



Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

Benicia ♦ Dixon ♦ Fairfield ♦ Rio Vista ♦ Suisun City ♦ Vacaville ♦ Vallejo ♦ Solano County

... working for you!

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 ♦ Telephone (707) 424-6075 / Facsimile (707) 424-6074
Email: staplan@sta-snci.com ♦ Website: solanolinks.com

BICYCLE ADVISORY COMMITTEE (BAC) MEETING AGENDA

6:30 – 8:00 p.m.

Thursday, July 5, 2012
Solano Transportation Authority, Conference Room 1
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

<u>ITEM</u>	<u>MEMBER/STAFF PERSON</u>
I. CALL TO ORDER/SELF INTRODUCTIONS	Ray Posey, Chair
II. CONFIRM QUORUM	Ray Posey, Chair
III. APPROVAL OF AGENDA	Ray Posey, Chair
IV. OPPORTUNITY FOR PUBLIC COMMENT	Ray Posey, Chair
V. APPROVAL OF MEETING MINUTES	Ray Posey, Chair
<i>Recommendation:</i>	
<i>Approve STA BAC Meeting Minutes of May 3, 2012.</i>	
<i>(6:30 – 6:32 p.m.)</i>	
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VI. PRESENTATIONS	Ray Posey, Chair
A. Bike to Work Day Recap (6:35 – 6:45 p.m.)	Judy Leaks, STA
B. Fairfield West Texas Street Gateway Access Improvements (6:45 – 6:55 p.m.)	Wayne Lewis, Fairfield
C. Suisun City Grizzly Island Trail Groundbreaking and Status Update (6:55 – 7:05 p.m.)	Nick Lozano, Suisun City
D. Solano County Vacaville-Dixon Bike Route Project (Phase 5) Status Update (7:05 – 7:15 p.m.)	Matt Tuggle, Solano County
VII. INFORMATIONAL ITEMS – DISCUSSION	
A. Safe Routes to School (SR2S) Plan Update	Judy Leaks, Program
<i>Informational</i>	Manager/Analyst
<i>(7:15 p.m. - 7:25 p.m.)</i>	
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STA BAC MEMBERS

Ray Posey	Michael Segala	Nancy Lund	Jim Fisk	David Pyle	Larry Mork	Jane Day	Mick Weninger	Barbara Wood
Chair City of Vacaville	Vice Chair County of Solano	City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vallejo	Member-At- Large

- B. OneBayArea Grant (OBAG) Public Outreach Process** Robert Guerrero, Senior Planner
Informational
(7:25 – 7:35 p.m.)
Pg. 5
- C. Complete Streets Policy Update** Sara Woo, Associate Planner
Informational
(7:35 – 7:45 p.m.)
Pg. 6
- D. Solano County Bicycle Project Tours** Sara Woo, Associate Planner
Informational
(7:45 – 7:55 p.m.)
Pg. 6
- E. Membership Status** Sara Woo, Associate Planner
Informational
(7:55 – 8:05 p.m.)
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VIII. INFORMATION ITEMS - NO DISCUSSION

- A. Funding Opportunities** Sara Woo, Associate Planner
Informational
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IX. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA TOPICS

- **Alternative Modes Element**
- **Bicycle and Pedestrian Wayfinding Signage Program Status Update**
- **Bicycle and Pedestrian Data Collection Report**

X. ADJOURNMENT

Ray Posey, Chair

The next regularly scheduled BAC Meeting is July 5, 2012

2012 BAC MEETING SCHEDULE

Please mark your calendars for these dates

July 5, 2012 (confirmed)

September 6, 2012 (confirmed)

November 1, 2012 (confirmed)

Questions? Please contact STA staff, Sara Woo, (707) 399-3214, swoo@sta-snci.com

A		ITS	Intelligent Transportation System
ABAG	Association of Bay Area Governments	J	
ACTC	Alameda County Transportation Commission	JARC	Jobs Access Reverse Commute Program
ADA	American Disabilities Act	JPA	Joint Powers Agreement
AVA	Abandoned Vehicle Abatement	L	
APDE	Advanced Project Development Element (STIP)	LATIP	Local Area Transportation Improvement Program
AQMD	Air Quality Management District	LEV	Low Emission Vehicle
ARRA	American Recovery and Reinvestment Act	LIFT	Low Income Flexible Transportation Program
B		LOS	Level of Service
BAAQMD	Bay Area Air Quality Management District	LS&R	Local Streets & Roads
BABC	Bay Area Bicycle Coalition	M	
BAC	Bicycle Advisory Committee	MIS	Major Investment Study
BART	Bay Area Rapid Transit	MOU	Memorandum of Understanding
BATA	Bay Area Toll Authority	MPO	Metropolitan Planning Organization
BCDC	Bay Conservation & Development Commission	MTC	Metropolitan Transportation Commission
BT&H	Business, Transportation & Housing Agency	MTS	Metropolitan Transportation System
C		N	
CAF	Clean Air Funds	NCTPA	Napa County Transportation & Planning Agency
CALTRANS	California Department of Transportation	NEPA	National Environmental Policy Act
CARB	California Air Resources Board	NHS	National Highway System
CCCC (4'Cs)	City County Coordinating Council	NOP	Notice of Preparation
CCCTA (3CTA)	Central Contra Costa Transit Authority	O	
CCJPA	Capitol Corridor Joint Powers Authority	OBAG	One Bay Area Grant
CCTA	Contra Costa Transportation Authority	OTS	Office of Traffic Safety
CEQA	California Environmental Quality Act	P	
CHP	California Highway Patrol	PAC	Pedestrian Advisory Committee
CIP	Capital Improvement Program	PCC	Paratransit Coordinating Council
CMA	Congestion Management Agency	PCRCP	Planning & Congestion Relief Program
CMIA	Corridor Mobility Improvement Account	PCA	Priority Conservation Study
CMAQ	Congestion Mitigation & Air Quality Program	PDS	Project Development Support
CMP	Congestion Management Plan	PDA	Priority Development Area
CNG	Compressed Natural Gas	PDT	Project Delivery Team
CTC	California Transportation Commission	PDWG	Project Delivery Working Group
D		PMP	Pavement Management Program
DBE	Disadvantaged Business Enterprise	PMS	Pavement Management System
DOT	Department of Transportation	PNR	Park & Ride
E		PPM	Planning, Programming & Monitoring
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	PPP (P3)	Public Private Partnership
EIR	Environmental Impact Report	PS&E	Plans, Specifications & Estimate
EIS	Environmental Impact Statement	PSR	Project Study Report
EPA	Environmental Protection Agency	PTA	Public Transportation Account
EV	Electric Vehicle	PTAC	Partnership Technical Advisory Committee (MTC)
F		R	
FEIR	Final Environmental Impact Report	RABA	Revenue Alignment Budget Authority
FHWA	Federal Highway Administration	RBWG	Regional Bicycle Working Group
FPI	Freeway Performance Initiative	RFP	Request for Proposal
FTA	Federal Transit Administration	RFQ	Request for Qualification
G		RM 2	Regional Measure 2 (Bridge Toll)
GHG	Greenhouse Gas	RPC	Regional Pedestrian Committee
GIS	Geographic Information System	RRP	Regional Rideshare Program
H		RTEP	Regional Transit Expansion Policy
HIP	Housing Incentive Program	RTIF	Regional Transportation Impact Fee
HOT	High Occupancy Toll	RTP	Regional Transportation Plan
HOV	High Occupancy Vehicle	RTIP	Regional Transportation Improvement Program
I		RTPA	Regional Transportation Planning Agency
ISTEA	Intermodal Surface Transportation Efficiency Act	S	
ITIP	Interregional Transportation Improvement Program	SACOG	Sacramento Area Council of Governments

SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users
SCS	Sustainable Community Strategy
SCTA	Sonoma County Transportation Authority
SFCTA	San Francisco County Transportation Authority
SJCOG	San Joaquin Council of Governments
SHOPP	State Highway Operations & Protection Program
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMCCAG	San Mateo City-County Association of Governments
SNCI	Solano Napa Commuter Information
SoHip	Solano Highway Improvement Plan
SOV	Single Occupant Vehicle
SP&R	State Planning & Research
SR	State Route
SR2S	Safe Routes to School
SR2T	Safe Routes to Transit
STAF	State Transit Assistance Fund
STA	Solano Transportation Authority
STIP	State Transportation Improvement Program
STP	Federal Surface Transportation Program
T	
TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin
TAZ	Transportation Analysis Zone
TCI	Transportation Capital Improvement
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement
TEA-21	Transportation Efficiency Act for the 21 st Century
TFCA	Transportation Funds for Clean Air
TIF	Transportation Investment Fund
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMP	Transportation Management Plan
TMS	Transportation Management System
TOD	Transportation Operations Systems
TOS	Traffic Operation System
T-Plus	Transportation Planning and Land Use Solutions
TRAC	Trails Advisory Committee
TSM	Transportation System Management
U, V, W, Y, & Z	
UZA	Urbanized Area
VHD	Vehicle Hours of Delay
VMT	Vehicle Miles Traveled
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCTAC	West Costa County Transportation Advisory Committee
WETA	Water Emergency Transportation Authority
YCTD	Yolo County Transit District
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle

Helpful Definitions for Bicycle Advisory Committee Members

Below is a list of terms and acronyms that you may encounter in technical reports, plans, data, informational materials, or conversations when working with STA staff.

Acronyms	(Note: Some of these acronyms have not been added to the “STA Acronyms List of Transportation Terms”)
ARB:	Air Resources Board
ATWG:	Active Transportation Working Group
PDA:	Priority Development Area
SBP:	Solano Bicycle Program

Planning Agencies

MTC (MPO):	The transportation planning, coordinating, and financing agency for the nine-county Bay Area
STA (CMA):	The transportation planning, coordinating and financing agency for the seven-city County of Solano
MPO:	Metropolitan Planning Agency; regional planning agency
CMA:	Congestion Management Agency; local countywide planning agency

Committees

BAC:	Advisory committee to STA for implementing the Countywide Bicycle Plan
ATWG:	Ad hoc advisory committee to MTC for implementing the Regional Bicycle Plan and addressing pedestrian-related issues in the Bay Area



Solano Transportation Authority

Bicycle Advisory Committee (BAC)

Meeting Minutes of

Thursday, May 3, 2012

6:30 – 8:00 p.m.

Solano Transportation Authority, Conference Room 1
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

I. CALL TO ORDER

Chair Posey called the meeting to order at approximately 6:30 p.m.

MEMBERS

PRESENT:

Ray Posey, Chair	City of Vacaville
Nancy Lund	City of Benicia
Mick Weninger	City of Vallejo
Barbara Wood	Member-At-Large
David Pyle	City of Fairfield

MEMBERS

ABSENT:

Jane Day	City of Suisun City
Michael Segala, Vice Chair	County of Solano
Jim Fisk	City of Dixon
Larry Mork	City of Rio Vista

STAFF

PRESENT:

Sara Woo	STA, Associate Planner
Judy Leaks	SNCI, Program Manager
Nancy Abruzzo	Administrative Assistant I

ALSO

PRESENT:

In Alphabetical Order by Agency:

Garland Wong	City of Fairfield Public Works
Brian Miller	City of Fairfield Planning
Matt Tuggle	County of Solano Public Works
James Loomis	City of Vacaville Public Works
Edd Alberto	City of Vallejo Public Works
Randy Carlson	Member of the Public, Fairfield
Alvina Sheeley	Member of the Public, Fairfield

II. CONFIRM QUORUM

A quorum was confirmed.

III. APPROVAL OF AGENDA

On a motion by Member Pyle and a second by Member Wood, the BAC unanimously approved the agenda.

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. APPROVAL OF MEETING MINUTES OF MARCH 22, 2012

On a motion by Member Wood and second by Member Lund, the BAC unanimously approved the meeting minutes of March 22, 2012.

VI. PRESENTATIONS

A. City of Fairfield Circulation Element Update (Bicycle Section)

Brian Miller, Associate Planner with the City of Fairfield, Planning Division presented the update of the Circulation Element that is a mandatory element of the General Plan. Mr. Miller stated the Goal for the Circulation Element is to create and maintain an efficient, safe, and coordinated multi-modal circulation system that serves the needs of a variety of users and meets the social, economic development, and urban design needs of the community. He summarized what the revised Element will address as well as the revision to the Circulation Element's Bicycle Policies. Mr. Miller noted City staff is preparing a comprehensive new bicycle map. He addressed specific bicycle route concerns from committee members and members of the public. Member Wood stated she would like a copy of the City's bicycle map that was presented at the meeting. Mr. Miller indicated that the map would be available online. A member of the public, Randy Carlson, addressed the necessity to connect the Fairfield and Suisun City bicycle networks. Mr. Carlson further stated that the City of Fairfield and the Bicycle Advisory Committee make it a goal to connect the bicycle network between these two cities. Brian Miller detailed two alternate bicycle route connections as well as a future bicycle route to connect Fairfield and Suisun City. Mr. Miller noted directional signage is definitely missing along the bicycle routes and must be addressed.

B. Bike to Work Day Activities and BikeLinks Map

Judy Leaks, Program Manager, Solano Napa Commuter Information (SNCI) presented the Bike to Work Day Campaign. Ms. Leaks mentioned SNCI is preparing for the upcoming BTWD on May 10th. She stated there will be 16 Energizer Stations in Solano County this year. Ms. Leaks presented the new BTWD giveaway bags with a new design and t-shirts for those individuals hosting the Energizer Stations. She stated the Bike Commuter of the Year had been chosen, Tom Crowley, and the Team Bike Challenge is also a part of the campaign. Ms. Leaks announced the new BikeLinks Map is now available and will be online making it easier to edit. She further stated that she is aware of changes that need to be updated.

C. Project Status Reports

James Loomis, City of Vacaville Public Works, commented about the missed opportunity to present City of Vacaville's project. Mr. Loomis stated that he will be sending the committee members an email making them aware of the project and requested feedback from the members.

Matt Tuttle, County of Solano Public Works stated the County applied for a BTA Grant with a three week notice of application putting staff in a very difficult position. Mr. Tuttle mentioned the grant funds are changing dates and times that are not normal and a better job should be done allowing agencies more time to complete the necessary work and not be rushed to submit the application. Sara Woo, STA, commented that she would follow up with the issue.

VII. ACTION ITEMS

A. Amendment to the Solano Countywide Bicycle Transportation Plan Projects for the City of Vacaville

Sara Woo, STA, presented the Amendment to the Solano Countywide Bicycle Transportation Plan Projects for the City of Vacaville. Ms. Woo stated the plan had been adopted on December 14, 2011 and, at that time; there was an inadvertent omission of updated projects for the City of Vacaville. She indicated the STA staff proposes to amend the Priority Projects listed in the Bicycle Plan for the City of Vacaville to reflect the changes. Ms. Woo further stated STA subsequently would recommend updating the Tier 2 list to include Vacaville's selected No. 1 local priority project, New Alamo Creek Bicycle and Pedestrian Path.

Recommendation:

Forward a recommendation to the STA Board to approve amendments to the following:

1. Solano Countywide Bicycle Transportation Plan priority projects list as specified in Attachment A; and
2. Countywide Tier 2 Bicycle Priority Projects list as specified in Attachment B

On a motion by Member Posey and a second by Member Lund the BAC unanimously approved the recommendation.

VIII. INFORMATION ITEMS - DISCUSSION

A. Comprehensive Transportation Plan (CTP) Alternative Modes Element Update

Sara Woo, STA addressed the CTP Alternative Modes Element Update. Ms. Woo stated now that the bike/ped plans have been completed that are the major supporting documents to the Alternative Modes Plan, the focus will be on the final text of the Alternative Modes Element. At the next BAC meeting a draft Alternative Modes Element is anticipated for review.

B. Complete Streets Policy Update

Sara Woo, STA addressed the Complete Streets Policy update. Ms. Woo stated the STA staff will be working with the BAC, PAC and TAC to develop a Complete Streets process for Solano County based on pending MTC Complete Streets Policy. She further stated MTC is proposing two requirements to implement Complete Streets as part of OBAG funding allocations and outlined the two requirements. Ms. Woo noted the STA Complete Streets Policy will be developed based on the final approval of MTC's OBAG Complete Streets requirement and pending revision of Resolution 3765.

C. Bicycle and Pedestrian Wayfinding Signage Program

Sara Woo, STA presented the Bicycle and Pedestrian Wayfinding Signage Program. Ms. Woo explained that both the PAC and BAC committee members unanimously approved the recommendation to allocate \$15,000 toward the purchase of bike route signs for Phase 1. She further stated Phase 2 is the completion of the Wayfinding Signage Plan which identifies specifications for bicycle and pedestrian directional wayfinding signage for Solano County's communities.

IX. INFORMATION ITEMS – NO DISCUSSION

A. Funding Opportunities

Sara Woo, STA staff reviewed the BTA Grant funding opportunity that happens once a year. Ms. Woo noted the funding opportunities will be available to STA member agencies during the next few months.

X. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA TOPICS

Committee Member Lund commented on the rumble strip topic she addressed at the April 19, 2012 PAC meeting. Member Lund made a request to view a sample of the rumble strip at a future PAC meeting. Sara Woo stated she was unable to obtain a sample of the rumble strip but would follow up and possibly obtain a photograph.

XI. ADJOURNMENT

The meeting was adjourned at approximately 8:00 p.m.

Minutes prepared by STA staff, Nancy Abruzzo, (707) 424-6075, nabruzzo@sta-snci.com



DATE: June 28, 2012
TO: STA BAC
FROM: Sara Woo, Associate Planner
RE: Informational Items – Discussion

A. Safe Routes to School (SR2S) Plan Update – (Judy Leaks, STA)

Over the last several months, the Safe Routes to School Program has been working on the Plan Update for all schools in Solano County. There were 17 walk audits completed at schools throughout Solano County from December 2011 to May 2012. A second round of Community Task Force meetings were held to present Draft Maps and School Improvement Plans developed from the walk audits and data collection. Currently, revisions are being made to address the comments submitted by the Community Task Forces and public comments on the draft maps and School Improvement Plans.

