

# Plan BayArea

TO: MTC Planning Committee, ABAG Administrative Committee      DATE: February 1, 2013  
 FR: Executive Director, MTC      W.I.  
 RE: Regional Priority Development Area (PDA) and Priority Conservation Area (PCA) Program Funding Recommendations

The OneBayArea Grant (OBAG) Program includes the continuation of the regional PDA Planning Program and a new funding program for Priority Conservation Areas. This memorandum presents staff's recommendations for the approach to expending funds from these two programs.

### **Regional PDA Planning Grant Program**

At its November meeting, the Commission approved several clarifications for implementing its action to redirect \$20 million of the \$40 million Regional PDA Planning Program included in the OneBayArea Grant (OBAG) framework (Resolution 4035) to the county Congestion Management Agencies (CMAs). Three options for the remaining \$20 million Regional Program were presented for preliminary feedback. The Commission directed staff to return in early 2013 for action on the Regional Program following review with MTC's Policy Advisory Council. Additional information about the components of the Regional Program was presented to this joint committee and MTC's Policy Advisory Council in January.

### **Staff Recommendation**

Based on feedback from MTC's Policy Advisory Council, staff recommends the following allocation of funds:

- \$10 million to the Transit Oriented Affordable Housing (TOAH) fund;
- \$8 million to Regional PDA Planning and Technical Assistance; and
- \$2 million to ABAG for its research and planning activities.

Similar to the initial investment in the TOAH Fund, staff recommends the following conditions: 1) MTC is able to exchange the \$10 million in federal transportation funds for local funds because they cannot be used directly for housing investment; 2) Foundation or other sources of funding would be matched by MTC funds on a minimum 3:1 basis to reach a minimum fund of \$40 million, and 3) the TOAH fund would be spent only in PDAs on projects that have the greatest potential to deliver affordable housing units with direct access to transit.

The Regional PDA Planning and Technical Assistance component will complement county PDA Planning efforts, but will target investments in jurisdictions taking on the majority of Plan Bay Area housing and job growth as recommended by the Policy Advisory Council. Funds would be used to support planning grants and technical assistance. Staff will recommend specific allocation of program funds later this year following review of funding priorities included in the PDA Investment and Growth Strategies developed by the CMAs.

### **Regional Priority Conservation Area Program**

The PCA Program was originally conceived as a program to address conservation efforts in the North Bay by supporting PCAs in those counties with a budget of \$5 million over the four year OBAG period. Responding to further interest by Parks and Open Space Districts and other counties, the Commission set aside an additional \$5 million to fund projects outside of the North Bay, bringing the total to \$10 million.

In the summer of 2012, MTC and ABAG staff began discussing the PCA program with stakeholders to determine needs, funding interests, and program framework. To date staff have held meetings with Park and Open Space Districts, resource conservation agencies, foundations and nonprofit, agricultural interests, and county CMAs. Based on their input, staff recommends the framework for the PCA Funding Program as described in Attachment A.

The PCA funding framework 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 take the lead to develop its own program building on PCA planning conducted to date and select projects for funding. For the remaining counties, staff recommends that MTC and ABAG partner with the Coastal Conservancy, a California State agency, to program the PCA funds. This approach would build upon the Coastal Conservancy's expertise and established relationships with agricultural interests, resource protection agencies, recreational agencies, other stakeholders, and funding foundations. Under this proposal, MTC would provide \$5 million to the Coastal Conservancy to manage the call for projects in coordination with their own program funds. By leveraging the coastal conservancy funds the program can support a broader range of projects (i.e. land acquisition and easement projects) than can be accommodated with federal transportation dollars alone. This will set the stage for subsequent funding cycles, based on the program successes and achieve the 3:1 minimum match as required by OBAG. MTC and ABAG staff will support the administration of the program.

