation program with California’s climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Funding is targeted toward achieving local land-use and housing policies by:

- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process.
- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs)
- Initiating a pilot program that will support open space preservation in Priority Conservation Areas (PCA).
- The OBAG program allows flexibility to invest in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

MTC Funding Commitments Overview*

(Millions \$, rounded)

Program Categories	5-Year Total Funding
One Bay Area Grant	\$327
Regional Program	
Regional Planning	\$8
Operations (Freeway Service Patrol, Clipper Card, FasTrak, 511 Traveler Information)	\$106
Freeway Performance Initiative (Ramp Metering, Arterial Signal System Timing)	\$99
Pavement Technical Assistance to Cities and Counties	\$9
Priority Development Area Planning	\$40
Climate Initiatives	\$20
Safe Routes To School	\$23
Bus and Rail Transit Rehabilitation	\$150
Transit Performance Initiative	\$30**
Priority Conservation Areas Pilot	\$10
TOTAL	\$822

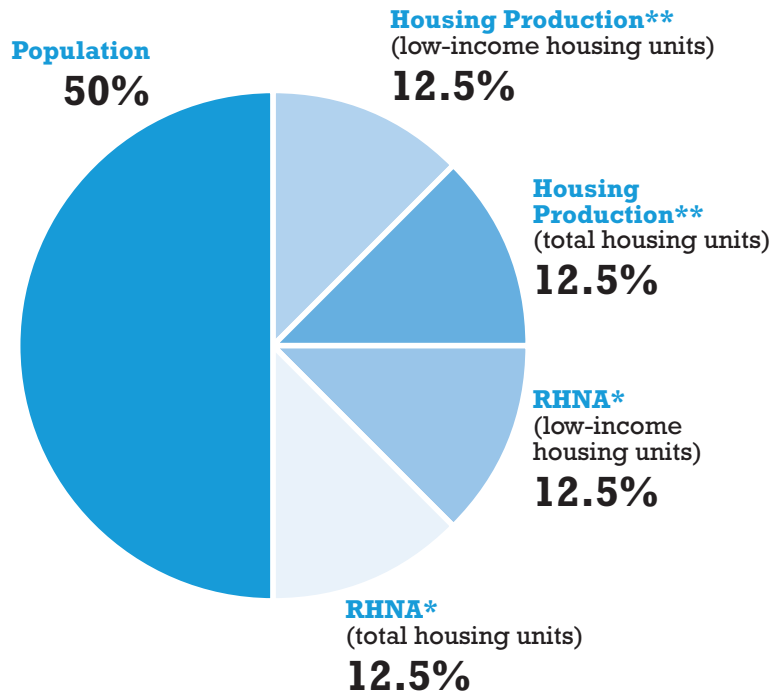
* MTC receives federal funding for local programming through the State from federal surface transportation legislation. This includes Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Transportation Alternatives (TA) Program funds.

** 50% regional, 50% to counties



OneBayArea Grant Program

OBAG Distribution Formula



OBAG County Fund Distribution

(Millions \$, rounded)

County	Total Funds
Alameda	\$64
Contra Costa	\$46
Marin	\$11
Napa	\$7
San Francisco	\$39
San Mateo	\$27
Santa Clara	\$89
Solano	\$19
Sonoma	\$24
Regional Total	\$327

The OneBayArea Grant distribution formula is based on the following factors: population, past housing production and future housing commitments. This includes weighting to acknowledge jurisdiction efforts to produce low-income housing. The county Congestion Management Agencies (CMA) are responsible for local project solicitation, evaluation, and selection.

* RHNA 2014–2022

** Housing Production Report 1999–2006, ABAG



Eligible OBAG Projects

Each county CMA may program OBAG funds to projects that meet the eligibility requirements of any one of the following six transportation improvement categories:

- Local Streets and Roads Preservation
- Bicycle and Pedestrian Improvements
- Transportation for Livable Communities
- Safe Routes to School
- Priority Conservation Areas
- CMA Planning Activities

OBAG Policies

Priority Development Area Focus

Priority Development Areas (PDAs) are infill development opportunity areas within existing communities identified by local jurisdictions. They are generally areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a bicycle and pedestrian-friendly environment served by transit.

PDA Investment Minimums

The CMA in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their OBAG investments to the PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) the threshold is 50%. A project lying outside the limits of a PDA may count towards the minimum provided that it directly connects to or provides proximate access to a PDA. Refer to http://gis.mtc.ca.gov/interactive_maps/pdas.html which provides a GIS overlay of the PDAs in the Bay Area. The counties will be expected to have an open decision process to justify projects that geographically fall outside of a PDA but are considered directly connected to or providing proximate access to a PDA.

PDA Investment and Growth Strategy

By May 1, 2013, CMA shall prepare and adopt a PDA Investment and Growth Strategy to guide transportation investments that are supportive of PDA infill development.

Affordable Housing Production and Preservation

As part of the PDA Investment and Growth Strategy, CMA will need to consider strategies for the production of affordable housing. By May 2013, CMA will have analyzed housing production progress and completed an inventory of existing and planned housing units by income category in PDAs and affordable housing policies currently enacted for those respective jurisdictions. By May 2014, CMA will work with PDA based jurisdictions to identify which, if any, policies/ordinances are recommended to promote and preserve affordable housing in PDAs. Based on this information and recommendations in the PDA Growth Strategy, MTC will link the release of future cycle funding (after FY 2016–17) to the implementation of affordable housing policies around which local officials reach consensus. Additionally, the regional PDA Planning Program will assist jurisdictions to develop and implement PDA investment plans.



Performance and Accountability

Jurisdictions receiving OBAG funds need to comply with the following:

Complete Streets Policy Resolution

Aside from meeting MTC's complete streets policy, a jurisdiction will need to adopt a complete streets resolution by June 30, 2013. A jurisdiction can also meet this requirement through a general plan that complies with the California Complete Streets Act of 2008.

RHNA Compliant General Plan

A jurisdiction is required to have its general plan housing element adopted and certified by the State Department of Housing and Community Development (HCD) for 2007–14 RHNA prior to January 31, 2013. If a jurisdiction submitted its housing element to the state but the state's comment letter identifies deficiencies that the local jurisdiction must address in order to receive HCD certification, then the local jurisdiction may submit a request to the Joint MTC Planning/ABAG Administrative Committee for a time extension to address the deficiencies and resubmit its revised draft housing element to HCD for re-consideration and certification.

Note that jurisdictions will be required to have general plans with approved housing elements and that comply with the Complete Streets Act of 2008 by May 31, 2015 and January 31, 2016 respectively to be eligible for the OBAG cycle subsequent to FY 2016–17.

Report to the Commission

After OBAG programming is completed at the county level, MTC staff will present a report to the Commission in late 2013 on the performance and project selection outcomes of the OBAG program. The CMAs will also present their PDA Investment and Growth Strategies to the Joint MTC Planning/ ABAG Administrative Planning Committee.



Additional Information

For additional information about Cycle 2 investments, policies and the OneBayArea Grant Program, go to www.mtc.ca.gov/funding/onebayarea or contact [Craig Goldblatt](mailto:cgoldblatt@mtc.ca.gov) at cgoldblatt@mtc.ca.gov or 510.817.5837.



OneBayArea