The draft maps and School Improvement Plans were developed by STA’s Safe Routes to School Program and Alta Planning and Design based on the walk audits performed at each participating school in Solano County. A draft plan is anticipated by August 2012.

No attachments.

B. OneBayArea Grant (OBAG) Public Outreach – (Robert Macaulay, STA)

The Metropolitan Transportation Commission (MTC) provided draft OBAG guidelines to the STA in December 2011. STA staff has since worked to educate STA citizen advisory committee members, local agency staff and policy makers in Solano County about the OBAG program. This was accomplished through a Technical Advisory Committee Workshop and a series of meetings during the months of January through May 2012. As part of this outreach effort, on March 22, 2012, STA staff engaged the BAC at their committee meeting in a discussion to prioritize bicycle projects for OBAG funding. The BAC members unanimously concluded that the Solano County Vacaville – Dixon Bike Route was the priority bicycle project for OBAG funding.

On May 17th, MTC finalized the OBAG guidelines which included a new requirement to have a “Unified Call for Projects” that includes additional public outreach guidelines. The objective of this requirement is to ensure that the general public has additional opportunities to participate in the OBAG project selection process. In order to comply, STA staff is recommending a Call for Projects at the July 11th STA Board meeting with formal meetings planned for each of the advisory committees (including the BAC) during the months of August through September. The purpose of the meetings will be to discuss OBAG projects and will be advertised and opened to the public (all STA advisory committee meetings are always opened to the public). Further details regarding the OBAG

Public Outreach Process are included as Attachment VII.A.

Attachment VII.B (Page 8)

C. Complete Streets Policy Update – (Sara Woo, STA)

STA staff will be working with the BAC, PAC, and TAC to develop a Complete Streets process for Solano County based on pending MTC Complete Streets Policy as described below.

MTC is proposing two requirements to implement Complete Streets as part of OBAG funding allocations:

(1) OBAG Complete Streets Requirement

The Metropolitan Transportation Commission (MTC) took action on the original proposal to require that local jurisdictions amend their General Plan circulation element by July 1, 2013, to be consistent with the California Complete Streets Act of 2008 to be eligible for the One Bay Area Grant (OBAG) program. Due to comments from Congestion Management Agencies (CMAs) and local jurisdictions, the policy has been changed to a resolution instead. The final OBAG policy on the Complete Streets was adopted at their May 23, 2012 Commission meeting.

(2) MTC Complete Streets Policy Requirements

The Commission also approved the revision to MTC Resolution 3765 to require that all projects must include bicycle, pedestrian, and/or transit accessibility as part of all projects that receive funding through MTC. If a project is not able to meet this proposed requirement, specific documentation and reporting will be required to apply for exemption from the requirement.

The STA's FY 2012-13 Overall Work Plan includes developing a Complete Streets Plan for Solano County as a follow up to the recently adopted Transportation for Sustainable Communities Plan. The Complete Streets Plan is anticipated to identify specific arterials and collector streets to be designated for Complete Streets. A scope of work will be developed and discussed further at the August BAC.

No Attachments.

D. Solano County Bicycle Project Tours – (Sara Woo, STA)

To reacquaint BAC members with the current priority bicycle projects in the county, STA staff is proposing to take a group tour of these proposed facilities.

In the past, the tour of bicycle facilities has been extremely useful to committee members in making recommendations for funding projects. STA staff will also invite project sponsors to meet at each site for a brief overview of the projects. STA staff will begin working with project sponsors to schedule the tour of the priority bicycle projects for late summer/early fall.

No attachments.

E. Membership Status – (Sara Woo, STA)

There are 2 meetings confirmed for the rest of the year. STA staff would like to remind the BAC about their participation expectations.

The BAC by-laws state: Members of the BAC that do not attend three scheduled meetings in succession and do not contact staff to indicate that they will not be present is considered to be an ‘un-contacted absence’ and may have their position declared vacant by the STA Board of Directors. Absence after contacting staff is considered a ‘contacted absence.’ Contacted absences and un-contacted absences shall be documented in the minutes of each meeting. If a BAC member has missed a combination of four contacted and un-contacted absences in any one-year period, he or she will be sent a written notice of intent to declare the position vacant. If there is no adequate response before or at the next scheduled meeting, and based upon a recommendation from the BAC, the position may be declared vacant by the STA Board. –BAC Bylaws Article VI.1

Attachment VII.E. (Page 131)



DATE: June 29, 2012
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: OneBayArea Grant (OBAG) Update

Background:

The Regional Transportation Plan (RTP) is the long-range transportation plan for the 9-county Bay Area. It is prepared every 4 years by the Metropolitan Transportation Commission (MTC). The RTP sets out a 25-year vision for the region's transportation system, establishes goals and milestones for achieving that vision, and lists projects that are designed to help meet those goals.

Senate Bill (SB) 375 was legislation enacted with the intent to help implement the state's goals for reduction of Greenhouse Gas (GHG) emissions from cars and light trucks, and coordinate regional land use and transportation planning. SB 375 requires the development of Sustainable Community Strategies (SCS) that act as the land use element of the RTP. The SCS and RTP must result in projected reductions of GHG emissions to levels set by the state, and accommodate all of the projected growth in housing for the time period of the RTP/SCS. The Bay Area SCS is being developed by the Association of Bay Area Governments (ABAG) and MTC, with input from other regional agencies.

In late December 2011, MTC released a preview of updated guidelines for the OneBayArea Grant (OBAG) program. OBAG is a new program developed by MTC and ABAG for the allocation of the region's federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. Historically, these have been titled federal cycle funds. The OBAG proposal will combine funds for local streets and roads maintenance, Transportation for Livable Communities (TLC), regional bicycle network and Congestion Management Agency (CMA) Planning activities. The draft OBAG program proposed to direct \$16 million to Solano County for the three year federal Cycle 2 funding. Safe Routes to Schools (SR2S) is eligible for OBAG funding, but will also be receiving funds that are specifically allocated to SR2S.

On February 8, 2012, the STA held a workshop with the STA's Technical Advisory Committee (TAC) to discuss the OBAG process, and to prepare local jurisdictions to identify top funding priorities. On February 29, 2012, TAC members had an opportunity to present preliminary project proposals for further OBAG funding consideration. On March 28, 2012, the STA discussed the process for agencies to formally submit OBAG priorities. On April 9, STA staff sent out a memo to all TAC and Solano Express Intercity Transit Consortium members detailing how project submittals should be made.

On April 4th, MTC staff released additional proposed amendments to the OBAG guidelines. One of the most significant changes is the proposal to add a fourth year to the OBAG cycle, and to add one additional year of funding for the CMAs. For STA, the funding would increase from \$16 million over 3 years to \$19 million over 4 years.

Discussion:

On May 17th, the MTC and ABAG governing bodies met to consider the OBAG Guidelines and other RTP/SCS issues. The two Boards approved the SCS Land Use Scenario and the RTP Transportation Investment Scenario, but made three amendments in recognition of some of the concerns raised by the Bay Area CMAs: shifting \$70 million from the Smart Driving regional program to PDA Implementation, with administrative details to be worked out later; and, designating \$660 million in transit reserve funds for potential North Bay and East Bay New Starts transit programs, provided San Francisco, Peninsula and Santa Clara transit projects are fully funded first. MTC also adopted the OBAG Guidelines, but modified the land use and housing requirements to provide the CMAs additional time to develop workable PDA Investment Strategies in consultation with MTC/ABAG. The MTC Resolution 4035, including the OBAG guidelines, is included as Attachment A.

Appendix A-5 of Resolution 4035 includes MTC's guidance on the CMAs for issuing an OBAG Call for Projects. MTC is requiring a "Unified Call for Projects", and extensive public involvement and outreach in order to demonstrate compliance with Title VI of the Civil Rights Act of 1964. The outreach requirements are found in MTC's Public Participation Plan (Attachment D), dated December 3, 2010, and the Federal Highway Administration (FHWA) Title VI of the Civil Rights Act of 1964 and Additional Nondiscrimination Guidelines published on the FHWA website. According to the FHWA website,

In addition to the Title VI requirements, there are two Executive Orders that provide guidance on public outreach. These are Executive Order #12898 (*"Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations"*) and Executive Order #13166 (*"Improving Access To Services For Persons With Limited English Proficiency"*). Executive Order #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. Executive Order # 13166 (Limited-English-Proficiency) directs federal agencies to evaluate services provided and implement a system that ensures that Limited English Proficiency persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency. Additionally, each federal agency shall ensure that recipients of federal financial assistance provide meaningful access to their Limited-English-Proficiency applicants and beneficiaries. Because OBAG uses federal funds, MTC is required to prove compliance with the Executive Orders as well, and has requested the CMAs establish a public process compliant with their requirements when programming funds.

In order to show compliance with these requirements, STA is proposing to adopt a schedule and guidelines at its July 11 meeting, and to issue a Call for Projects at that time. Each of STA's advisory committees would then hold a formal meeting to consider projects and make a recommendation to the STA Board. In addition, STA would host a community workshop to seek additional public input, and would specifically seek out members of the community that do not normally participate in STA's advisory

committees. Materials and press releases would be developed and distributed in at least two non-English languages. Finally, STA would use its website to distribute information, seek input, track comments and proposals, and accept procedural and substantive complaints about the OBAG call for projects process.

The deadline established by MTC for submittal of OBAG project lists and supporting public outreach documents to MTC is June 30, 2013. STA staff is recommending a more aggressive process to conduct the call for projects and identify OBAG fund recipients. This is a two-part process, with STA seeking MTC concurrence that Title VI compliance has already been achieved for existing commitments: planning funds, Solano Napa Commuter Information funds and the Dixon West B Street Undercrossing.

For the commitment of OBAG funds to new projects or programs, the recommended goal is to adopt the final OBAG project list at the January 9, 2013 STA Board meeting. STA is in a position to complete this process well before the June deadline because of the recent adoption of countywide plans for bicycle and pedestrian transportation, Safe Routes to Transit and Transportation for Sustainable Communities, and the on-going activities of the Safe Routes to Schools, Paratransit, Lifeline and Seniors and Persons with Disabilities committees. In addition, by moving quickly to adopt a project list, projects can be in position to receive funding as soon as it is available.

In issuing a unified call for projects, STA is recommending that the minimum standard found in Attachment C be established for projects and programs.

In making a recommendation for which projects should receive funding, the STA must also determine that 50% of the OBAG funds will be spent on projects that are in, directly connected to or providing proximate support to approved PDAs.

Recommendation:

Forward a recommendation to the STA Board to approve Solano's OBAG Public Input Process and Schedule as shown in Attachment B.

Attachments:

- A. MTC Resolution 4035 (OBAG Guidelines)
- B. STA OBAG Public Outreach Schedule
- C. STA OBAG Minimum Standards for Project or Program Eligibility
- D. MTC Public Participation Plan

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

ABSTRACT

Resolution No. 4035

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

The resolution includes the following attachments:

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

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

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

Attachment A
Resolution No. 4035

Cycle 2 Program Project Selection Criteria and Programming Policy

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

Cycle 2 Program Policy and Programming

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BACKGROUND

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

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

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

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

CYCLE 2 REVENUE ESTIMATES AND FEDERAL PROGRAM ARCHITECTURE

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

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

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

NEW FUNDING APPROACH FOR CYCLE 2—THE ONEBAYAREA GRANT

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

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

Project List

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

OneBayArea Grant Fund Distribution Formula

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

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

OBAG Fund Distribution Factors

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

* RHNA 2014-2022

**Housing Production Report 1999-2006

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

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

CYCLE 2 GENERAL PROGRAMMING POLICIES

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

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission’s adoption of the Cycle 2 program, including policy and procedures meet the provisions of the *MTC Public Participation Plan*. MTC’s advisory committees and the Bay

Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities to comment have been provided to other stakeholders and members of the public.

Furthermore, investments made in the Cycle 2 program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when CMAs select projects for funding at the county level, they must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements (as set forth in Appendix A-5).

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

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

To provide flexibility, alternatively an averaging approach may be used. A CMA may program grant amounts no less than \$100,000 for any project, provided that the overall average of all grant amounts within their OBAG program meets the county minimum grant amount threshold.

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

4. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2011 air quality conformity finding has been completed for the 2011 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 2 Program until

the development of the 2013 TIP during spring 2013. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for PM 2.5. Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed “Projects of Air Quality Concern” must complete a hot-spot analysis required by the Transportation Conformity Rule. Generally Projects of Air Quality Concern (POAQC) are those projects that result in significant increases in the number of or emissions from diesel vehicles.

5. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with federal funds.
6. **Application, Resolution of Local Support.** Project sponsors must submit a completed project application for each project proposed for funding through MTC’s Funding Management System (FMS). The project application consists of two parts: 1) an application submittal and/or TIP revision request to MTC staff, and 2) Resolution of Local Support approved by the project sponsor’s governing board or council. A template for the resolution of local support can be downloaded from the MTC website using the following link:
http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc
7. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for the Cycle 2 Program to ensure 1) eligibility; 2) consistency with the RTP; and 3) project readiness. In addition, project sponsors must adhere to directives such as “Complete Streets” (MTC Routine Accommodations for Bicyclists and Pedestrians); and the Regional Project Funding Delivery Policy as outlined below; and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.
 - ▶ **Federal Project Eligibility:** STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, Inspection and maintenance

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

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

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

Other state policies include, Caltrans Complete Streets Policy Deputy Directive 64 R1 which stipulates: pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products and SB 1358 California Complete Streets Act, which requires local agency general plan circulation elements to address all travel modes.

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

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

the MTC Regional Project Funding Delivery Policy. All funds are subject to obligation, award, invoicing, reimbursement and project close out requirements. The failure to meet these deadlines may result in the de-programming and redirection to other projects.

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

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

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

- ▶ Local Match. Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is currently 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the required match, which is subject to change.
- ▶ Fixed Program and Specific Project Selection. Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The Cycle 2 program is project specific and the funds programmed to projects are for those projects alone. The Cycle 2 Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional Cycle 2 funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project including contingencies.

REGIONAL PROGRAMS

The programs below comprise the Regional Program of Cycle 2, administered by the Commission. Funding amounts for each program are included in Attachment A-1. Individual projects will be added to Attachment B as they are selected and included in the federal TIP.

1. Regional Planning Activities

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

2. Regional Operations

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

3. Freeway Performance Initiative

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

4. Pavement Management Program

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

5. Priority Development Area (PDA) Activities

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

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

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

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

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

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

6. Climate Change Initiatives

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

7. Safe Routes to Schools

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

8. Transit Capital Rehabilitation

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

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

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

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

ONEBAYAREA GRANT PROGRAMMING POLICIES

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

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

- ▶ **Fund Source Distribution:** OBAG is funded primarily from three federal fund sources: STP, CMAQ and TE. Although the new federal surface transportation authorization act now under consideration may alter the actual fund sources available for MTC's programming discretion it is anticipated that any new federal programs would overlap to a large extent with existing programs. The CMAs will be provided a breakdown of specific OBAG fund sources, with the understanding that actual fund sources may change as a result of the new federal surface transportation act. In this situation, MTC staff will work with the CMAs to realign new fund sources with the funding commitments approved by the Commission. Furthermore, due to strict funding availability and eligibility requirements, the CMAs must adhere to the fund source limitations provided. Exceptions may be granted by MTC staff based on actual fund sources available and final apportionment levels.

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

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

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

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

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

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

CYCLE 2 COUNTY ONE BAY AREA GRANT PROJECT GUIDANCE

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

1. CMA Planning and Outreach

This category provides funding to the nine county Congestion Management Agencies (CMAs) to support regional planning, programming and outreach activities. Such efforts include: county-based planning efforts for development of the RTP/SCS; development of PDA growth strategies; development and implementation of a complete streets compliance protocol; establishing land use and travel forecasting process and procedures consistent with ABAG/MTC; ensuring the efficient and effective delivery of federal-aid local projects; and undertaking the programming of assigned funding and solicitation of projects. The base funding level reflects continuing the Transportation 2035 commitment level by escalating at 3% per year from the base amount in FY 2011-12. In addition, the CMAs may request additional funding from their share of OBAG to enhance or augment additional activities at their discretion. All funding and activities will be administered through an interagency agreement between MTC and the respective CMA. Actual amounts for each CMA as augmented, are shown in Appendix A-2

2. Local Streets and Roads Preservation

This category is for the preservation of local streets and roads on the federally-eligible system. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction must have a certified Pavement Management Program (StreetSaver® or equivalent). The needs analysis ensures that streets recommended for treatment are cost effective. Pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. MTC is responsible for verifying the certification status. The certification status can be found at www.mtcpms.org/ptap/cert.html. Specific eligibility requirements are included below:

Pavement Rehabilitation:

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

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

Non-Pavement:

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

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

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

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

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

3. Bicycle and Pedestrian Improvements

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

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

4. Transportation for Livable Communities

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

General project categories include the following:

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

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

5. Safe Routes to School

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

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

Non-Infrastructure Projects

Public Education and Outreach Activities

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices.
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options.
- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely.
- Non-construction outreach related to safe bicycle use
- Travel Demand Management Activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

Infrastructure Projects

Bicycle/Pedestrian Use:

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

Exclusions found to be ineligible uses of CMAQ funds:

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

6. Priority Conservation Areas

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

PROGRAM SCHEDULE

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

Appendix A-1

Cycle 2 Regional and County Programs FY 2012-13 through FY 2015-16 May 2012

Proposed Cycle 2 Funding Commitments

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

One Bay Area Grant (OBAG) (millions \$ - rounded)		4-Year Total
Counties		
1	Alameda	\$63
2	Contra Costa	\$44
3	Marin	\$10
4	Napa	\$6
5	San Francisco	\$38
6	San Mateo	\$26
7	Santa Clara	\$87
8	Solano	\$18
9	Sonoma	\$23
OBAG Total:*		\$320
		40%

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Cycle 2 Total Total:*	\$795
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* Amounts may not total due to rounding

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

Appendix A-2

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

OBAG - County CMA Planning

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

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Regional Agency Planning

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

\$33,965,000

Appendix A-3

**Cycle 2
 Safe Routes to School County Distribution
 FY 2012-13 through FY 2015-16
 May 2012**

Safe Routes To School County Distribution

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

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* From California Department of Education for FY 2010-11

Appendix A-4

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

OBAG Geographic Funding Distribution

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

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

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

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

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

1. Public Involvement and Outreach

- **Conduct countywide outreach to stakeholders and the public to solicit project ideas.** CMAs will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), which can be found at http://www.onebayarea.org/get_involved.htm. CMAs are expected at a minimum to:
 - Execute effective and meaningful local engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process.
 - Explain the local Call for Projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
 - Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
 - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at http://www.mtc.ca.gov/get_involved/lep.htm
 - Hold public meetings in central locations that are accessible for people with disabilities and by public transit;
 - Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- **Document the outreach effort undertaken for the local call for projects.** CMAs are to provide MTC with:
 - A description of how the public was involved in the process for nominating and/or commenting on projects selected for OBAG funding. Specify whether public input was gathered at forums held specifically for the OBAG project solicitation or as part of a separate planning or programming outreach effort;

- A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
- A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA.