### **Recommended Actions:**

Forward to the full Commission for approval Resolution No. 4035, Revised, 1) to specify the allocation of the Regional PDA Planning Program funding with \$10 million to TOAH, \$8 million to Regional PDA Planning and Technical Assistance, and \$2 million to ABAG; and 2) to incorporate the allocation framework for the PCA program and confirm the funding split among the North Bay program (\$5 million) and the remaining counties (\$5 million). ABAG staff supports this recommendation.



---

Steve Heminger

# ATTACHMENT A: PCA Program

## Program Goals and Eligible Projects

The goal of the Priority Conservation Area Program is to support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands in the Bay Area, for residents and businesses. These values include globally unique ecosystems, productive agricultural lands, recreational opportunities, 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 (attached). ABAG’s FOCUS program delineates both the Priority Development Areas and the Priority Conservation Areas.

Per MTC Resolution No. 4035, the PCA program is split into two elements:

1. North Bay Program (\$5 million)
2. Peninsula, Southern and Eastern Counties Program (\$5 million)

The North Bay program framework is to be developed by the four North Bay county congestion management agencies, 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 and ABAG 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.

<b>Funding Amount</b>	<ul style="list-style-type: none"> <li>• \$5 million</li> </ul>
<b>Screening Criteria</b>	<ul style="list-style-type: none"> <li>• <b>PCA Designation:</b> If a project currently isn’t in or doesn’t connect to a PCA, the applicant must file an application with ABAG requesting a PCA designation.</li> <li>• <b>Regionally Significant:</b> 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 <a href="http://www.bayarealands.org/reports/">http://www.bayarealands.org/reports/</a>), countywide Plans or ABAG’s PCA designations. Applicants should describe who will benefit from the project and regional (greater-than-local need) it serves.</li> <li>• <b>Open Space Protection In Place:</b> 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.</li> <li>• <b>Non-Federal Local Match:</b> 3:1 minimum match</li> <li>• <b>Meets Program Goals:</b> Projects that meet one of the following program goals (subject to funding eligibility—see next page):             <ul style="list-style-type: none"> <li>○ Protects or enhances “resource areas” or habitats as defined in California Government Code Section 65080.01.</li> <li>○ Provides or enhances bicycle and pedestrian access to open space / parkland resources. Notable examples are the Bay and Ridge Trail Systems.</li> <li>○ Supports the agricultural economy of the region.</li> </ul> </li> </ul>

# DRAFT: PCA PROGRAM PROPOSAL (CONT.)

<p><b>Eligible Applicants</b></p>	<ul style="list-style-type: none"> <li>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. <b>Partnerships are necessary with cities, counties, or CMAs in order to access federal funds. Project must have an implementing agency that is able to receive a federal-aid grant (master agreement with Caltrans)</b></li> </ul>
<p><b>Emphasis Areas / Eligible Projects</b></p>	<p><b>Eligible Projects</b></p> <ol style="list-style-type: none"> <li><b>Planning Activities</b></li> <li><b>Pedestrian and Bicycle Facilities/ Infrastructure:</b> 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.</li> <li><b>Visual Enhancements:</b> Construction of turnouts, overlooks and viewing areas.</li> <li><b>Habitat / Environmental Enhancements:</b> 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.</li> <li><b>Protection (Land Acquisition or Easement) or Enhancement of Natural Resources, Open Space or Agricultural Lands:</b> Parks and 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.</li> </ol>
<p><b>Project Selection</b></p>	<p><b>Coastal Conservancy* Partnership Program:</b> MTC will provide \$5 million of federal transportation funds to the Conservancy which will be combined with the Conservancy’s program funding, and further leveraged by private foundation funding, as the basis for a regional call for projects. In addition a broader range of projects (i.e. land acquisition and easement projects) can be accommodated, which is not the case with federal transportation funds alone. The Conservancy will manage the program in collaboration with MTC and ABAG staff. This approach would harness the expertise of the coastal conservancy, expand the pool of eligible projects, and leverage up to \$10 million in additional resources through Coastal Conservancy, and the Moore Foundation**.</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/>