2. Agency Coordination

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the OBAG Program.*** CMAs will assist with agency coordination by:
 - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders

3. Title VI Responsibilities

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

Appendix A-6: PDA Investment & Growth Strategy

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

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

(1) Engaging Regional/Local Agencies

- Develop or continue a process to regularly engage local planners and public works staff. Encourage community participation throughout the planning process and in determining project priorities
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans.
- Help develop protocols with MTC, ABAG and Air District staff to assess toxic-air contaminants and particulate matter, as well as related mitigation strategies, as part of regional PDA Planning Program.

(2) Planning Objectives – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
 - *Short-term:* By May 1, 2013, analyze progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization.
 - *Long-term:* Starting in May 2014 and for subsequent updates, PDA Investment & Growth Strategies will assess performance in producing sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals¹. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

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

¹ Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, “just cause eviction” policies, policies or investments that preserve existing deed-restricted or “naturally” affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.

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

Process/Timeline

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

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

Regional Programs Project List

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

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Attachment B-2

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

OBAG Program Project List

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

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STA OBAG Public Outreach Schedule

July 11	<p>STA Board adopts OBAG Call for Projects Guidelines and Schedule and Issues a Call for Projects</p> <p>STA Board approves public process for OBAG Committed Funding</p>
August through September	<p>Committee Meetings:</p> <p>Bicycle Advisory Committee</p> <p>Pedestrian Advisory Committee</p> <p>Paratransit Coordinating Council</p> <p>Senior and Persons with Disabilities Steering Committee</p> <p>Lifeline Committee/ Community Based Organizations</p> <p>Tribal Consultation</p> <p>Public Workshop</p>
September	Board Workshop on OBAG Project Selection Criteria
September 26	TAC and Consortium Review of Draft Project List
October 10	STA Board Public Hearing on Draft Project List
November 28	TAC and Consortium Review of Final Project List
December 12	Board Approval of Final OBAG Project List
January 2013	Submittal of STA OBAG Project List and Supporting Documentation to MTC

ATTACHMENT C

STA OBAG Minimum Standards for Project or Program Eligibility

1. Project is located in a jurisdiction that meets the OBAG eligibility requirements regarding Complete Streets and a certified Housing Element
2. Inclusion in a draft or adopted STA plan
3. Commitment by a public agency to deliver the project or program
4. Deliverable within the OBAG funding cycle (2012 through 2016)
5. Advances one or more OBAG goals

METROPOLITAN TRANSPORTATION COMMISSION
PUBLIC PARTICIPATION PLAN
for the SAN FRANCISCO BAY AREA

2010 Update

FINAL DRAFT

DRAFT: July 9, 2010
REVISED DRAFT: Oct. 15, 2010
FINAL DRAFT: Dec. 3, 2010



**METROPOLITAN
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METROPOLITAN TRANSPORTATION COMMISSION
Public Participation Plan
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Separately Bound Appendix

Appendix D:	Public Participation Plan Outreach: Detail of Comments and Notes from 2007 Presentations, Focus Groups and Web Survey	
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(These appendices are available from the MTC website, www.mtc.ca.gov, or by calling MTC’s Public Information Office at 510.817.5757.)

Metropolitan Transportation Commission Public Participation Plan

I know of no safe depository of the ultimate powers of the society but the people themselves; and if we think them not enlightened enough to exercise their control with a wholesome discretion, the remedy is not to take it from them but to inform their discretion.

— Thomas Jefferson

I. Introduction

The Metropolitan Transportation Commission is the transportation planning and financing agency for the nine-county San Francisco Bay Area. It also serves as the Bay Area Toll Authority (BATA), with oversight of the toll revenue from the region's seven state-owned toll bridges. And, as the Service Authority for Freeways and Expressways (SAFE), MTC oversees a region-wide network of freeway call boxes and roving tow trucks.

The Metropolitan Transportation Commission's public involvement process aims to give the public ample opportunities for early and continuing participation in critical transportation projects, plans and decisions, and to provide full public access to key decisions. Engaging the public early and often in the decision-making process is critical to the success of any transportation plan or program, and is required by numerous state and federal laws, as well as by the Commission's own internal procedures.

This Public Participation Plan spells out MTC's process for providing the public and interested parties with reasonable opportunities to be involved in the regional transportation planning process.

A. MTC's Commitment to Public Participation

Guiding Principles

The Metropolitan Transportation Commission's public involvement procedures are built on the following guiding principles:

1. Public participation is a dynamic activity that requires teamwork and commitment at all levels of the MTC organization.
2. One size does not fit all — input from diverse perspectives enhances the process.
3. Effective public outreach and involvement requires relationship building — with local governments, with stakeholders and advisory groups.
4. Engaging interested persons in 'regional' transportation issues is challenging, yet possible, by making it relevant, removing barriers to participation, and saying it simply.
5. An open and transparent public participation process empowers low-income communities and communities of color to participate in decision making that affects them.*
*This environmental justice principle was adopted by the Commission in March 2006, as proposed by its Minority Citizens Advisory Committee.

MTC undertakes specific strategies to involve the public, including low-income persons and communities of color, in MTC's planning and investment decisions.

Strategy 1: Early Engagement Is Best

MTC structures its major planning initiatives and funding decisions to provide for meaningful opportunities to help shape outcomes. For example, because MTC's regional transportation plan is the blueprint for both new policies and investments for the Bay Area, updates to the RTP are one of the best places for interested persons to get involved.

Strategy 2: Access to All

MTC works to provide all Bay Area residents opportunities for meaningful participation, regardless of disabilities or language barriers. Further, we recognize that one should not need to be a transportation professional to understand our written and oral communications. In this spirit, we:

- provide auxiliary aids or interpreters to persons with disabilities or language translation barriers
- strive to communicate in plain language and provide appropriate public education materials, and

- use visual tools to translate detailed data into information that is more readily understood.

Strategy 3: Response to Written Comments

MTC pays close attention to the views of the public. MTC is committed to responding to every letter, fax and e-mail sent by individual members of the public.

Strategy 4: Inform Commissioners and Public of Areas of Agreement and Disagreement

MTC staff summarizes comments heard by various parties so that the Commissioners and the public have a clear understanding of where there is consensus on a given issue and where there is not.

Strategy 5: Notify Public of Proposed or Final Actions

MTC staff makes every effort to ensure that meeting minutes reflect public comments and document how comments are considered in MTC's decisions. We strive to inform citizen participants on how public meetings/participation are helping to shape or have contributed to MTC's key decisions and actions. When outcomes don't correspond to the views expressed, every effort is made to explain why not.

B. Federal and State Requirements

SAFETEA

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users — better known as SAFETEA — signed into law in 2005, underscores the need for public involvement and requires metropolitan planning agencies such as MTC to “provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation and other interested parties with a reasonable opportunity to comment” on transportation plans and programs.

SAFETEA legislation also requires MTC — when developing the Regional Transportation Plan and the Transportation Improvement Program (TIP) — to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, this Public Participation Plan outlines key decision points for consulting with affected local, regional, state and federal agencies and Tribal governments.

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 requires that transportation planning and programming be non-discriminatory on the basis of race, color, national origin or disability. The federal statute was further clarified and supplemented by the Civil Rights Restoration Act of 1987 and a series of federal statutes enacted in the 1990s relating to the concept of environmental justice. The fundamental principles of environmental justice include:

- Avoiding, minimizing or mitigating disproportionately high and adverse health or environmental effects on minority and low-income populations;
- Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process; and
- Preventing the denial, reduction or significant delay in the receipt of benefits by minority populations and low-income communities.

Executive Orders

An Executive Order is an order given by the president to federal agencies. As a recipient of federal revenues, MTC assists federal transportation agencies in complying with these orders.

- *Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*

In February 1994, President William Clinton signed Executive Order 12898, Federal Actions to Address Environmental Justice for Minority Populations and Low-Income Populations, which mandates that federal agencies make achieving environmental justice part of their missions.

- *Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency*

Executive Order 13166 states that people who speak limited English should have meaningful access to federally conducted and federally funded programs and activities. It requires that all federal agencies identify any need for services to those with limited English proficiency and develop and implement a system to provide those services so all persons can have meaningful access to services. MTC's *Plan for Special Language Services to Limited English Proficient Populations* can be found in English, Spanish and Chinese on MTC's website at http://www.mtc.ca.gov/get_involved/lep.htm.

- *Executive Order 12372: Intergovernmental Review of Federal Programs*

Executive Order 12372 calls for intergovernmental review of projects to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. The Executive Order does not replace public participation, comment, or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA), but gives the states an additional mechanism to ensure federal agency responsiveness to state and local concerns.

2008 California Legislation

Under a new state law (SB 375, Steinberg, Chapter 728, 2008 Statutes), MTC and the Association of Bay Area Governments must develop a regional Sustainable Communities Strategy to integrate planning for growth and housing with long-range transportation investments, including goals for reducing greenhouse gas emissions for cars and light trucks. The law also calls for a separate Public Participation Plan for development of the Sustainable Communities Strategy and the regional transportation plan. In the Bay Area, MTC and ABAG are working together with the Bay Area Air Quality Management District and the Bay Conservation and Development Commission to develop the region's response to this new law. Appendix A of this plan includes a Public Participation Plan for the Sustainable Communities Strategy and the regional transportation plan.

Other Requirements

A number of other federal and state laws call on MTC to involve and notify the public in its decisions. MTC complies with all other public notification requirements of the state's Ralph M. Brown Act, the California Public Records Act, the California Environmental Quality Act, as well as the public participation mandates of the federal Americans with Disabilities Act, those contained in the state's Katz-Kopp-Baker-Campbell Transportation Blueprint for the Twenty-First Century (Government Code Section 65080), and other applicable state and federal laws.

C. Development of the Public Participation Plan

MTC's Public Participation Plan was first adopted in September 2007, and updated in 2010. The 2010 update reflects a re-structuring of MTC's advisory committees into a single, broad based Policy Advisory Council; the addition of a Public Participation Plan for the Sustainable Communities Strategy and regional transportation plan; plus other minor edits.

In drafting the 2007 Public Participation Plan, MTC staff consulted with a wide range of interested parties as required by the SAFETEA legislation. The comments and guidance resulting from the public outreach process undertaken as part of the 2007 Public Participation Plan remain relevant and continue to inform the principles and procedures contained in this revised 2010 Plan. As part of the update, MTC will consult with its Policy Advisory Council, as well as an advisory group to the development of the SCS. Focus groups held with limited English proficient persons also will serve to inform procedures contained in this plan.

Details of the 2007 outreach efforts — which included six focus groups with various stakeholders; a web survey; and outreach to local, state and federal environmental resource agencies plus Native American tribal governments — are described in Appendix B and C.

D. What We Heard From the Public

This section includes a summary of comments received on the Draft July 2010 update to the Public Participation Plan. In reviewing the comments, several themes emerged:

Involve More Bay Area Residents — A number of those submitting comments noted how important it is to broaden outreach and public participation to include a wider range of participants, including those who have not traditionally been involved. Citing MTC's work with the Association of Bay Area Governments on a new Sustainable Communities Strategy, many observed how important it is to cover new ground and involve more people, including more outreach to local governments and local elected officials, schools, public health officers, low-income communities, and communities of color.

Simplify and Demystify — Citing the complex nature of transportation and land-use planning, many who commented cited the importance of communicating in plain language and of crafting presentations so that a given community or audience can understand why it is important to participate. A number of comments called for more discipline at MTC to avoid or minimize use of complex, technical terms and planning jargon, as well as provide better explanations of how the technical work is conducted.

Build Relationships in Under-served Communities — Many noted the importance of taking the time to work over the long term in low-income communities and communities of color in order to build capacity and allow for more effective participation. Several comments from MTC’s Policy Advisory Council and other advisors asked for “tool kits” so that individuals and organizations could work in concert with MTC and ABAG on public outreach on the Sustainable Communities Strategy.

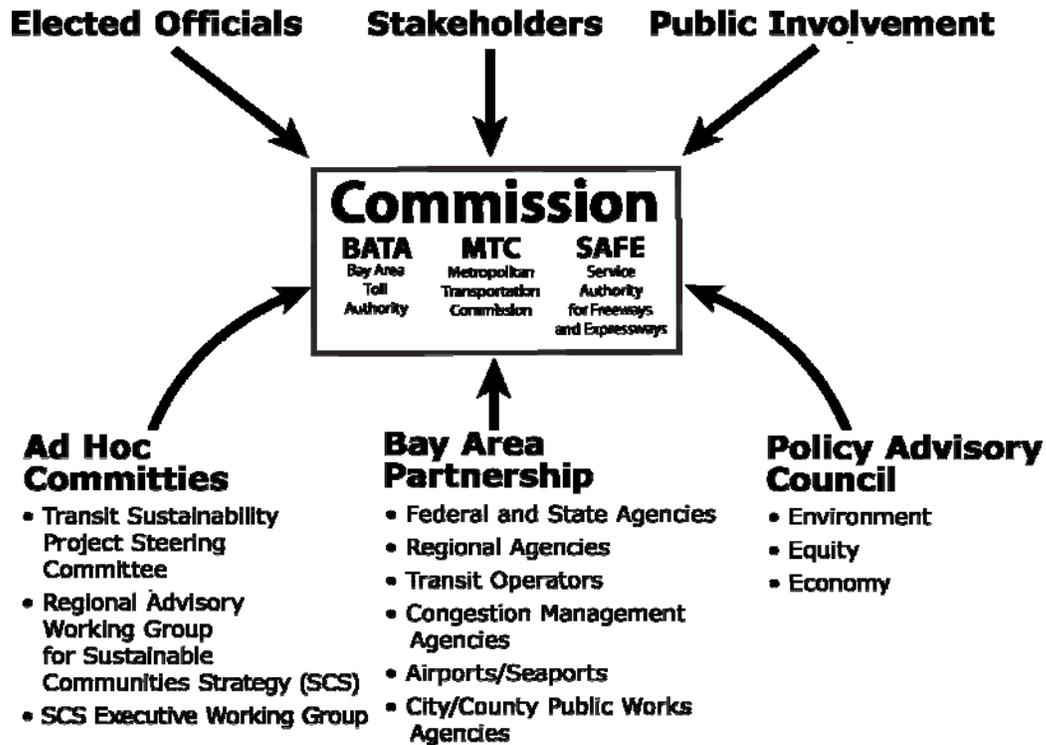
Make the Process More Transparent — Another key comment was the need to identify key planning and decision milestones so that the public can understand when they should get involved in the process and provide input on key decisions. A number of comments stressed the need to circle back to participants and communicate how comments were considered in shaping final actions. Specific to the Regional Transportation Plan and the Sustainable Communities Strategy, many asked that more specifics about process and schedule be included in the final plan.

More Electronic Access — A number of people who commented asked for expanded access to information via the web, and encouraged MTC to use social media to enable interactive online dialogue.

II. Continuing Public Engagement

MTC is committed to an active public involvement process that provides comprehensive information, timely public notice and full public access to key decisions.

Access to MTC's Decisionmakers



MTC provides the public with myriad opportunities for continuing involvement in the work of the agency, through the following methods:

MTC's Policy Advisory Council

As part of the evaluation of MTC's public participation program for the Transportation 2035 Plan, MTC looked at the effectiveness of three existing citizen advisory committees. After months of discussion and dialogue, the Commission approved a reorganization of its three separate advisory committees — the Elderly and Disabled Advisory Committee, the Minority Citizens Advisory Committee and the multi-interest MTC Advisory Council — into a single 27-member advisory panel reflecting the “Three E’s” of the Economy, The Environment and Social Equity. (More information on the review of the advisory committee structure can be found in a report on MTC's website: http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1346/3_AdvCommEvalAtt-2.pdf.)