\*\*The Gordon and Betty Moore Foundation seeks to advance environmental conservation, scientific research, and patient care--around the world and in the San Francisco Bay Area. For more information see <http://www.moore.org/>

Date: May 17, 2012  
W.I.: 1512  
Referred by: Planning  
Revised: 10/24/12-C 11/28/12-C  
12/19/12-C 01/23/13-C  
02/27/13-C

ABSTRACT

Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

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

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed \$20 million of the \$40 million in the regional PDA Implementation program to eight CMAAs and the San Francisco Planning Department for local PDA planning implementation. Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the \$20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation

## ABSTRACT

MTC Resolution No. 4035, Revised

Page 2

Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

Attachments A and B-1 were revised and Appendix A-8 was added on February 27, 2013 to further define and add funding to the Regional PDA Planning Program, the Transit Oriented Affordable Housing (TOAH) fund, and the Priority Conservation Program.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; and to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013 and to the Joint Planning Committee dated February 8, 2013.

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4035

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

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

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

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

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

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

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

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

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

---

Adrienne J. Tissier, Chair

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



Date: May 17, 2012  
W.I.: 1512  
Referred by: Planning  
Revised: 10/24/12-C  
11/28/12-C  
12/19/12-C  
02/27/12-C

Attachment A  
Resolution No. 4035

# **Cycle 2 Program Project Selection Criteria and Programming Policy**

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



**Regional PDA Implementation:**

**ABAG Funding:** Funds directed to ABAG for implementation of PDAs.

**Affordable TOD fund:** This is a continuation of MTC's successful Transit Oriented Affordable Housing (TOAH) fund into Cycle 2 which successfully has leveraged a significant amount of outside funding. The TOD fund provides financing for the development of affordable housing and other vital community services near transit lines throughout the Bay Area. Through the Fund, developers can access flexible, affordable capital to purchase or improve available property near transit lines for the development of affordable housing, retail space and other critical services, such as child care centers, fresh food outlets and health clinics. Similar to the initial investment in the TOAH Fund, the following are program conditions: 1) MTC is able to exchange the \$10 million in federal transportation funds for local funds because they cannot be used directly for housing investment; 2) Foundation or other sources of funding would be matched by MTC funds on a minimum 3:1 basis to reach a minimum fund of \$40 million, and 3) the TOAH fund would be spent only in PDAs on projects that have the greatest potential to deliver affordable housing units with direct access to transit.

**PDA Planning Grants:** MTC and ABAG's PDA Planning Grant Program will place an emphasis on affordable housing production and preservation in funding agreements with grantees. Grants will be made to jurisdictions to provide support in planning for PDAs in areas such as providing housing, jobs, intensified land use, promoting alternative modes of travel to the single occupancy vehicle, and parking management. These studies will place a special focus on selected PDAs with a greater potential for residential displacement and develop and implement community risk reduction plans. Grants will be made to local jurisdictions to provide planning support as needed to meet regional housing goals. Also program funds will establish a new local planning assistance program to provide staff resources directly to jurisdictions to support local land-use planning for PDAs. The Regional PDA Planning/Implementation component will complement county PDA Planning efforts, but will target investments in jurisdictions taking on the majority of Plan Bay Area housing and job growth. Funds would be used to support planning grants and technical assistance.

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

**Local Planning & Implementation:** Funds are made available to support local jurisdictions in their planning and implementation of PDAs in each of the nine counties, developed through the county PDA Investment & Growth Strategy in consultation with ABAG and MTC. Funding is distributed to the county CMAs (with funds for San Francisco distributed to the City/County of San Francisco planning department) using the OBAG distribution formula with no county receiving less than \$750,000 as shown in Appendix 5. Local jurisdictions will either directly access these funds through Caltrans Local Assistance similar to other OBAG grants provided to them by the CMAs, the CMAs may choose to provide individual grants to local jurisdictions through a single program administered by the CMA, or the CMA may request that ABAG administer the grants in cooperation with the local jurisdictions. CMA grants to local jurisdictions and the expenditure of funds by the San Francisco Planning Department are to be aligned with the recommendations and priorities identified in their adopted PDA Growth and Investment Strategy; as well as to the PDA Planning Program guidelines as they apply only to those activities relevant to those guidelines. The CMAs are limited to using no more than 5% of the funds for program administration.