The Policy Advisory Council — which met for the first time in March 2010 — was created to bring a range of interests to a single table to offer the Commission policy advice. The Council will be consulted during the development of MTC policies and strategies, and their recommendations on various issues will be reported directly to the Commission. The Council may pursue its own policy/program discussions and forward independent ideas to the Commission for consideration. The Council will address Commissioners directly at MTC committee and Commission meetings. MTC Resolution No. 3516 spells out the role and responsibilities of the Policy Advisory Council, including ways to encourage more dialogue between Commissioners and the Council.

All Policy Advisory Council meetings are audiocast and archived on MTC’s website. Meetings are open to the public. In fact, tracking the agenda and discussions of MTC’s Policy Advisory Council is one of the best ways for interested persons to engage early in the major policy and fiscal issues confronting MTC. Agendas are posted on MTC’s website and persons can request to be placed on the mailing list.

 Get Involved: Serve on MTC’s Policy Advisory Council A major recruitment is done periodically to fill advisory council seats. However, MTC may open recruitment to fill interim vacancies. Check MTC’s website for current opportunities (www.mtc.ca.gov/get_involved/) or call MTC’s Public Information Office at 510.817.5757.

Bay Area Partnership

The Bay Area Partnership collaboratively assists the Commission in fashioning consensus among federal, state, regional, and local transportation agency partners regarding the transportation investment policies to be adopted and implemented by the Commission. ~~MTC Resolution 3509~~ Resolution No. 3985 specifies the membership and role of the Partnership Board in advising MTC.

Membership includes the chief staff from all public agencies representing:

- transit operators
- transportation facilities
- congestion management agencies
- public works agencies
- airports and seaports
- regional, state and federal transportation, environmental, and land use agencies

The Partnership Board has one primary subcommittee — the Partnership Technical Advisory Committee (PTAC) — that delves into the more technical aspects of transportation investment policy issues prior to their presentation and discussion among Partnership Board members. Agendas and meeting materials for PTAC are available on MTC’s website or by calling MTC’s public information office.

In addition to the panels listed above, MTC facilitates policy and technical discussions through numerous ad hoc working groups, and serves on other multi-agency advisory committees.

Working with Neighboring Regions

MTC and its counterpart agencies in adjacent regions often coordinate with each other to identify transportation programs and projects of mutual interest for key travel corridors traversing both regions. While no formal agreements are in place, MTC works closely with the neighboring regions on a number of planning initiatives with the Sacramento, San Joaquin, Stanislaus, Santa Cruz and Monterey regions, among others. When updating long-range plans and Transportation Improvement Programs, the regions do keep each other informed and solicit input on planning and programming activities. For air quality planning purposes, MTC has an agreement with the Sacramento Area Council of Governments to detail agency responsibilities relating to transportation conformity and to coordinate the funding of certain projects receiving federal air quality funding in eastern Solano County, which is within the Bay Area but falls partly in the Yolo-Sacramento air basin.

Commission and Committee Meetings

MTC encourages interested persons to attend MTC Commission and standing committee meetings to express their views. Items on the Commission agenda usually come in the form of recommendations from MTC’s standing committees. Much of the detailed work of MTC is done at the committee level, and the Commission encourages the public to participate at this stage, either in person or by tracking developments via the web. At times it is necessary to impose a time limit on public comments in order to allow all attendees the opportunity to speak.

Current MTC standing committees are shown below:

MTC Standing Committee Structure & Responsibilities

Legislation Committee	Administration Committee	Planning Committee	Programming & Allocations Committee	Operations Committee
Annual MTC Legislative Program Positions on Legislation & Regulations Public Participation Policy Advisory Council	Oversight of Agency Budget and Agency Work Program Agency Financial Reports/Audits Contracts Commission Procedures Staff Salaries and Benefits	Regional Transportation Plan Other Regional Plans (airports, seaports) State and Federal Air Quality Plans Corridor Planning Studies Transportation and Land Use Initiatives	Annual Fund Estimate Fund Allocations State Transportation Improvement Program (STIP) Federal Transportation Improvement Program (TIP)	Transportation System Management and Operational Activities Contracts Related to System Management and Operations Service Authority for Freeways and Expressways (SAFE)



Get Involved: Accessible Meetings

All Commission public meetings, workshops, forums, etc. are held in locations accessible to persons with disabilities. Monthly meetings of the Commission, and those of MTC standing committees and advisory committees, usually take place at MTC's offices:

Joseph P. Bort MetroCenter
 Lawrence D. Dahms Auditorium
 101 Eighth Street (across from the Lake Merritt BART Station)
 Oakland, CA 94607

Assistive listening devices or other auxiliary aids are available upon request. Sign-language interpreters, readers for persons with visual impairments, or language translators will be provided if requested through MTC Public Information (510.817.5757) at least three working days (72 hours) prior to the meeting (five or more days' notice is preferred).

Access to MTC Meetings

Web Access to MTC Meetings [www.mtc.ca.gov]				If You Have Limited or No Web Access
Meeting Materials	<i>WHAT ...</i> is available on the web?	<i>WHEN ...</i> is it posted on the web?	<i>HOW LONG...</i> is it available on the web?	
Meeting Agendas	<ul style="list-style-type: none"> ◆ Commission meetings ◆ Standing committees ◆ Advisory committees 	One week prior to meeting**	6 months	Mailed to interested public or available at meeting*
Meeting Packets	<i>Same as above</i>	<i>Same as above</i>	6 months	<i>Same as above</i>
Audiocast of Meetings	<ul style="list-style-type: none"> ◆ Commission meetings ◆ Standing committees ◆ Partnership Board meetings ◆ Policy Advisory Council meetings 	Listen to meeting live	6 months	Meeting minutes will be mailed to interested public; copies of electronic recordings are available*
Monthly Tentative Meeting Schedule	Schedule of all Commission and advisory committee meetings	Posted and updated continuously	Posted and updated continuously	Mailed to interested public or available at MTC*

* Contact the MTC Library or the Public Information Office to request meeting materials.

** Final agendas are posted 72 business hours in advance of the meeting time in the MTC Library.

Database Keeps Interested Persons in the Loop

MTC maintains a master database of interested persons, public agency staff, and stakeholders. The database, which includes mailing information, e-mail addresses and other contact information, is organized around issues or events. This allows MTC to send targeted mailings to keep the public updated on the specific issues they are interested in, including information on how public meetings/participation have contributed to its key decisions and actions.



Get Involved: Sign Up for MTC's Database

Signing up to receive mailings or periodic email concerning major MTC initiatives is a good way stay informed. Any member of the public may request to be added to MTC's contact database by calling MTC's Public Information Office at 510.817.5757 or e-mailing info@mtc.ca.gov.

Public Meetings, Workshops and Forums

Public meetings on specific issues are held as needed. If statutorily required, formal public hearings are conducted, and notice of these public hearings is placed in the legal section of numerous newspapers in the MTC region, including newspapers circulated in minority communities of the Bay Area. Materials Proposals (in the form of compact discs or printed documents) to be considered at MTC public hearings are mailed to major libraries throughout the MTC region prior to public hearings, and are made available to interested persons upon request. In addition, materials are placed on file in the MTC Library. The MTC Public Information Office can provide the names and addresses of libraries that received the public hearing documents.

MTC also conducts workshops, community forums, conferences and other events to keep the public informed and involved in various high-profile transportation projects and plans, and to elicit feedback from the public and MTC's partners. MTC holds meetings throughout the nine-county San Francisco Bay Area to solicit comments on major plans and programs, such as the long-range Regional Transportation Plan. Meetings are located and scheduled to maximize public participation (including evening meetings).

For major initiatives and events, MTC typically provides notice through posting information on MTC's website, and, if appropriate, through mailed notices, e-mail notices, and news releases.



Get Involved: Alternative Language Translations

If language is a barrier to your participation in meetings, MTC can arrange for an interpreter or translate meeting materials. Sign-language interpreters and readers for persons with visual impairments are also available. Please call MTC Public Information (510.817.5757) at least three working days (72 hours) prior to the meeting (five or more days' notice is preferred).

MTC's Library: Information for the Asking

The MTC Library, located in the Joseph P. Bort MetroCenter (the building that houses MTC offices) at 101 Eighth Street in Oakland, is open to the public week days. Check the web site or call MTC Public Information (510.817.5757) for exact hours. This special library has an extensive collection of reports, books, and magazines, covering transportation planning, demographics, economic analysis, public policy issues and regional planning in the San Francisco Bay Area. It is designed to meet the information needs of government agencies, researchers, students, the media and anyone else who is interested in transportation, regional planning and related fields. Special features include:

- Extensive reference assistance by telephone, e-mail, fax and in-person
- Two public access Internet terminals
- Newspaper and magazine reading areas
- Coin-operated copier
- Open stacks

The commitment to using technology to extend public outreach continues with MTC Library staff posting on MTC’s web site the headlines of transportation and related stories from Bay Area daily newspapers as well as key statewide and national journals and other such publications. Readers can view the headlines each morning on MTC’s website or subscribe to the service via e-mail or by RSS feed (a method of electronic notification of web updates).

The library makes public resource materials available for download by posting on the MTC website: <http://www.mtc.ca.gov/library/pub.php> and including URLs whenever available for all materials in our publicly available catalog <http://slk060.liberty3.net/mtc/opac.htm>.



Get Involved: The Facts at Your Fingertips
 MTC’s publications listed on MTC’s web site can be ordered by phone (510.817.5836), e-mail (library@mtc.ca.gov) or by completing an online form. The entire Library collection can be searched using the online catalog. A wide range of MTC publications are available for downloading.



Get Involved: Keep on Top of Transportation News
 MTC’s Library compiles an electronic news summary with links to transportation-related articles appearing in major Bay Area and national news outlets. To subscribe, visit MTC’s web site:
www.mtc.ca.gov/news/headlines.htm

Publications

The Public Information Office publishes a variety of materials to inform the public about MTC’s work, issues relating to Bay Area transportation and guides for transit users. They include:

- MTC’s print and electronic newsletter, *Transactions*, offering news about MTC’s activities, along with general transportation news for the nine-county San Francisco Bay Area. Between 13,000 and 15,000 copies are circulated free of charge to interested persons, the news media, public

officials, legislators, transit staff, national transportation groups, environmental groups, business groups and libraries.

- *The ABC's of MTC*, serving as a primer on MTC's roles and responsibilities for the region's interested persons and local policy-makers, and providing basic information on the Bay Area's transportation network.
- *MTC's Annual Report*, providing information about MTC allocations and expenditures.

MTC also publishes guides for transit riders and other materials to help Bay Area residents learn more about transportation. These publications include working papers, technical memoranda, reports based on data from the U.S. Census and other sources that describe regional travel characteristics and travel forecasts. They are available to the public through the MTC Library, located at MTC offices. Most can be found on MTC's web site. A charge may be levied to recover the cost of producing and (if applicable) mailing the publication.



Get Involved: Accessible Documents

MTC provides accurate, high-quality and culturally sensitive translations to more actively involve non-English speakers and disabled communities in its public comment process when appropriate. A request for language interpreters at a meeting must be requested at least three working days (72 hours) prior to the meeting (five or more days' notice is preferred).



Get Involved: DataMart Offers a Wealth of Transportation Information

Interested persons can access a wealth of data on Bay Area travel and commute patterns online at: www.mtc.ca.gov/maps_and_data/
Included is access to maps, census data, transit operator statistics, background on travel models, and research papers.

Website: www.mtc.ca.gov

MTC's website — www.mtc.ca.gov — is targeted to audiences ranging from transit riders seeking bus schedules to transportation professionals, elected officials and news media seeking information on particular programs, projects and public meetings.

Updated daily, the site provides information about MTC's projects and programs, the agency's structure and governing body and upcoming public meetings and workshops. It contains the names, e-mail addresses and phone numbers for staff and Commission members; all of MTC's current planning documents, publications located in the MTC Library, data from the U.S. Census as well as detailed facts about the region's travel patterns. It also includes important links to partner government agencies as well as to other sites such as the Bay Area's 511.org for traveler information and the FasTrak[®].org site for users of the region's automated toll system.



Get Involved: Track MTC Via Web

Log onto MTC's website — www.mtc.ca.gov — for meeting agendas and packets. Live and archived audiocasts of meetings make it possible for interested parties to “tune in” at their convenience to all Commission and standing committee meetings.

Media Outlets Help Engage More Persons

MTC regularly issues news releases about Commission programs and actions of interest to the public. These include announcements of public workshops and hearings, recruitment for positions on MTC's advisory committees, and employment opportunities through MTC's high school and college internship programs. News releases are sent to regional, state and national media — including minority print and broadcast outlets — and many are translated into Spanish, Chinese and other languages. In addition to news releases, MTC staff and Commissioners also host press events and news conferences (often in conjunction with other transportation agencies), visit newspaper editorial boards, and conduct briefings with Bay Area reporters and editors to discuss key initiatives such as the Regional Transportation Plan and MTC's transportation and land-use policy. These briefings provide an opportunity for both print and broadcast journalists to learn about MTC programs that may not immediately produce traditional hard news stories, thus providing background context for subsequent articles or radio/TV pieces.

Staff Dedicated to Assistance and Outreach

In addition to the components of MTC's public outreach program detailed above, MTC's commitment to public participation includes staff dedicated to involving the public in MTC's work. Public Information staff provides the following materials and services:

- Public Information staff can make available to the public any item on the MTC website (including meeting notices, agendas, and materials that accompany agenda items for meetings of the Commission and its committees and advisory panels) if a person does not have Internet access.
- Public Information staff works with interested organizations to arrange for MTC staff and commissioners to make presentations to community groups.
- MTC staff participates in region-wide community and special events, especially events in targeted ethnic and under-represented communities.
- Public Information staff will respond by telephone (510.817.5757), U.S. mail (101 Eighth Street, Oakland, CA 94607) or e-mail (info@mtc.ca.gov) from the public and the media about MTC.

III. Public Participation Techniques

MTC selects from an array of options to develop and execute specific public participation programs to inform its major decisions, such as for corridor studies, new funding policies or updates to the Regional Transportation Plan.

For example, public involvement elements for the Regional Transportation Plan might include working with community-based organizations to cosponsor meetings, targeted news releases, a regional summit, a telephone and web survey, workshops with interactive exercises and facilitated discussions, and a companion web site that serves as a ready reference point to track key milestones in the overall development of the plan.

A menu of participation techniques follows, and includes some tried-and-true approaches as well as new suggestions we heard from the public while developing this plan.

Public Meetings/Workshops

- Offer customized presentations to existing groups and organizations
- Co-host workshops with community groups, business associations, etc.
- Contract with community-based organizations in low-income and minority communities for targeted outreach
- Sponsor a forum or summit with partner agencies, with the media or other community organizations
- Encourage opportunities for public input directly to policy board members

Techniques for Public Meetings/Workshops

- Open Houses
- Facilitated discussions
- Question-and-Answer sessions with planners and policy board members
- Break-out sessions for smaller group discussions on multiple topics
- Interactive exercises
- Customized presentations
- Vary time of day for workshops (day/evening)
- Conduct meeting entirely in alternative language (Spanish, Chinese, for example)

Visualization Techniques

- Maps
- Charts, illustrations, photographs

- Table-top displays and models
- Web content and interactive games
- Electronic voting
- PowerPoint slide shows

Polls/Surveys

- For major planning efforts (such as the Regional Transportation Plan and Sustainable Communities Strategy), conduct statistically valid telephone polls in English as well as in Spanish and Cantonese
- Electronic surveys via web
- Intercept interviews where people congregate, such as at transit hubs
- Printed surveys distributed at meetings, transit hubs, on-board transit vehicles, etc.

Focus Groups

- Participants recruited randomly from telephone polls
- Participants recruited by interest area

Printed Materials

- User-friendly documents (including use of executive summaries)
- Outside review of written materials to ensure clear, concise language
- Post cards
- Maps, charts, photographs, and other visual means of displaying information

Targeted Mailings/Flyers

- Work with community-based organizations to distribute flyers
- Mail to targeted database lists
- Distribute “Take-one” flyers to key community organizations
- Place notices on board transit vehicles and transit hubs

Utilize local media

- News Releases
- Invite reporters to news briefings
- Meet with editorial staff
- Opinion pieces/commentaries
- Purchase display ads
- Negotiate inserts into local printed media
- Visit minority media outlets to encourage use of MTC news releases
- Place speakers on Radio/TV talk shows
- Public Service Announcements on radio and TV

- Develop content for public access/cable television programming
- Civic journalism and nonprofit partnerships

Use of the Internet/Electronic Access to Information

- Web site with updated content
- Use social media to reach a larger audience
- Audio-cast of past public meetings/workshops
- Electronic duplication of open house/workshop materials
- Interactive web with surveys, comment line
- Use the web to provide interaction among participants
- Access to planning data (such as maps, charts, background on travel models, forecasts, census data, research reports)
- Provide information in advance of public meeting

Notify Public via

- Blast e-mails
- Notice widely disseminated through new partnerships with community-based and interest organizations
- Newsletters
- Printed materials
- Electronic access to information
- Local Media
- Notices placed on board transit vehicles and at transit hubs

Newsletters

- MTC's newsletter *Transactions*
- Commissioner newsletters
- Submit articles for publication in community/corporate newsletters

Techniques for Involving Low Income Communities and Communities of Color

See also MTC's *Plan for Special Language Services to Limited English Proficient Populations*, which can be found in English, Spanish and Chinese on MTC's website at www.mtc.ca.gov/get_involved/lep.htm.

- Involve MTC's Policy Advisory Council
- Grants to community-based organizations to tailor meetings, customize presentation materials, provide incentives and support services to ~~and~~ remove barriers to participation (e.g., provide child care and refreshments)
- "Take One" flyers on transit vehicles and transit hubs
- Outreach in the community (flea markets, churches, health centers, etc.)

- Personal interviews or use of audio recording devices to obtain oral comments
- Translate materials; have translators available at meetings as requested
- Include information on meeting notices on how to request translation assistance
- Robust use of “visualization” techniques, including maps and graphics to illustrate trends, choices being debated, etc.
- Use of community and minority media outlets to announce participation opportunities

Techniques for Reporting on Impact of Public Comments

- Summarize key themes of public comments in staff reports to MTC standing committees
- Direct mail and email to participants from meetings, surveys, etc. to report final outcomes
- Newsletter articles
- Updated and interactive web content

Techniques for Involving Limited-English Proficient Populations

- Personal interviews or use of audio recording devices to obtain oral comments
- Translated documents and web content on key initiatives
- On-call translators for meetings
- Translated news releases and outreach to alternative language media, such as radio, television, newspapers and social media.
- Include information on meeting notices on how to request translation assistance
- Robust use of “visualization” techniques, including maps and graphics to illustrate trends, choices being debated, etc.
- Train staff to be alert to and anticipate the need of low-literacy participants in meetings, workshops, and the like

Other Outreach

- Information/comment tables or booths at community events and public gathering spaces
- Comment Cards/Take-One Cards on-board transit vehicles

IV. Public Participation Procedures for the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP)

There are two key transportation initiatives of MTC's that are specially called out in federal law as needing early and continuing opportunities for public participation — development of the Regional Transportation Plan and the Transportation Improvement Program.

Public Participation Opportunities in the RTP and TIP

Because of its comprehensive, long-term vision, the RTP provides the earliest and the best opportunity for interested persons and public agencies to influence MTC's policy and investment priorities for Bay Area transportation. It is at this earlier RTP stage where investment priorities and major planning-level project design concepts are established, and broad, regional impacts of transportation on the environment are addressed. Thus, there is comparatively less value for public to participation in the TIP, which is a programming document that identifies funding for only those programs and projects that are already included in the RTP. A mid-point between the RTP and TIP is the project-selection process. Interested residents can become versed in how a transportation project moves from an idea to implementation — including local project review, details for how projects are included in MTC's RTP, MTC's Project Selection Process, the TIP and environmental review/construction phases — in a publication titled “A Guide to the San Francisco Bay Area's Transportation Improvement Program, or TIP.” This document is available on MTC's web site (www.mtc.ca.gov/funding/tip/DRAFT_2011/Guide_to_TIP_8-10.pdf) and from the MTC Library.

Another easy way to engage on transportation policies and investment is to request to be added to MTC's RTP database (see below for instructions).



Get Involved: Sign Up for MTC's RTP Database at www.OneBayArea.org

One of the ways to have the most impact on MTC's policy and investment decision is to participate in an update of the regional transportation plan (RTP). Contact MTC's Public Information Office online at www.OneBayArea.org or at info@mtc.ca.gov, or call at 510.817.5757, and ask to be included in MTC's database.

Regulatory and Planning Context for Environmental Justice

Under 1998 guidance from the Federal Highway Administration and the Federal Transit Administration on environmental justice, metropolitan planning organizations must, as part of the planning process:

- Enhance analytical capabilities to ensure that the long-range transportation plan and transportation improvement program comply with Title VI.
- Identify residential, employment and transportation patterns of low-income and minority populations, identify and address needs, and assure that benefits and burdens of transportation investments are fairly distributed.
- Improve public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decisions.

MTC carries out each of these directives by (a) continually gathering and analyzing regional demographic and travel data and refining its analytical capabilities; (b) supporting locally based needs assessments in low-income communities and communities of color through the Community-based Transportation Planning program, funding projects targeting low-income communities through the Lifeline Transportation Program, and conducting an equity analysis of each long-range plan RTP; (c) preparing an investment analysis with a focus on low-income communities and communities of color for the 2011 and future TIPs; (d) examining and refining the agency's public involvement process to ensure full and fair participation in decision-making.

A. Regional Transportation Plan

The long-range Regional Transportation Plan (RTP) prioritizes and guides all Bay Area transportation development over 25 years. The RTP is the comprehensive blueprint for transportation investment (transit, highway, local roads, bicycle and pedestrian projects), and establishes the financial foundation for how the region invests in its surface transportation system by identifying how much money is available to address critical transportation needs and setting the policy on how projected revenues are to be spent. The RTP is updated at least once every four years to reflect reaffirmed or new planning priorities and changing projections of growth and travel demand based on a reasonable forecast of future revenues available to the region.

Under a new state law (SB 375, Steinberg, Chapter 728, 2008 Statutes), the RTP must include a regional Sustainable Communities Strategy for achieving a regional target for reducing greenhouse gases for cars and light trucks and identify specific areas in the nine-county Bay Area to accommodate all the region's projected population growth, including all income groups, for at least the next 25 years. The legislation requires MTC and the Association of Bay Area Governments (ABAG) to jointly develop the regional Sustainable Communities Strategy to integrate planning for growth and housing with long-range transportation investments. In the Bay Area, MTC and ABAG are joined by the Bay Area Air Quality Management District and the Bay Conservation and Development Commission to develop an SCS that also incorporates shoreline planning and air quality objectives.

The law also calls for a separate Public Participation Plan for development of the Sustainable Communities Strategy and the regional transportation plan. Appendix A describes a Public Participation Plan for the Sustainable Communities Strategy and Regional Transportation Plan.

MTC prepares several technical companion documents for RTP updates. These include a program-level Environmental Impact Report per California Environmental Quality Act (CEQA) guidelines, and transportation air quality conformity analyses (to ensure clean air mandates are met) per federal Clean Air Act requirements. Certain revisions to the RTP may warrant a revision or update to these technical documents. The process for preparing and conducting interagency consultation on the conformity analysis is described in MTC Resolution No. 3757.

MTC also prepares an Equity Analysis on RTP updates to determine whether minority and low-income communities in the Bay Area share equitably in the benefits of the regional transportation plan without bearing a disproportionate share of the burdens. As an assessment of the region's long-

range transportation investment strategy, this analysis is conducted at a regional, program-level scale. This assessment of the long-range plan is intended to satisfy federal requirements under Title VI of the Civil Rights Act and federal policies and guidance on environmental justice. For each update of the RTP, MTC will prepare a public participation plan (see below “RTP Update”) that will provide more information on how the equity analysis will be conducted throughout that update of the RTP.

Updating and Revising the Regional Transportation Plan

A complete update of an existing regional transportation plan is required at least once every four years. The RTP also may be revised in between major updates under certain circumstances, as described below in the table and narrative:

- **RTP Update**

This is a complete update of the most current long-range regional transportation plan, which is prepared pursuant to state and federal requirements.

RTP updates include extensive public consultation and participation involving hundreds of Bay Area residents, public agency officials and stakeholder groups over many months. MTC’s Policy Advisory Council and many stakeholder advocacy groups play key roles in providing feedback on the policy and investment strategies contained in the plan. Local and Tribal governments, transit operators and other federal, state and regional agencies also actively participate in the development of an RTP update via existing and ad hoc forums.

For each RTP update MTC will prepare a multi-phased public outreach and involvement program to ensure that all those with a stake in the outcome are actively involved in its preparation. See Appendix A of this Plan for the Public Participation Plan for the 2013 Sustainable Communities Strategy/ Regional Transportation Plan. An RTP Public Participation Plan will draw from the public participation techniques listed in Section III of this plan, as well as set performance benchmarks. MTC will request that county congestion management agencies (CMAs) involve the public in their process for nominating projects for inclusion in the RTP, and show how public comments helped inform their recommendations.

- **RTP Amendment**

An amendment is a major revision to a long-range RTP, including adding or deleting a project, major changes in project/project phase costs, initiation dates, and/or design concept and scope (e.g., changing project locations or the number of through traffic lanes). Changes to projects that are included in the RTP only for illustrative purposes (such as in the financially unconstrained “vision” element) do not require an amendment. An amendment requires public review and comment, demonstration that the project can be completed based on expected funding, and/or a finding that the change is consistent with federal transportation conformity mandates. Amendments that require an update to the air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

- **RTP Administrative Modification**

This is a minor revision to the RTP for minor changes to project/project phase costs, funding sources, and/or initiation dates. An administrative modification does *not* require public review and comment, demonstration that the project can be completed based on expected funding, nor a finding that the change is consistent with federal transportation conformity requirements. As with an RTP amendment, changes to projects that are included in the RTP’s financially unconstrained “vision” element may be changed without going through this process.

Table 1
Updating and Revising the Regional Transportation Plan (RTP)

Public Participation for an RTP Update
<p>❶ Prepare a public participation plan to provide early and continuing opportunities to comment. Review public outreach and involvement program with stakeholders and advisory groups.</p>
<p>❷ Implement public outreach and involvement program, which may include:</p> <ul style="list-style-type: none"> • Numerous targeted workshops with local governments, partner agencies, stakeholder groups, advisory groups including MTC’s Policy Advisory Council, and the general public • Opportunities to participate via the web, surveys, etc • Posting draft documents to the web for public review and comment • Documents available for viewing at the MTC Library
<p>❸ Notify the public of opportunities to participate using such methods as local media outlets, mailings and electronic-mailings to MTC’s database, stakeholder and advocacy groups, web postings.</p>
<p>❹ Conduct inter-governmental consultation, as appropriate.</p>
<p>❺ Conduct interagency consultation as appropriate based on Air Quality Conformity Protocol (MTC Resolution No. 3757).</p>
<p>❻ Release Draft Plan for at least a 55-day public review period</p> <ul style="list-style-type: none"> • Hold at least three formal public hearings in different parts of the region • Respond to significant comments • Extend public review period by 5-days if changes in the final RTP are considered material differences.
<p>❼ Adoption by the MTC Commission at a public meeting. Notify the public about the Commission’s action with electronic mailings to MTC’s database.</p>
Public Participation for an RTP Amendment
<p>❶ Release proposed amendment for a 30-day public review</p> <ul style="list-style-type: none"> • Notify the public of opportunities to participate and comment using such methods as local media outlets, mailings and electronic mailings to MTC’s database, notice to stakeholder and advocacy groups, or web postings. • Post amendment on MTC’s web site for public review • Amendment available for viewing at the MTC Library
<p>❷ RTP Amendment reviewed at a public meeting of the MTC Planning Committee.</p>
<p>❸ Approval at a public meeting by the MTC Commission.</p>
<p>❹ Post approved RTP Amendment on the MTC website and notify the public about its approval via electronic mailings to MTC’s database.</p>
Public Participation for RTP Administrative Modification
<p>❶ No formal public review.</p>
<p>❷ Approval by MTC Executive Director.</p>
<p>❸ RTP Administrative Modification posted on MTC website following approval.</p>

B. Transportation Improvement Program

The Transportation Improvement Program (TIP) implements the policy and investment priorities expressed by the public and adopted by MTC in the Regional Transportation Plan (RTP). In this way, public comments made as part of the RTP are reflected in the TIP as well. The TIP covers a four- or five-year timeframe, and all projects included in the TIP must be consistent with the RTP, which covers 25 years. The TIP is a comprehensive listing of Bay Area surface transportation projects — including transit, highway, local roadway, bicycle and pedestrian investments — that:

- receive federal funds, or are
- subject to a federally required action, or are
- regionally significant, for federal air quality conformity purposes.

The TIP includes a financial plan that demonstrates there are sufficient revenues to ensure that the funds committed (or “programmed”) to the projects are available to implement the projects or project phases. Adoption of the TIP also requires a finding of conformity with federal transportation-air quality conformity mandates.

Individual project listings may be viewed through MTC’s web-based Fund Management System at www.mtc.ca.gov/funding/fms_intro.htm. As part of MTC’s commitment to public involvement, many projects in the TIP are mapped to present the online reader with a visual location of the project. Individuals without access to the Internet may view a printed copy of the project listings at the MTC Library at 101 Eighth Street, in Oakland.

In addition to a Transportation Improvement Program that is accessible online (<http://www.mtc.ca.gov/funding/tip/>), MTC maintains free, subscription-based e-mail distribution lists to inform interested individuals, transportation officials and staff of changes and actions related to the TIP. Through this system, individuals are alerted as needed regarding the development and approval of a new TIP and updates, such as the notice of a TIP update, or notice and approval of the TIP amendments. The TIP-INFO Notification tool helps facilitate public review and comments as well as coordination with transportation and other public agencies. Anyone may sign up for the service at MTC’s website.

To further assist in the public assessment of the TIP, and specifically to analyze the equity implications of the proposed TIP investments, MTC conducted an investment analysis for the 2011

TIP with a focus on minority and low-income residents for each update of the TIP. Future TIPs will build and improve upon this analytical framework.

Updating and Revising the TIP

Federal regulations require that the TIP be updated at least once every four years. From time to time, circumstances dictate that revisions be made to the TIP between updates. MTC will consider such revisions when the circumstances prompting the change are compelling, and the change will not adversely affect transportation-air quality conformity or negatively impact the financial constraint findings of the TIP. These regulations can be viewed on MTC's web site at <http://www.mtc.ca.gov/funding/tip/tiprevisionprocedures.pdf>.

In addition to a TIP update, revisions to the TIP may occur as TIP Amendments, TIP Administrative Modifications, or TIP Technical Corrections. The criteria for Administrative Modifications and Amendments are defined in federal regulations, specifically Title 23, CFR part 450.104.

The Federal Highway Administration, Federal Transit Administration, and Caltrans agreed on Amendment and Administrative Modification Guidelines on November 17, 2008. The guidelines are posted online at:

www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/amend_mod_procedures_approval.pdf www.dot.ca.gov/hq/transprog/federal/fedfiles/amend_mod_procedures_approval.pdf. Further explanation about TIP updates and how the types of revisions are processed are shown in the narrative and table that follows.

- **TIP Update**

This is a complete update of the existing TIP, to reflect new or revised transportation investment strategies and priorities. An update of the TIP is required at least once every four years. Because all projects included in the TIP are consistent with the RTP, MTC's extensive public outreach for development of the RTP is reflected in the TIP as well. The TIP implements, in the short-term, the financially constrained element of the RTP and is responsive to comments received during the development of the RTP. TIP updates will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

- **TIP Amendment**

This is a revision that involves a major change to the TIP, such as the addition or deletion of a project; a major change in project cost or project/project phase initiation date; or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or an air quality conformity determination.

Amendments requiring a transportation-air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

▪ **TIP Administrative Modification**

An administrative modification includes minor changes to a project’s costs or to the cost of a project phase; minor changes to funding sources of previously included projects; and minor changes to the initiation date of a project or project phase. An administrative modification does not require public review and comment, re-demonstration of fiscal constraint, or conformity determination.

▪ **TIP Technical Correction**

Technical corrections may be made by MTC staff as necessary. Technical corrections are not subject to an administrative modification or an amendment, and may include revisions such as: changes to information and projects that are included only for illustrative purposes; changes to information outside of the TIP period; changes to information not required to be included in the TIP per federal regulations; or changes to correct simple errors or omissions including data entry errors. These technical corrections cannot significantly impact the cost, scope, or schedule within the TIP period, nor will they be subject to a public review and comment process, re-demonstration of fiscal constraint, or a conformity determination.

**Table 2
Public Participation for
Updating and Revising the Transportation Improvement Program (TIP)**

TIP Update
<p>❶ Notify public of opportunities to participate via U.S. mail; use appropriate lists within MTC’s database, including list of Regional Transportation Plan participants Also notify the public using such methods as local media outlets; electronic-mailings to stakeholder and advocacy groups; the TIP-INFO Notification (e-mail); or via an electronic subscription system that is open for anyone to sign up to be kept informed about the TIP.</p>

<p>② Notify Bay Area Partnership technical committees or working groups Conduct Intergovernmental consultation, as appropriate.</p>
<p>③ Release Draft TIP for 30-day public review and comment period</p> <ul style="list-style-type: none"> ▪ Draft TIP available for viewing in MTC Library; and mailed to major libraries throughout the Bay Area ▪ Posted on MTC web site for public review and comment <p>Extend public review period by 5-days if final TIP differs significantly from draft TIP and the changes are considered material differences.</p>
<p>④ Respond to significant comments; MTC's response compiled into an appendix in the final TIP.</p>
<p>⑤ Review by an MTC standing committee, typically the Programming & Allocations Committee (a public meeting); referral to Commission.</p>
<p>⑥ Adoption by Commission at a public meeting. Approval by Caltrans. Approval by Federal Highway and Federal Transit Administrations (FHWA/FTA).</p>
<p>⑦ Notify the public about the Commission's action with electronic mailings, including via an electronic subscription system that is open for anyone to sign up to be kept informed about the TIP.</p>

<p>TIP Amendment</p>
<p>① Notify public via TIP-INFO Notification (e-mail) or other electronic notification methods.</p>
<p>② Notify Bay Area Partnership technical committees or working groups Available for viewing in MTC Library Posted on MTC web site for public review</p>
<p>③</p> <ul style="list-style-type: none"> • Amendments deleting or adding a project or changing an existing project that is subject to a new air quality conformity analysis: <ul style="list-style-type: none"> ○ 30-day public review and comment period, with review by an MTC standing committee at a public meeting; and ○ Approval by the full Commission at a public meeting. • Amendments deleting or adding a project that is <i>not</i> subject to an air quality conformity analysis (such as a roadway rehabilitation): <ul style="list-style-type: none"> ○ Review and approval by an MTC standing committee or the full Commission at a public meeting. • An amendment changing an existing project that is not subject to an air quality conformity analysis, or changing an existing grouped project listing (such as the highway bridge program), or bringing a previously listed project or phase back into the TIP for financial purposes; or changing TIP funding revenues: <ul style="list-style-type: none"> ○ Approval by the MTC Executive Director or designee, following 5-day

<ul style="list-style-type: none"> notice on MTC’s website, or ○ Review and approval by an MTC standing committee or the full Commission at a public meeting.
<p>④ Approval by Caltrans Approval by FHWA/FTA</p> <p>Notify public via TIP-INFO Notification or via an electronic subscription system open to anyone who requests to be kept informed about the TIP.</p>

TIP Administrative Modification
① No public review.
② Approval by <u>MTC Executive Director or designee</u> by delegated authority (authority is delegated by the Federal Highway Administration or Federal Transit Administration), or Caltrans
③ After approval, notify Bay Area Partnership technical committees or working groups.
④ After approval: <ul style="list-style-type: none"> • post in MTC Library • post on MTC web site • notify public via TIP-INFO Notification or via an electronic subscription system open to anyone who requests to be kept informed about the TIP.