## **6. Climate Change Initiatives**

The proposed funding for the Cycle 2 Climate Initiative Program is to support the implementation of strategies identified in Plan Bay Area to achieve the required CO2 emissions reductions per SB375 and federal criteria pollutant reductions. Staff will work with the Bay Area Air Quality Management District to implement this program.

## **7. Safe Routes to Schools**

Within the Safe Routes to School Program (SR2S program) funding is distributed among the nine Bay Area counties based on K-12 total enrollment for private and public schools as reported by the California Department of Education for FY 2010-11. Appendix A-3 details the county fund distribution. Before programming projects into the TIP the CMAs shall provide the SR2S recommended county program scope, budget, schedule, agency roles, and federal funding recipient. CMAs may choose to augment this program with their own Cycle 2 OBAG funding.

## **8. Transit Capital Rehabilitation**

The program objective is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs, and implement elements of the Transit Sustainability Project, consistent with the FTA Transit Capital Priorities program (MTC Resolution 4072 or successor resolution). This includes a set-aside of \$1 million to support the consolidation and transition of Vallejo and Benicia bus services to SolTrans.

**9. Transit Performance Initiative:** This new pilot program implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. Specific projects are included in Attachment B.

**10. Priority Conservation Area (PCA) Program:** This is a new pilot program for the development of Priority Conservation Area (PCA) plans and projects to assist counties to ameliorate outward development expansion and maintain their rural character. 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 take the lead to develop its own program building on PCA planning conducted to date and select projects for funding. For the remaining counties, MTC and ABAG will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. MTC will provide \$5 million to the Coastal Conservancy to manage the call for projects in coordination 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 and achieve the 3:1 minimum match as required by OBAG. MTC and ABAG staff will support the administration of the program. Appendix A-8 outlines the framework for this program including goals, project screening eligibility, eligible sponsors, and project selection.

## APPENDIX A-8: Priority Conservation Area (PCA) Program

### Program Goals and Eligible Projects

The goal of the Priority Conservation Area Program is to support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands in the Bay Area, for residents and businesses. These values include globally unique ecosystems, productive agricultural lands, recreational opportunities, 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 (attached). ABAG's FOCUS program delineates both the Priority Development Areas and the Priority Conservation Areas.

Per MTC Resolution No. 4035, the PCA program is split into two elements:

1. North Bay Program (\$5 million)
2. Peninsula, Southern and Eastern Counties Program (\$5 million)

The North Bay program framework is to be developed by the four North Bay county congestion management agencies, 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 and ABAG 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.

<b>Funding Amount</b>	<ul style="list-style-type: none"> <li>• \$5 million</li> </ul>
<b>Screening Criteria</b>	<ul style="list-style-type: none"> <li>• <b>PCA Designation:</b> If a project currently isn't in or doesn't connect to a PCA, the applicant must file an application with ABAG requesting a PCA designation.</li> <li>• <b>Regionally Significant:</b> 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 <a href="http://www.bayarealands.org/reports/">http://www.bayarealands.org/reports/</a>), countywide Plans or ABAG's PCA designations. Applicants should describe who will benefit from the project and regional (greater-than-local need) it serves.</li> <li>• <b>Open Space Protection In Place:</b> 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.</li> <li>• <b>Non-Federal Local Match:</b> 3:1 minimum match</li> <li>• <b>Meets Program Goals:</b> Projects that meet one of the following program goals (subject to funding eligibility—see next page):             <ul style="list-style-type: none"> <li>○ Protects or enhances "resource areas" or habitats as defined in California Government Code Section 65080.01.</li> <li>○ Provides or enhances bicycle and pedestrian access to open space / parkland resources. Notable examples are the Bay and Ridge Trail Systems.</li> <li>○ Supports the agricultural economy of the region.</li> </ul> </li> </ul>

<p><b>Eligible Applicants</b></p>	<ul style="list-style-type: none"> <li>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. <b>Partnerships are necessary with cities, counties, or CMAs in order to access federal funds. Project must have an implementing agency that is able to receive a federal-aid grant (master agreement with Caltrans)</b></li> </ul>
<p><b>Emphasis Areas / Eligible Projects</b></p>	<p><b>Eligible Projects</b></p> <ol style="list-style-type: none"> <li><b>Planning Activities</b></li> <li><b>Pedestrian and Bicycle Facilities/ Infrastructure:</b> 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.</li> <li><b>Visual Enhancements:</b> Construction of turnouts, overlooks and viewing areas.</li> <li><b>Habitat / Environmental Enhancements:</b> 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.</li> <li><b>Protection (Land Acquisition or Easement) or Enhancement of Natural Resources, Open Space or Agricultural Lands:</b> Parks and 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.</li> </ol>
<p><b>Project Selection</b></p>	<p><b>Coastal Conservancy* Partnership Program:</b> MTC will provide \$5 million of federal transportation funds to the Conservancy which will be combined with the Conservancy's program funding, and further leveraged by private foundation funding, as the basis for a regional call for projects. In addition a broader range of projects (i.e. land acquisition and easement projects) can be accommodated, which is not the case with federal transportation funds alone. The Conservancy will manage the program in collaboration with MTC and ABAG staff. This approach would harness the expertise of the coastal conservancy, expand the pool of eligible projects, and leverage up to \$10 million in additional resources through Coastal Conservancy, and the Moore Foundation**.</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/>  
 \*\*The Gordon and Betty Moore Foundation seeks to advance environmental conservation, scientific research, and patient care--around the world and in the San Francisco Bay Area. For more information see <http://www.moore.org/>