TIP Technical Correction
① No public review.
② Technical corrections by staff.
③ No approval required.

Federal Transit Administration Program of Projects Public Participation Requirements

Federal transit law and joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) planning regulations governing the metropolitan planning process require a locality to include the public and solicit comment when the locality develops its metropolitan long-range transportation plan and its metropolitan TIP. FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Program of Projects (POP) that recipients of Section 5307 funds must meet. This Public Participation Plan follows the procedures for public involvement associated with TIP development and therefore satisfies public participation requirements for the POP. All public notices of public involvement activities and times established for public review and comment on the TIP will state that they satisfy the POP requirements of the Section 5307 Program.

Annual Listing of Obligated Projects

By federal requirement, MTC publishes at the end of each calendar year an annual listing of obligated projects, which is a record of project delivery for the previous year. The listing also is intended to increase the awareness of government spending on transportation projects to the public. Copies of this annual listing may be obtained from MTC's web site: <http://www.mtc.ca.gov/funding/delivery/> or by calling MTC's Library at 510.817.5836.

Congestion Management Process

Under Federal SAFETEA regulations, MTC is required to prepare a congestion management process (CMP) for the Bay Area that includes strategies for managing travel demand, traffic operational improvements, public transportation improvements, and the like. MTC's Planning Committee at a public meeting adopts a CMP approximately every two years, with the results of this technical evaluation used to inform MTC decisions on program and investment priorities, including the Regional Transportation Plan. Those interested in this exercise may obtain copies of the relevant memoranda via MTC's web site, or by requesting to be added to the Planning Committee's mailing list.

V. Interagency and Tribal Government Consultation Procedures for the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP)

A. Public Agency Consultation

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users – better known as SAFETEA – expanded and specified a public participation process, directing metropolitan transportation agencies like MTC to consult with officials responsible for other types of planning activities that are affected by transportation in the area, be that conservation and historic preservation or local planned growth and land use management.

The most effective time to involve the public and governmental agencies in the planning and programming process is as early as possible. As such, the development of the regional transportation plan, with its 25-year timeframe, is the earliest and the key decision point for the interagency consultation process. It is at this stage where funding priorities and major projects' planning-level design concepts and scopes are introduced, prioritized and considered for implementation. Furthermore, MTC's funding programs and any projects flowing from them are derived directly from the policies and the transportation investments contained in the RTP. Because the RTP governs the selection and programming of projects in the TIP, MTC considers the agency consultation process as a continuum starting with the regional transportation plan. The RTP is the key decision point for policy decisions regarding project and program priorities that address mobility, congestion, air quality, and other planning factors; the TIP is a short-term programming document detailing the funding for only those investments identified and adopted in the RTP.

MTC will use the following approaches to coordinate and consult with affected agencies in the development of the RTP and the TIP. Throughout the process, consultation will be based on the agency's needs and interests. At a minimum, all agencies will be provided an opportunity to comment on the RTP and TIP updates.

- **Regional Transportation Plan (RTP)**

MTC's compliance with the California Environmental Quality Act (CEQA) serves as the framework to consult, as appropriate, in the development of the RTP with federal, state and local resource agencies responsible for land use management, natural resources, environmental protections, conservation, and historic preservation. This consultation will

include other agencies and officials responsible for other planning activities in the MTC region that are affected by transportation, to the maximum extent practicable.

As required by CEQA, the Notice of Preparation (NOP) stating that MTC as the lead agency will prepare a program-level Environmental Impact Report (EIR) for the RTP is the first step in the environmental process. The NOP gives federal, state and local agencies and the public an early opportunity to identify areas of concern to be addressed in the EIR and to submit them in writing to MTC. Further, MTC also will hold agency and public scoping meeting(s) to explain the environmental process and solicit early input on areas of concern. During the development of the Draft EIR, MTC will consult with affected agencies on resource maps and inventories for use in the EIR analysis.

MTC will consider the issues raised during the NOP period and scoping meetings(s) during its preparation of the EIR. Subsequently, as soon as MTC completes the Draft EIR, MTC will file a Notice of Completion (NOC) with the State Clearinghouse and release the Draft EIR for a 45-day public review period. MTC will seek written comments from agencies and the public on the environmental effects and mitigation measures identified in the Draft EIR. During the comment period, MTC may consult directly with any agency or person with respect to any environmental impact or mitigation measure. MTC will respond to written comments received prior to the close of comment period and make technical corrections to the Draft EIR where necessary. The Commission will be requested to certify the Final EIR, and MTC will file a Notice of Determination (NOD) within five days of Commission certification.

Note that while the RTP is not subject to the federal National Environmental Policy Act (NEPA), MTC will consult with federal agencies as appropriate during the preparation of the CEQA environmental document. Additionally, the involvement of federal agencies in the RTP can link the transportation planning process with the federal NEPA process. As the projects in the RTP and TIP continue down the pipeline toward construction or implementation, most must comply with NEPA to address individual project impacts.

- **Transportation Improvement Program (TIP)**

As discussed above, crucial decisions whether or not to support or fund a transportation program or project in the region first occurs at the RTP level. The TIP translates recommendations from the RTP into a short-term program of improvements focused generally on projects that have a federal interest. Therefore, the earlier, and more effective,

timeframe for public comment on the merits of a particular transportation project is during the development of the long-range plan. The TIP defines project budgets, schedules and phasing for those programs and projects that are already part of the RTP. The TIP does not provide any additional information regarding environmental impacts, beyond that found in the program-level environmental analysis prepared for the RTP.

As such, starting at the RTP development stage, MTC staff will concurrently consult with all agencies regarding the TIP. Subsequent to the RTP, additional consultations at the TIP stage will be based on an agency's needs and interests. At a minimum, all agencies will be provided with an opportunity to comment on the TIP. Project sponsors — including the California Department of Transportation (Caltrans), local jurisdictions, transit operators, and county congestion management agencies (CMAs) — review and consult with MTC on each of their respective projects in the TIP. These agencies (and any other interested agency) are involved every step of the way in the establishment of MTC programs, selection of projects and their inclusion in the TIP.

B. Other Protocol for Working with Public Agencies

▪ **The Bay Area Partnership Review and Coordination**

MTC established the Bay Area Partnership in 1991 to collaboratively assist the Commission in fashioning consensus among its federal, state, regional, and local transportation agency partners regarding the policies, plans, and programs to be adopted and implemented by the Commission. More recently, that focus has narrowed to advising the Commission on specific transportation investment policies. Membership includes a chief staff officer from all public agencies representing the following transportation interests:

- Transit operations
- Transportation facilities
- Congestion management agencies
- Public works agencies
- Airports and seaports
- Regional, state and federal transportation, environmental, and land use agencies

The Partnership Board discusses critical transportation investment policy issues, while the Partnership Technical Advisory Committee (PTAC) considers the on-going and more technical aspects of these investment issues. These meetings are open to the public. The Partnership Board meetings are audiocast live and later archived on MTC's web site. The status of any TIP amendments and administrative modifications are reviewed via the PTAC and/or its working group meetings. For TIP updates, PTAC and/or its working groups will be kept informed and consulted throughout the process through items on regular meeting agendas, e-mail notifications, and presentations as appropriate.

▪ **Air Quality Conformity and Interagency Consultation**

A dialogue between agencies over transportation-air quality conformity considerations must take place in certain instances prior to MTC adoption of its RTP or TIP. These consultations are conducted through the Air Quality Conformity Task Force — which includes representatives of the U.S. Environmental Protection Agency, the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the California Air Resources Board (CARB), Caltrans, the Bay Area Air Quality Management District, and other state and local transportation agencies. These agencies review updates and, in certain instances, amendments to the RTP and TIP to ensure they conform to federal transportation conformity regulations via transportation-air quality conformity analysis.

In accordance with Transportation-Air Quality Conformity and Interagency Consultation Protocol procedures (MTC Resolution No. 3757), MTC must implement the interagency consultation process for the nine-county San Francisco Bay Area before making a transportation conformity determination on the RTP or TIP. In developing an update to the RTP/TIP, MTC will bring important issues to the Partnership or its technical committees/working groups for discussion and feedback. All materials that are relevant to interagency consultation, such as the RTP/TIP schedule, important RTP/TIP-related issues, and draft RTP/TIP, will also be transmitted to the Conformity Task Force for discussion and feedback. Similar consultation will occur for RTP/TIP amendments requiring an air quality conformity analysis.

▪ **Intergovernmental Review via Regional and State Information Clearinghouses**

The intent of intergovernmental review, per Executive Order 12372, is to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. Applicants in the Bay Area with programs/projects for inter-governmental review are required to submit documentation to Association of Bay Area Government's (ABAG) Area-wide Clearinghouse and the State Clearinghouse in Sacramento, which are responsible for coordinating state and local review of applications for federal grants or loans under state-selected programs. In this capacity, it is also the function of the Clearinghouses to coordinate state and local review of federal financial assistance applications, federally required state plans, direct federal development activities, and federal environmental documents. The purpose of the clearinghouses is to afford state and local participation in federal activities occurring within California. The Executive Order does not replace public participation, comment, or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA), but gives the states an additional mechanism to ensure federal agency responsiveness to state and local concerns.

ABAG's clearinghouse notifies, via the bi-weekly e-mail Intergovernmental Review Newsletter, entities and individuals at all governmental levels, as well as certain public interest groups that might be affected the proposed project or program. The state and area-wide clearinghouses are a valuable tool to help ensure that state and local agency comments are included along with any applications submitted by an applicant to the federal agencies. MTC uses this service to notice TIP updates and those TIP amendments that require an air quality determination. This service is not used for TIP amendments that do not require an

air quality conformity determination, for TIP administrative modifications and for TIP technical corrections. The clearinghouses also receive and distribute environmental documents prepared pursuant to the California Environmental Quality Act (CEQA) and coordinate the state-level environmental review process. The RTP is subject to CEQA and therefore is reviewed through the clearinghouses as well.

C. Tribal Government Consultation

There are six federally recognized Native American tribes in the San Francisco Bay Area. MTC invites the tribes to conduct government-to-government consultation during development of the regional transportation plan and the companion Transportation Improvement Program as well as throughout the regional transportation planning process. MTC lays the groundwork for consultation-early in the process of developing the regional transportation plan, and generally includes a “Tribal summit” for all six Tribal governments. MTC expresses to each tribe a willingness to conduct individual meetings at the tribe’s convenience.

MTC board members and executive staff participate in consultation with the Tribal governments. MTC will conduct consultation and associated activities in locations convenient for the Tribal governments. Past meetings have been held in Sonoma County, where most of the Tribal governments are located.

The Tribal summit often will include MTC’s partner agencies, the Association of Bay Area Governments, the state Department of Transportation and the appropriate congestion management agencies. The Tribal summit also may include facilitation by an individual or organization known to the Tribal governments.

The Tribal summit will include discussion about how the Tribal governments will participate in development of the long-range plan, as well as the companion TIP. The Tribal summit also serves to introduce the Tribal governments to MTC’s partner agencies.

As a next step after the tribal summit, MTC encourages individual meetings with each tribal government throughout development of the regional transportation plan to discuss issues and concerns specific to each tribe. MTC offers to conduct consultation at a time and location convenient for the tribe, which may include attendance at meetings of the tribal council or committees. The governments also receive material from MTC throughout the RTP planning effort.

VI. Evaluation and Update of the Public Participation Plan

MTC's Public Participation Plan is not a static document, but an on-going strategy that will be periodically reviewed and updated based on our experiences and the changing circumstances of the Commission and the transportation community it serves.

As part of every public outreach and involvement program developed for the regional transportation plan and other major planning studies that feed into the plan, MTC will set performance measures for the effectiveness of the participation program and report on the results. These performance reports will serve to inform and improve future outreach and involvement programs, including future updates to this Public Participation Plan.

For example, MTC identified specific performance measures to gauge progress toward accomplishing a set of goals established for the public participation process for the Transportation 2035 Plan. Evaluation questions were asked at the end of public meetings via electronic voting; participants also had the opportunity to complete written questionnaires. Participants were asked to evaluate specific aspects of the public involvement program related to the quality of outreach, meeting handouts, presentation, facilitation, and opportunities for feedback. More than 80 percent of the participants responded positively to all nine aspects of the outreach program.

Additionally, MTC will periodically evaluate various components of the items identified under Section II, "Continuing Public Engagement," which form the core of MTC's public involvement activities.

This Public Participation Plan may be subject to minor changes from time to time. Any major updates will include a review by MTC's advisory committees, 45-day public comment period with wide release and notification of the public about the proposed changes, review by the Commission's Legislation and Public Affairs Committee (a public meeting), and approval by the Commission. We will extend the public comment period by an additional 45 days in instances where major revisions are proposed in response to comments heard.

MTC Public Participation Plan

Appendix A

A Public Participation Plan for the Bay Area Sustainable Communities Strategy and Regional Transportation Plan

FINAL DRAFT

DRAFT: July 9, 2010
REVISED DRAFT: Oct. 15, 2010
FINAL DRAFT: Dec. 3, 2010



**A Public Participation Plan for the
Bay Area Sustainable Communities Strategy and
Regional Transportation Plan**

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A Public Participation Plan for the Bay Area Sustainable Communities Strategy and Regional Transportation Plan

I. Introduction

California Senate Bill 375 (2008) aims to reduce greenhouse gas emissions through development of a Sustainable Communities Strategy, or SCS, which integrates transportation and land-use planning. It's a tall order, but it's also an opportunity to leave our nine-county San Francisco Bay Area in better shape for future generations. In addition to seeking to achieve a new state greenhouse gas target, the Bay Area must also continue to work together to accommodate anticipated population growth while keeping the region affordable for our residents, preserve open spaces, protect our environment, and get our residents where they need to go, when they need to get there.

The law calls upon the Metropolitan Transportation Commission (MTC), with the Association of Bay Area Governments (ABAG), to develop a plan to involve the public in this process, which is detailed on the following pages. This plan is rooted in the principles that are included in MTC's federally required Public Participation Plan (to which this plan is appended). The goal is to promote an open, transparent process that encourages the ongoing and active participation of local governments and a broad range of stakeholders.

In developing the Bay Area's SCS, MTC and ABAG will team with two partner regional agencies — the Bay Area Air Quality Management District (Air District) and the San Francisco Bay Conservation and Development Commission (BCDC) — to integrate transportation and land use planning with clean air and shoreline planning. Developing the Bay Area's SCS will involve working together with local governments, county congestion management agencies, public transit agencies, along with business and community groups, nonprofits, stakeholders and interested residents to ensure that those with a stake in the outcome have the opportunity to be involved. We invite all Bay Area residents to join in the dialogue to make our region a better, more sustainable place.

OneBayArea

The four regional agencies — ABAG, the Air District, BCDC and MTC — each have a number of separate initiatives under way toward the goal of creating a more sustainable and livable Bay Region. To connect these efforts, a single, unifying campaign has been developed — OneBayArea. A single web portal, www.OneBayArea.org, provides the public with ready access to information about the joint efforts of the four agencies. Information on the Sustainable Communities Strategy is located there. To learn more and get involved, visit the www.OneBayArea.org site. Interested participants are encouraged to sign up to receive updates, get meeting schedules and materials and otherwise keep up to date on progress toward a sustainable Bay Area.

Planning Basics

ABAG and MTC's current land use and transportation planning efforts include three key elements, which now must be woven together under SB 375 into a single SCS planning effort.

Projections — ABAG prepares 25-year long-term forecasts for population, housing and employment for the region, known as Projections. These policy-based projections inform the development of required housing and transportation planning efforts.

Regional Housing Need Allocation — ABAG also coordinates the state-mandated Regional Housing Need Allocation (RHNA) process. The California Department of Housing and Community Development (HCD) determines the region's overall housing need, then ABAG is responsible for distributing to local governments their share of housing units, including affordable units, that the Bay Area should plan for in order to accommodate future growth.

Regional Transportation Plan — A long-range Regional Transportation Plan (RTP) is prepared and adopted by MTC every four years, taking into account population, housing and employment forecasts and the regional housing allocation process. The Regional Transportation Plan must be a financially viable plan, and also conform with clean air goals. Under SB 375, the RTP must include the Sustainable Communities Strategy for achieving the regional target for reducing greenhouse gases. (In cases where it is determined that the target cannot be achieved, an alternative planning strategy will be developed.) The RTP is slated for adoption by the spring of 2013, upon expiration of the current long-range plan, the Transportation 2035 Plan.

Other Key Initiatives to Help Shape Development of the SCS — A number of other ongoing initiatives will also help shape development of the SCS. The FOCUS program is the regional land-use blueprint plan lead by ABAG and MTC to support voluntary, incentive-based efforts to direct development toward a more compact land use pattern for the Bay Area. Through FOCUS, local governments and regional agencies are encouraging the development of complete, livable communities in areas served by transit, and promoting conservation of the region's most significant resource lands. MTC's recently launched Transit Sustainability Project to ensure the long-term viability of the region's public transit network will also help inform the SCS. Other relevant initiatives include MTC's Climate Initiatives Program; BCDC and ABAG's climate adaptation work to address the impacts of sea-level rise; and environmental review guidelines under consideration by the Air District to address health-based concerns over impacts of new development in certain low-income communities near transportation hubs.

The Sustainable Communities Strategy will build upon the extensive body of land use and transportation planning and analyses developed over many years that have focused on identifying and evaluating the region's access and mobility needs, as well as its housing and infrastructure needs. These include:

- **Transportation 2035 Plan:** In April 2009, MTC adopted the Transportation 2035 Plan, which specifies how some \$218 billion in anticipated federal, state and local transportation funds will be spent in the nine-county Bay Area during the next 25-years. The Plan includes needs assessments for transit capital operations, transit rehabilitation and replacement, local streets and roads, and State Highway operations and maintenance. It also addresses the transportation needs of low-income, elderly and disabled populations, bicyclists and pedestrians as informed the Coordinated Public Transit-Human Services Plan, Community-Based Transportation Plan, Lifeline Report, and Regional Bicycle Plan (which are highlighted below). The Transportation 2035 Plan is available at: http://www.mtc.ca.gov/planning/2035_plan/
- **Transit Sustainability Project:** The analysis for the *Transportation 2035 Plan* suggests that the region's transit system is not sustainable based on current projections of transit costs and reasonably anticipated revenues. The Commission is proceeding with a regional Transit Sustainability Project (TSP) to establish a framework and implementation plan for a more robust, financially viable transit system that is both cost-effective and customer-focused. The TSP will include a comprehensive, fact-based analysis of the existing system focused on service design and delivery, financial viability, and decision-making structures. The analysis will also acknowledge the role external factors play in the long-term viability of the transit system, such as

land use and transportation pricing, which are critically important as the region grapples with preparing the Sustainable Communities Strategy required by SB 375 (Calif. Statutes 2008, Chapter 728). TSP updates and information are available at:
<http://www.mtc.ca.gov/planning/tsp/>

- **Coordinated Public Transit-Human Services Plan:** Based on new requirements outlined in the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA), MTC adopted a Coordinated Public Transit / Human Services Transportation Plan in 2007 that focuses on the transportation needs of the region's low-income, elderly and disabled populations. The plan also provides strategies for coordinating service for the three populations. This plan is available at:
<http://www.mtc.ca.gov/planning/pths/>
- **Community-Based Transportation Planning Program:** With its Community-Based Transportation Planning Program, MTC created a collaborative planning process that involves residents in low-income Bay Area communities, community- and faith-based organizations that serve them, transit operators, county congestion management agencies (CMAs), and MTC. Launched in 2002, the Community-Based Transportation Planning Program evolved out of two reports completed in 2001 — the *Lifeline Transportation Network Report* and the *2001 Regional Transportation Plan Environmental Justice Report*. The Lifeline Report identified basic travel needs in low-income Bay Area communities and recommended community-based transportation planning as a way for communities to set priorities and evaluate options for filling transportation gaps. Likewise, the Environmental Justice Report identified the need for MTC to support local planning efforts in low-income communities throughout the region. These planning initiatives are available at: <http://www.mtc.ca.gov/planning/cbtp/>
- **Countywide Transportation Plans:** Each of the nine county Congestion Management Agencies prepares a long-range planning and policy document that assesses transportation needs and guides transportation priorities and funding decisions for that county over a 20-25 year horizon. These countywide plan informs that transportation projects and programs that are forwarded to MTC for consideration in the long-range plan. These plans can be found at the following links:
Alameda County: http://www.alamedactc.com/app_pages/view/797
Contra Costa County: <http://www.ccta.net/EN/main/planning/countywideplan.html>
Marin County: <http://www.tam.ca.gov/index.aspx?page=79>
Napa County: <http://sites.google.com/site/napastransportationfuture/>
San Francisco County: <http://www.sfcta.org/content/category/6/77/217/>

San Mateo County: http://www.ccag.ca.gov/plans_reports.html

Santa Clara County: <http://www.vta.org/projects/studies.html>

Solano County: <http://www.solanolinks.com/plans.html>

Sonoma County: <http://www.sctainfo.org/reports.asp>

- **The FOCUS program** is the regional land-use blueprint plan lead by ABAG and MTC to support voluntary, incentive-based efforts to direct development toward a more compact land use pattern for the Bay Area. Through FOCUS, local governments and regional agencies are encouraging the development of complete, livable communities in areas — known as Priority Development Areas (PDAs) — served by transit, and promoting conservation of the region’s most significant resource lands — known as Priority Conservation Areas (PCAs). For more information, visit: <http://www.bayareavision.org/initiatives/index.html>
- **PDA Assessments**, an offshoot of the FOCUS program, are being conducted by ABAG and MTC in partnership with local jurisdictions to determine specific needs in areas designated as planned PDAs. This effort, expected to wrap up in 2011, looks at the a range of needs, including infrastructure, affordable housing, school quality and the demographic make up of new residential communities.
- **Station Area Planning:** Launched in 2005, MTC has dedicated \$20 million towards planning grants to support implementation of transit-oriented development in key transit centers. Initially focused on supporting the regional rail policy known as MTC Resolution 3434, eligibility for the grants was broadened in 2008 to support planning in PDAs. The grants seek to address planning elements such as traffic circulation, community engagement, housing types, as well as implementation and financing strategies. For more information: visit http://www.mtc.ca.gov/planning/smart_growth/#stations.
- **ABAG Environmental Justice Projects:** Equity policies are an important aspect of the FOCUS Program, which aims to maximize the positive community benefits of developing near transit. Developing strategies governments can undertake to prevent displacement of low-income residents resulting from neighborhood improvement/ increased property values was the subject of a collaborative effort with ABAG, the Center for Innovative Solutions, and PolicyLink and the resulting report Development Without Displacement. More about the report is available for download at <http://www.bayareavision.org/initiatives/dwd-final.pdf>.

In addition, the grant supported three sub-grants to the community based organizations and Cities of San Francisco, Oakland and Richmond to fund collaborative best practices in equitable development and engage low-income communities of color in planning. For details, visit <http://www.bayareavision.org/initiatives/equitabledevelopment.html>

- Other relevant initiatives include BCDC and ABAG’s climate adaptation work to address the impacts of sea-level rise; and environmental review guidelines under consideration by the Air District to address health-based concerns over impacts of new development in certain low-income communities near transportation hubs.

In developing the final SCS, MTC and ABAG will conduct extensive public outreach to gather *additional* input on transportation and housing needs, trade-offs and priorities. Together, the past planning work and the public input to be gathered will form the foundation of the SCS alternatives to be tested and ultimately the SCS itself.

II. Developing the Sustainable Communities Strategy

The main work elements of the Bay Area's Sustainable Communities Strategy and Regional Transportation Plan will be led by the Metropolitan Transportation Commission and the Association of Bay Area Governments, with support from the Bay Area Air Quality Management District and the Bay Conservation and Development Commission.

To help direct interested Bay Area residents and organizations to participate in key actions or decisions being taken throughout the development of the SCS/RTP, we will post details on the OneBayArea web site highlighting key activities (for example, explaining the purpose and significance of each task, the estimated timeframe, public participation and comment opportunities, policy board actions, etc.).

The three charts on pages 51 – 53 illustrate the expected flow of decision making for the SCS planning effort. Additional detail in two areas — scenario planning and equity review — is described below. However, the process will need to be flexible and is subject to change, as needed, to reflect and respond to the input received as we move through the steps of developing the SCS. Any changes as well as additional detail will be updated in the OneBayArea web site.

Scenario Planning: Options for Future Growth in the Bay Area

MTC and ABAG will develop land use-transportation scenarios to determine what it will take to reach the statutory targets for greenhouse gas emissions, housing and particulate emissions. Local governments and the public will have opportunities to provide input on what these scenarios will look like through regional workshops, and local forums, such as county/corridor working groups conducted with assistance of county congestion management agencies.

Equity Considerations

The social equity impacts of the SCS/RTP will be considered through each step of the planning effort. We envision three key milestones in this process where social equity will be considered:

1. Equity and other performance measures will be used to assess an initial scenario that can serve as a foundation for discussion of the region's "vision" for sustainable growth and development. This will begin in early 2011.

MTC and ABAG also will seek to partner with community-based organizations serving residents in low-income communities and communities of color to participate in subsequent revisions to this Initial Vision Scenario and the creation of a preferred SCS scenario.

2. A detailed equity alternatives analysis will be developed based on comments received through the scenario development process, and will be open for public review and discussion beginning in the summer of 2011. This analysis will precede any Commission decisions on a preferred alternative for the SCS. The primary forums for this discussion are expected to be MTC's Policy Advisory Council and the Regional Advisory Working Group.

MTC and ABAG also will seek to partner with community-based organizations to involve residents of low-income communities and communities of color during this phase.

3. Consistent with past equity analyses for the RTP, MTC and ABAG will conduct an equity analysis to measure both the benefits and burdens associated with the SCS/RTP investments to determine that minority and low-income communities share equitably in the benefits of the investments without bearing a disproportionate share of the burdens.

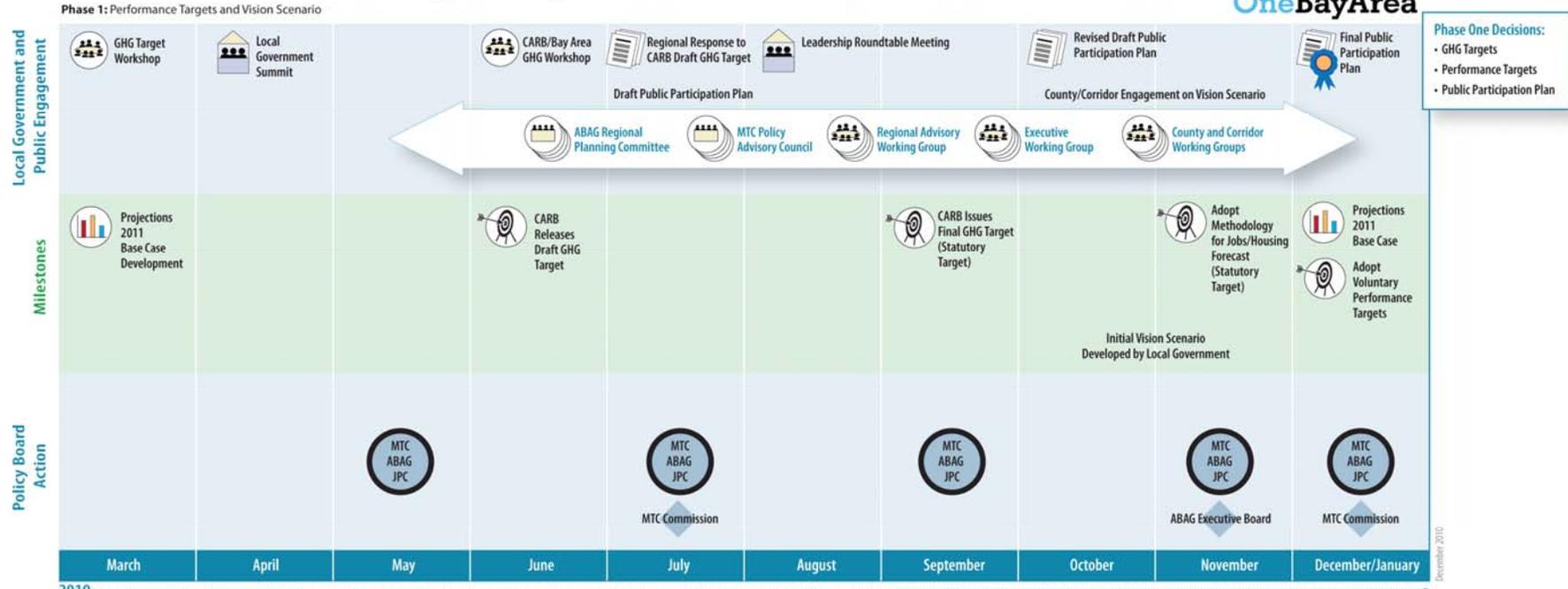
The following pages include these charts (please note that edits were made to each of the charts for the Final Draft Public Participation Plan):

Chart 1: Phase 1 Detail for 2010

Chart 2: Phase 2 Detail for 2011

Chart 3: Phases 3 & 4 Details for 2012-2013

Sustainable Communities Strategy Planning Process: Phase 1 Detail for 2010*



Phase One Decisions:

- GHG Targets
- Performance Targets
- Public Participation Plan

2010

*Subject to change

Policy Board Actions:

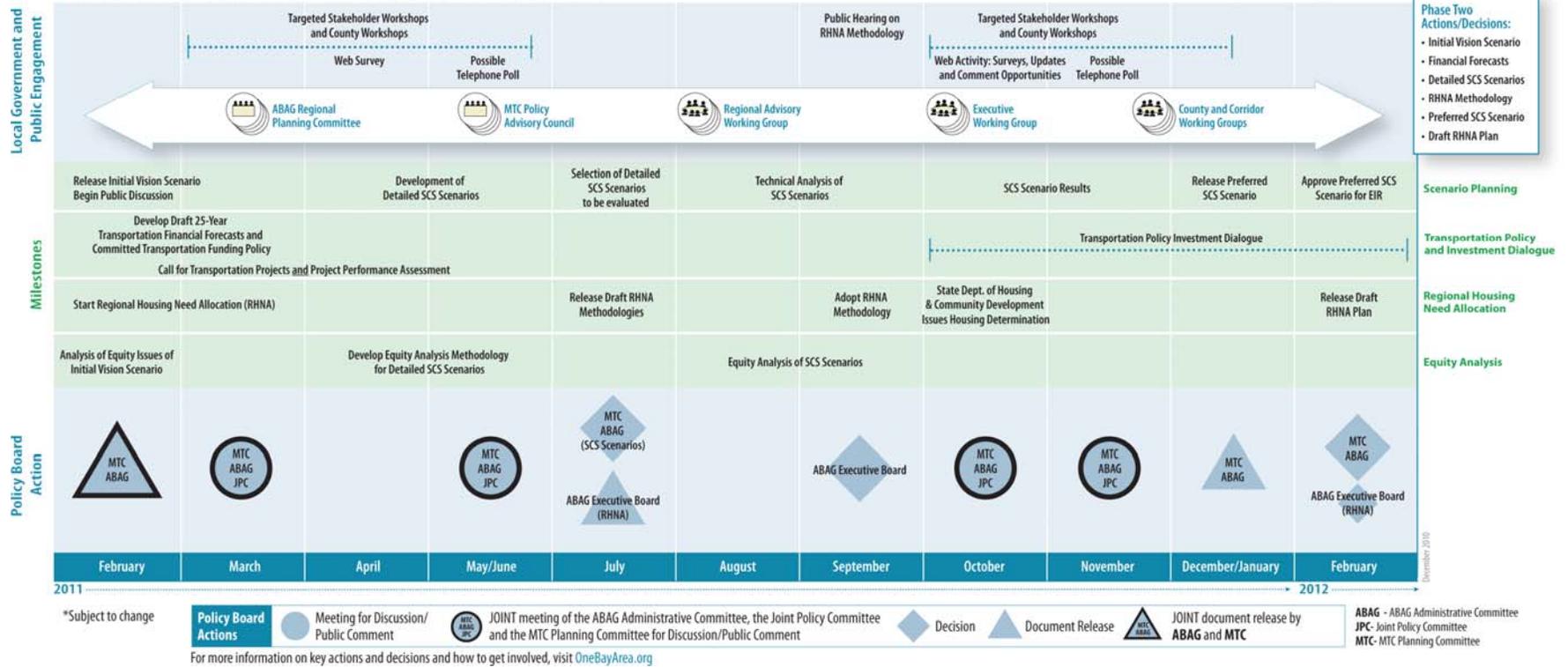
- Meeting for Discussion/Public Comment
- JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment
- ◆ Decision
- ▲ Document Release

ABAG - ABAG Administrative Committee
 JPC - Joint Policy Committee
 MTC - MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit OneBayArea.org

Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011*

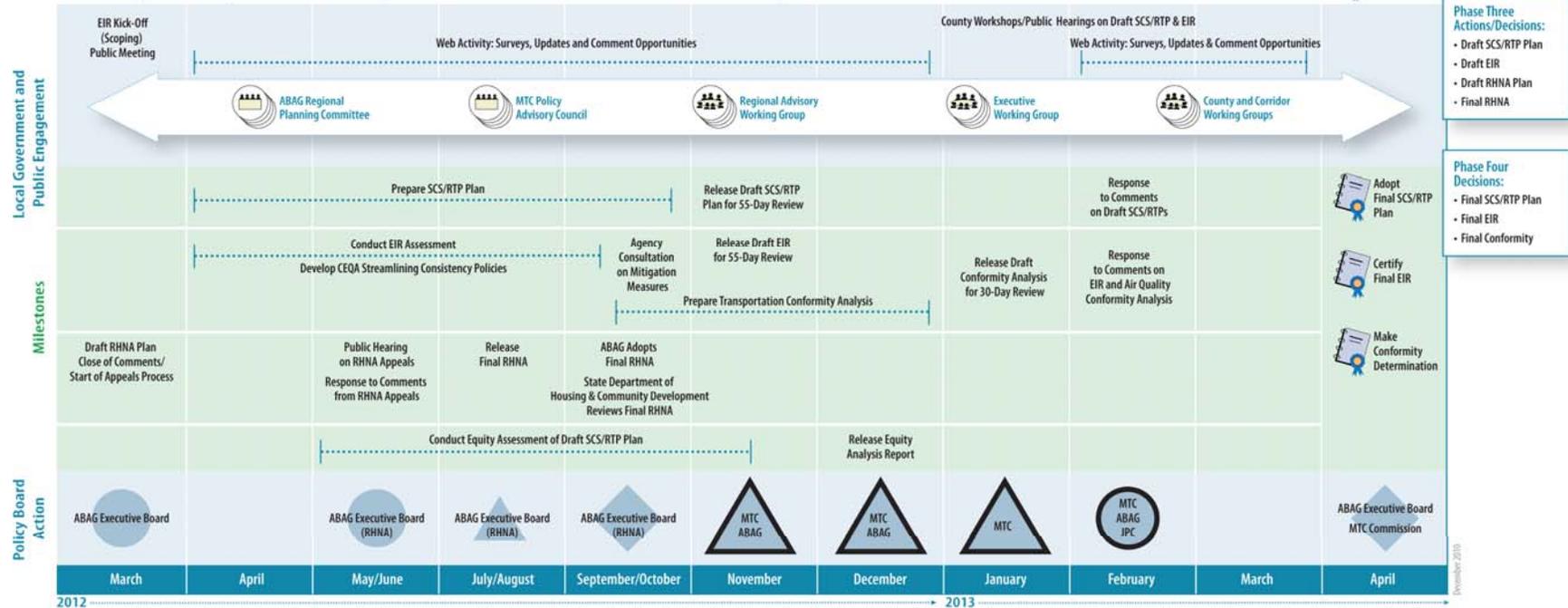
Phase 2: Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation



Sustainable Communities Strategy Planning Process: Phases 3 & 4 Details for 2012-2013*

Phase 3: Housing Need Allocation, Environmental/Technical Analyses and Final Plans

Phase 4: Plan Adoption



November 2013

- Phase Three Actions/Decisions:**
- Draft SCS/RTP Plan
 - Draft EIR
 - Draft RHNA Plan
 - Final RHNA

- Phase Four Decisions:**
- Final SCS/RTP Plan
 - Final EIR
 - Final Conformity

*Subject to change

Policy Board Actions

- Meeting for Discussion/ Public Comment
- JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment
- Decision
- Document Release
- JOINT document release by ABAG and MTC

ABAG - ABAG Administrative Committee
 JPC - Joint Policy Committee
 MTC - MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit OneBayArea.org

III. Stakeholders

The goal of engaging local governments and other stakeholders in the SCS planning effort is to promote an open, transparent process that encourages the ongoing and active participation of local governments, a broad range of stakeholders, and the general public.