**Cycle 2**  
**Regional Programs Project List**  
**FY 2012-13 through FY 2015-16**  
**January 2013**

DO NOT PRINT  
 CLOSE GROUPING

**Regional Programs Project List**

Project Category and Title	County	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other RTIP/TA/TFCA	Total Cycle 2
<b>CYCLE 2 PROGRAMMING</b>			<b>\$231,167,451</b>	<b>\$204,019,549</b>	<b>\$435,187,000</b>	<b>\$40,000,000</b>	<b>\$475,187,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES (PL)</b>							
ABAG Planning	Region-Wide	ABAG	\$2,673,000		\$2,673,000	\$0	\$2,673,000
BCDC Planning	Region-Wide	BCDC	\$1,341,000		\$1,341,000	\$0	\$1,341,000
MTC Planning	Region-Wide	MTC	\$2,673,000		\$2,673,000	\$0	\$2,673,000
<b>1. REGIONAL PLANNING ACTIVITIES (PL)</b>			<b>TOTAL:</b>	<b>\$0</b>	<b>\$6,687,000</b>	<b>\$0</b>	<b>\$6,687,000</b>
<b>2. REGIONAL OPERATIONS (RO)</b>							
Clipper® Fare Media Collection	Region-Wide	MTC	\$12,300,000	\$9,100,000	\$21,400,000	\$0	\$21,400,000
511 - Traveler Information	Region-Wide	MTC	\$32,500,000	\$16,270,000	\$48,770,000	\$0	\$48,770,000
<b>SUBTOTAL</b>			<b>\$44,800,000</b>	<b>\$25,370,000</b>	<b>\$70,170,000</b>	<b>\$0</b>	<b>\$70,170,000</b>
FSP/Incident Management	Region-Wide	MTC/SAFE	\$14,290,000	\$10,840,000	\$25,130,000	\$0	\$25,130,000
<b>SUBTOTAL</b>			<b>\$14,290,000</b>	<b>\$10,840,000</b>	<b>\$25,130,000</b>	<b>\$0</b>	<b>\$25,130,000</b>
<b>2. REGIONAL OPERATIONS (RO)</b>			<b>TOTAL:</b>	<b>\$36,210,000</b>	<b>\$95,300,000</b>	<b>\$0</b>	<b>\$95,300,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>							
Regional Performance Initiatives Implementation	Region-Wide	MTC		\$5,750,000	\$5,750,000	\$0	\$5,750,000
Regional Performance Initiatives Corridor Implementation	Region-Wide	MTC	\$4,000,000	\$4,000,000	\$8,000,000	\$0	\$8,000,000
Program for Arterial System Synchronization (PASS)	Region-Wide	MTC		\$5,000,000	\$5,000,000	\$0	\$5,000,000
<b>SUBTOTAL</b>			<b>\$4,000,000</b>	<b>\$14,750,000</b>	<b>\$18,750,000</b>	<b>\$0</b>	<b>\$18,750,000</b>
<b>Ramp Metering and TOS Elements</b>							
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	Contra Costa	MTC/SAFE	\$750,000		\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Contra Costa	Caltrans		\$11,800,000	\$11,800,000	\$0	\$11,800,000
FPI - Various Corridors Caltrans PE and Right of Way	Region-Wide	Caltrans		\$1,000,000	\$1,000,000	\$0	\$1,000,000
FPI - SCL US 101: SBT Co. Line to SR 85	Santa Clara	Caltrans		\$29,700,000	\$29,700,000	\$0	\$29,700,000
FPI - ALA I-580: SJ Co. Line to Vasco & Foothill to Crow Canyon	Alameda	Caltrans		\$0	\$0	\$11,000,000	\$11,000,000
FPI - SOL I-80: I-505 to Yolo Co. Line.	Solano	Caltrans		\$0	\$0	\$23,000,000	\$23,000,000
<b>SUBTOTAL</b>			<b>\$750,000</b>	<b>\$42,500,000</b>	<b>\$43,250,000</b>	<b>\$34,000,000</b>	<b>\$77,250,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>			<b>TOTAL:</b>	<b>\$4,750,000</b>	<b>\$57,250,000</b>	<b>\$62,000,000</b>	<b>\$34,000,000</b>
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>							
Pavement Management Program (PMP)	Region-Wide	MTC	\$1,200,000		\$1,200,000	\$0	\$1,200,000
Pavement Technical Advisory Program (PTAP)	Region-Wide	MTC	\$6,000,000		\$6,000,000	\$0	\$6,000,000
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>			<b>TOTAL:</b>	<b>\$0</b>	<b>\$7,200,000</b>	<b>\$0</b>	<b>\$7,200,000</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) IMPLEMENTATION</b>							
<b>Regional PDA Implementation and Transit Oriented Affordable Housing (TOAH)</b>							
PDA Planning - ABAG	Region-Wide	MTC	\$2,000,000		\$2,000,000	\$0	\$2,000,000
Regional PDA Planning	Region-Wide	MTC	\$8,000,000		\$8,000,000	\$0	\$8,000,000
Transit Oriented Affordable Housing (TOAH)	Various	MTC	\$10,000,000		\$10,000,000	\$0	\$10,000,000
<b>SUBTOTAL</b>			<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>
<b>County PDA Planning</b>							
PDA Planning - Alameda	Alameda	ACTC	\$3,905,000		\$3,905,000	\$0	\$3,905,000
PDA Planning - Contra Costa	Contra Costa	CCTA	\$2,745,000		\$2,745,000	\$0	\$2,745,000
PDA Planning - Marin	Marin	TAM	\$750,000		\$750,000	\$0	\$750,000
PDA Planning - Napa	Napa	NCTPA	\$750,000		\$750,000	\$0	\$750,000
PDA Planning - San Francisco	San Francisco	SF City/County	\$2,380,000		\$2,380,000	\$0	\$2,380,000
PDA Planning - San Mateo	San Mateo	SMCCAG	\$1,608,000		\$1,608,000	\$0	\$1,608,000
PDA Planning - Santa Clara	Santa Clara	VTA	\$5,349,000		\$5,349,000	\$0	\$5,349,000
PDA Planning - Solano	Solano	STA	\$1,066,000		\$1,066,000	\$0	\$1,066,000
PDA Planning - Sonoma	Sonoma	SCTA	\$1,447,000		\$1,447,000	\$0	\$1,447,000
<b>SUBTOTAL</b>			<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) IMPLEMENTATION</b>			<b>TOTAL:</b>	<b>\$40,000,000</b>	<b>\$0</b>	<b>\$40,000,000</b>	<b>\$0</b>
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>							
Climate Strategies	TBD	TBD		\$14,000,000	\$14,000,000	\$6,000,000	\$20,000,000
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>			<b>TOTAL:</b>	<b>\$0</b>	<b>\$14,000,000</b>	<b>\$14,000,000</b>	<b>\$6,000,000</b>
<b>7. SAFE ROUTES TO SCHOOL (SR2S)</b>							
<i>Specific projects TBD by CMAQs</i>							
SR2S - Alameda	Alameda	ACTC		\$4,293,000	\$4,293,000	\$0	\$4,293,000
SR2S - Contra Costa	Contra Costa	CCTA		\$3,289,000	\$3,289,000	\$0	\$3,289,000
SR2S - Marin	Marin	TAM		\$633,000	\$633,000	\$0	\$633,000
SR2S - Napa	Napa	NCTPA		\$420,000	\$420,000	\$0	\$420,000
SR2S - San Francisco	San Francisco	SFCTA		\$1,439,000	\$1,439,000	\$0	\$1,439,000
SR2S - San Mateo	San Mateo	SMCCAG		\$1,905,000	\$1,905,000	\$0	\$1,905,000
SR2S - Santa Clara	Santa Clara	VTA		\$5,386,000	\$5,386,000	\$0	\$5,386,000
SR2S - Solano	Solano	STA		\$1,256,000	\$1,256,000	\$0	\$1,256,000
SR2S - Sonoma	Sonoma	SCTA		\$1,379,000	\$1,379,000	\$0	\$1,379,000
<b>7. SAFE ROUTES TO SCHOOL (SR2S)</b>			<b>TOTAL:</b>	<b>\$0</b>	<b>\$20,000,000</b>	<b>\$20,000,000</b>	<b>\$0</b>
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>							
Specific Transit Capital Rehabilitation Program projects	TBD	TBD	\$6,153,384		\$6,153,384	\$0	\$6,153,384
Specific Transit Performance Initiative Incentive Program projects	TBD	TBD		\$46,559,549	\$46,559,549	\$0	\$46,559,549
Specific Transit Performance Initiative Investment Program projects	TBD	TBD	\$52,000,000		\$52,000,000	\$0	\$52,000,000
SoTrans - Preventive Maintenance	Solano	SoTrans	\$1,000,000		\$1,000,000	\$0	\$1,000,000
Clipper Fare Collection Equipment Replacement	Regional	MTC	\$9,994,633		\$9,994,633	\$0	\$9,994,633
SFMTA - New 60' Flyer Trolley Bus Replacement	San Francisco	SFMTA	\$15,502,261		\$15,502,261	\$0	\$15,502,261
VTA Preventive Maintenance	Santa Clara	VTA	\$3,349,722		\$3,349,722	\$0	\$3,349,722
Unanticipated Cost Reserve	TBD	TBD	\$2,000,000		\$2,000,000	\$0	\$2,000,000
AC Transit - Spectrum Ridership Growth Project	Alameda	AC Transit	\$1,802,676		\$1,802,676	\$0	\$1,802,676
ACE - Fare Collection Equipment *	Alameda	SJRRRC	\$22,575		\$22,575	\$0	\$22,575
Marin Transit - Preventive Maintenance (for Marin Transit low income youth pass)	Marin	Marin Transit	\$99,289		\$99,289	\$0	\$99,289
BART - Train Car Accident Repair	Regional	BART	\$1,493,189		\$1,493,189	\$0	\$1,493,189
BART - 24th Street Train Control Upgrade	San Francisco	BART	\$2,000,000		\$2,000,000	\$0	\$2,000,000
SFMTA - Preventive Maintenance (for SFMTA low income youth pass)	San Francisco	SFMTA	\$1,600,000		\$1,600,000	\$0	\$1,600,000
SFMTA - Light Rail Vehicle Rehabilitation	San Francisco	SFMTA	\$5,120,704		\$5,120,704	\$0	\$5,120,704
VTA - Preventive Maintenance (for VTA low income fare pilot)	Santa Clara	VTA	\$1,302,018		\$1,302,018	\$0	\$1,302,018
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>			<b>TOTAL:</b>	<b>\$103,440,451</b>	<b>\$46,559,549</b>	<b>\$150,000,000</b>	<b>\$0</b>

Attachment B-1

MTC Res. No. 4035, Attachment B-1  
 Adopted: 05/17/12-C  
 Revised: 10/24/12-C  
 11/28/12-C  
 12/19/12-C  
 01/23/13-C  
 02/27/13-C

Cycle 2  
 Regional Programs Project List  
 FY 2012-13 through FY 2015-16  
 January 2013

DO NOT PRINT  
 CLOSE GROUPING

Regional Programs Project List

Project Category and Title	County	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other RTIP/TA/TFCA	Total Cycle 2
<b>CYCLE 2 PROGRAMMING</b>			<b>\$231,167,451</b>	<b>\$204,019,549</b>	<b>\$435,187,000</b>	<b>\$40,000,000</b>	<b>\$475,187,000</b>
* ACE - Fare Collection Equipment - Conditioned on MTC staff determination of project consistency with regional fare policy.							
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>							
<b>TPI - Capital Program</b>							
AC Transit - Line 51 Corridor Speed Protection and Restoration	Alameda	AC Transit		\$10,515,624	\$10,515,624	\$0	\$10,515,624
SFMTA - Mission Mobility Maximization	San Francisco	SFMTA		\$5,383,109	\$5,383,109	\$0	\$5,383,109
SFMTA - N-Judah Mobility Maximization	San Francisco	SFMTA		\$5,383,860	\$5,383,860	\$0	\$5,383,860
SFMTA - Bus Stop Consolidation and Roadway Modifications	San Francisco	SFMTA		\$4,133,031	\$4,133,031	\$0	\$4,133,031
VTA - Light Rail Transit Signal Priority	Santa Clara	VTA		\$1,587,176	\$1,587,176	\$0	\$1,587,176
VTA - Stevens Creek - Limited 323 Transit Signal Priority	Santa Clara	VTA		\$712,888	\$712,888	\$0	\$712,888
Unprogrammed Transit Performance Initiative Reserve	TBD	TBD		\$2,284,312	\$2,284,312	\$0	\$2,284,312
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>			<b>TOTAL:</b>	<b>\$0</b>	<b>\$30,000,000</b>	<b>\$30,000,000</b>	<b>\$0</b>
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>							
<b>North Bay PCA Program</b>	<b>TBD</b>	<b>TBD</b>		<b>\$5,000,000</b>	<b>\$5,000,000</b>		<b>\$5,000,000</b>
<b>Peninsula, South Bay, East Bay PCA Program</b>	<b>TBD</b>	<b>TBD</b>		<b>\$5,000,000</b>	<b>\$5,000,000</b>	\$0	<b>\$5,000,000</b>
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>			<b>TOTAL:</b>	<b>\$10,000,000</b>	<b>\$0</b>	<b>\$10,000,000</b>	<b>\$0</b>
<b>Cycle 2 Total</b>			<b>TOTAL:</b>	<b>\$231,167,451</b>	<b>\$204,019,549</b>	<b>\$435,187,000</b>	<b>\$40,000,000</b>

J:\COMMITTEE\Planning Committee\2013\February\RES-4035\_Attach\_B-1\_PlanningFeb.xlsx\Attach B-1 01-23-13