The success of the SCS is predicated on effective partnership with local governments and public support for policies and programs to accommodate all the region's projected population growth, including all income groups, and achieve targeted reductions in greenhouse gas emissions from cars and light trucks. Without such partnership and support — no matter how great our effort — we will not achieve the best possible outcomes.

To encourage communication among stakeholders, we have established the Regional Advisory Working Group that includes representatives from local government staff and stakeholders. For local governments, county/corridor working groups will support communication at the county and sub-regional levels. To encourage participation from all stakeholders MTC and ABAG will develop material in layman's terms so Bay Area residents understand what we are attempting to accomplish through this process and the options available to the region for achieving our goals.

A. Government Engagement

In developing the Bay Area's Sustainable Communities Strategy, the regional agencies will involve both government and non-government agencies, organizations and individuals. A partnership with local governments — from elected officials to city managers, planning and public works directors, transit operators and congestion management agencies — is critical.

To launch the planning process for the Bay Area's development of a Sustainable Communities Strategy, a half-day local government summit was held on April 22, 2010, in Oakland. Local elected officials received a briefing on the requirements of Senate Bill 375 and an introduction to the planning process the Bay Area will utilize to develop the Strategy. The summit was held in conjunction with the Association of Bay Area Governments' spring General Assembly, and drew over 350 attendees. The audience included a roughly equal representation of local elected officials, government staff, and representatives from a range of interest groups (business, environment and social equity).

County/Corridor Meetings

To involve local governments and transportation agencies, ABAG and MTC in the summer and fall of 2010 coordinated meetings in each county with elected officials who serve on the four regional boards and their staffs and county Congestion Management Agencies (CMAs) to map out a process within each county to develop an Initial Vision Scenario. partner with and actively engage This Initial Vision Scenario will be a starting point for discussions among elected officials, city managers, planning directors, CMAs, transit agencies and stakeholder organizations in the development of the SCS. Specific information about each county process will be posted on the OneBayArea web site as it is developed.

County Congestion Management Agencies (CMAs) will work closely with elected officials, local jurisdictions and stakeholder organizations during the SCS planning effort, providing a meeting structure to discuss such issues as where new housing should be sited, how that new housing can be integrated to encourage sustainable growth and development, and how transportation investments should be prioritized to encourage and support sustainable development. MTC and ABAG will expect CMAs to, at a minimum, post notices of meetings on the OneBayArea web site, hold meetings in central locations that are accessible by public transit (to the extent feasible), notify interested parties in each county about meetings and public comment opportunities in the county/corridor by using ABAG's and MTC's contact database, and offer language translations and accommodations for people with disabilities if requested at least three days in advance. MTC is expecting that the CMAs will implement their public outreach efforts in a manner than meets the requirements of Title VI, and will work with the CMAs to support their efforts (e.g., assistance with translation services).

SCS Executive Working Group

An SCS Executive Working Group — including city managers, congestion management agency directors, regional agency executives, transit officials and others — will be formed to provide a forum for input on technical and policy issues surrounding the SCS. Executive Working Group meeting times/locations as well as meeting materials will be posted on the OneBayArea website.

Additional Outreach to Government Stakeholders: Federal, State and Other Government Agencies and Native American Tribal Governments

In addition to the local governments that will be involved in development of the Sustainable Communities Strategy, MTC and ABAG will consult with officials responsible for other types of planning activities that are affected by transportation in the area, such as federal and state conservation and historic preservation agencies. Consultation will be based on the agency's needs

and interests. At a minimum, agencies will be informed about the process to develop the SCS and RTP, and will be provided an opportunity to participate.

Consultation with the region's Native American governments also will occur. There are six federally recognized Native American tribes in the San Francisco Bay Area. MTC and ABAG will invite the tribes to participate in government-to-government consultation during development of the Sustainable Communities Strategy and the Regional Transportation Plan. The groundwork for consultation will occur early in the process of developing the regional transportation plan, and will include a "Tribal summit" for all six Tribal governments. MTC and ABAG will also conduct individual meetings at the tribe's convenience. (See also Tribal Government Consultation in the MTC Public Participation Plan.)

Statutorily Required Input on Draft Sustainable Communities Strategy

As required by SB 375 legislation, at least two informational meetings in each county will be held for members of the county board of supervisors and city councils, to review and discuss the Draft Sustainable Communities Strategy and consider their input and recommendations. Notice of the meeting shall be sent to each city clerk and to the clerk of the board of supervisors. One informational meeting will be conducted if attendance at the one meeting includes county board of supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county. ABAG and MTC will strive for a robust engagement with local governments that may well go beyond the number of meetings prescribed in the legislation.

B. Community Stakeholder Engagement

The regional agencies will seek the active participation of a broad range of stakeholder groups in the development of the Sustainable Communities Strategy. In addition to bringing together representatives of local government, county congestion management agencies, transit agencies and the four regional agencies as described in Section III, outreach efforts will encourage the participation of a broad range of public advocates and community members. We will pay special attention to engagement efforts that focus on under-represented communities who do not typically participate in regional and local planning. The success of the SCS is dependent on all voices in the region being represented and involved, including stakeholders that are specifically identified in SB 375 and in federal legislation that governs regional transportation planning. The stakeholders in the SCS planning process include, but are not limited to, the following:

- Other affected public agencies (such as special districts, county health offices, resource agencies, etc.)
- Transportation and environmental advocates
- Neighborhood and community groups
- Broad-based business organizations
- Affordable housing advocates, home builder representatives, homeowner associations
- Landowners, commercial property interests
- Low-income communities, communities of color and limited English proficient communities
- School districts and county offices of education
- Other interested opinion leaders, advocacy groups and the general public.

C. Joint Stakeholder Participation via Policy & Advisory Committees

Participation in regularly scheduled meetings of advisory and policy committees is one way that interested stakeholders — whether government or non-government — can get and stay involved. Meeting times and locations for these meetings will be posted on the OneBayArea website. If unable to attend, stakeholders can find meeting materials at the OneBayArea website (www.OneBayArea.org) as well. The diagram below depicts the partnership that will be required to develop a successful sustainable strategy for the region.

**Table 1
A Public Participation Partnership**



Policy Boards and Committees

The **Joint Policy Committee** brings together board members of the four regional agencies (ABAG, MTC, the Air District and BCDC) and is the vehicle through which the agencies coordinate their regional planning efforts. This committee will provide oversight of the Sustainable Communities Strategy planning effort. The Joint Policy Committee meets every other month at 10 a.m. in Oakland, in the Joseph P. Bort MetroCenter.

At key points in the development of the Sustainable Communities Strategy, the full policy boards of the four agencies will discuss SCS issues at their regular board meetings. Final decisions and actions related to the SCS will be made by the Metropolitan Transportation Commission and the Executive Board of the Association of Bay Area Governments.

MTC is guided by a 19-member policy board composed of local officials from the nine Bay Area counties, including two members who represent regional agencies — ABAG and the Bay Conservation and Development Commission — as well as three nonvoting members appointed to represent the U.S. Department of Housing and Urban Development, the U.S. Department of Transportation, and the California Department of Transportation. The Commission meets monthly on the fourth Wednesday of the month, at approximately 10 a.m., at MTC’s offices in Oakland, in the Joseph P. Bort MetroCenter.

The ABAG Executive Board carries out policies established by the General Assembly, which is composed of representatives of the Bay Area’s 101 cities, towns, and counties. ABAG’s Executive Board makes operating decisions and controls expenditures, and acts on recommendations from other Association committees. The 38 voting memberships on the Executive Board include elected officials reflecting population size of the nine counties, with non-voting members representing state or federal agencies invited to serve at the pleasure of the Board. The Executive Committee meets the third Thursday of every other month, beginning in January, at 7 p.m. in the auditorium of the Joseph P. Bort MetroCenter.

To more fully collaborate, the MTC Planning Committee and ABAG’s Administrative Committee will meet jointly as needed to oversee development of the Sustainable Communities Strategy.

Advisory Committees

The Regional Advisory Working Group: Bay Area residents and government staff will meet jointly through a newly created *ad hoc* regional working group whose primary purpose is to provide input to regional agency staff throughout the development of the Sustainable Communities Strategy. The Regional Advisory Working Group will meet as needed. For example, during 2010, the Regional Advisory Working Group is expected to meet almost monthly during the April – December 2010 timeframe, and participants will be asked to offer feedback on regional targets, including regional housing and job targets, the “base-case” or starting point land use, alternative land use and transportation investment scenarios, and SCS-related public outreach.

The Regional Advisory Working Group will include planning staff representatives of local government, county Congestion Management Agencies, transit agencies, and stakeholder representatives. Each county is represented by at least one local planning director; representatives of various stakeholder groups (including affordable housing, business, real estate developers, equity and environmental groups) were invited to participate as well. Meeting materials will be posted on the OneBayArea website and are open to all government staff and members of the public.

Existing MTC and ABAG advisory committees will be utilized to garner additional input from various stakeholders. These include MTC’s Policy Advisory Council and ABAG’s Regional Planning Committee.

- **MTC’s Policy Advisory Council** is a 27-seat advisory panel established to advise MTC on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. This panel will be an active participant in the development of the SCS by providing input on regional planning efforts linking transportation, housing and land use plans to reduce greenhouse gas emissions. The Policy Advisory Council meets monthly, on the second Wednesday of the month at 1:30 p.m. at MTC’s offices in the Joseph P. Bort MetroCenter, Oakland.
- **The ABAG Regional Planning Committee** hears Bay Area planning issues of regional concern and makes recommendations to the ABAG Executive Board. The Regional Planning Committee includes 36 members, with a minimum of 18 elected officials from the nine Bay Area Counties, representatives of the four regional agencies, and stakeholders representing a broad range of issues, including business, economic development, recreation/open space, environment, public interest, housing, and labor, as well as representatives from ethnic minority groups and special districts. The Regional Planning Committee meets the first Wednesday; alternate months, from 1-3 p.m. in the MetroCenter Auditorium, in Oakland.

D. Public Participation Techniques

Development of the Bay Area’s Sustainable Communities Strategy will occur in four phases. Public participation efforts for each phase will be developed in advance of each, and posted on www.OneBayArea.org. Detail for all phases is described in the Planning Process Charts 1-3 (pages 49-51), although it is important to note that this is an iterative process that is subject to change. Throughout each phase, ABAG and MTC will use a variety of participation techniques to engage a wide range of residents, as described in this Participation Techniques section.

Voices from Underserved Communities

The success of the Sustainable Communities Strategy is dependent on all voices in the region being represented and involved. MTC and ABAG will take special effort to engage minority and low-income residents that do not typically participate in regional government planning efforts, and to work with social equity advocates to frame regional policies and investment guidelines that can result in equitable development.

In order to seek out and consider the needs of those traditionally under-represented in the planning process, including minority, low-income and limited English proficient communities, a limited number of grants will be provided to community non-profit organizations in communities of concern through a request for proposals (RFP) competitive process for assistance in engaging their residents. See MTC’s *Plan for Special Language Services to Limited English Proficient (LEP) Populations* for more information on involving populations with limited English proficiency.

MTC and ABAG ~~have applied for and received~~ a grant through the state’s Strategic Growth Council to fund various tasks related to development of the SCS, including public participation activities in low-income communities and communities of color. ~~Announcements on awarding of these grants were pending as this revised draft was released.~~

Other Partnerships

MTC and ABAG will partner with the Silicon Valley Community Foundation on an initiative known as Envision Bay Area to encourage more Bay Area residents to get involved in the Sustainable Communities Strategy. The Community Foundation, in conjunction with a range of nonprofit groups, including the Greenbelt Alliance, the Bay Area Council, and the American Lung Association, has received a Knight Foundation Grant to fund an interactive web-based tool that will

help interested residents understand the implications and trade-offs associated with different housing, transportation and land-use choices.

To encourage partnerships with the many interested stakeholder groups and to help reach out to and involve individuals, local government officials and community organizations, an SCS “tool kit” will be developed. The tool kit will include information to continue discussions with other interested members of the public, publicize comment opportunities, and build general awareness for the SCS planning effort. We will build upon the networks of advisors and the work of partner agencies (such as through Community-Based Transportation Planning efforts) to utilize the tool kit.

Participation Techniques

The public participation efforts will include:

Advance Notice

- Develop details for the planning process and opportunities for public engagement in advance of each phase of the SCS development — and post these details on www.OneBayArea.org.
- Maintain an updated calendar of events on the OneBayArea website.
- Provide timely notice about upcoming meetings. Post agendas and meeting materials on the web one-week in advance of policy committee meetings or ad hoc advisory group meetings.
- Use a mailing list database to keep participants notified throughout the multi-year process (via e-mail or U.S. mail).
- Circulate a Draft Sustainable Communities Strategy or Alternative Planning Strategy, if one is prepared, for public review at least 55 days before the adoption of the Final Sustainable Communities Strategy and Regional Transportation Plan.
- Work with media outlets to encourage news coverage in advance of meetings.

Workshops, Presentations, Hearings

- Provide opportunities for a discussion in each county on important issues surrounding how to create a sustainable Bay Area. Pursuant to state statute, MTC and ABAG will hold a minimum of three public workshops in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties, and one or more meetings in the less populous Marin, Napa, Solano and Sonoma counties.
- Host public meetings/workshops in convenient and accessible locations and at a variety of times (evenings, weekends, as well as week days).

- Hold at least three public hearings on the Draft SCS or Alternative Planning Strategy, if one is prepared; hold the public hearings in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.
- Use “visualization” techniques to communicate technical planning issues and strategies to the public, such as maps, videos, graphics, animation or computer simulation to depict alternatives under consideration.
- Conduct a public workshop on target-setting methodology (required by SB 375; held March 10, 2010 in the San Francisco Bay Area).
- Hold technical workshops to describe the methodology and key assumptions of the Bay Area travel model and ABAG’s model.
- Provide a summary of comments heard at workshops via www.OneBayArea.org.

Internet/Social Media

- Use of a single web address — www.OneBayArea.org — so members of the public have a single place to go for current updates, and to request to receive notices and information.
- Link to OneBayArea website from the individual websites of the regional agencies.
- Maintain a library of past workshop meeting materials on the OneBayArea website.
- Offer interactive web polls, surveys, etc.
- Provide timely, easy-to-understand information on a website that is accessible, per the Americans with Disabilities Act.
- Explore using social media methods to reach and engage residents.

Media Outlets

- Issue press releases to media outlets, including ethnic, foreign-language and community media, to keep reporters apprised of progress and generate coverage on radio, television, newspapers and the Internet.
- Pursue civic journalism partnerships for high-impact coverage of key issues; conduct media briefings for reporters, including special emphasis to ethnic, foreign-language and community media outlets.
- Translate news releases about public workshops into Spanish and Chinese, or other languages as appropriate.

Outreach to targeted groups

- Seek out and consider the needs of those traditionally under-represented in the planning process, including minority, low-income and limited English proficient communities.

- Provide grants to community non-profit organizations in communities of concern for assistance in engaging their residents.
- Conduct focus groups targeted at certain stakeholders.
- Host roundtable discussion forums periodically to consult with a range of advocacy opinion leaders to discuss key issues, priorities.
- Provide assistance, if requested, at least three working days prior to a meeting, to people with disabilities, and language assistance to people with limited English proficiency. (Five or more days' notice is preferred.) Such requests may be made through the MTC Public Information Office at 510-817-5757.
- Piggy-back on existing meetings in order to attract greater attendance and participation.

Other

- Statistically relevant public opinion poll (also available in languages other than English).
- The methods ABAG and MTC will use to report progress on the SCS planning effort will include, but not be limited to, the web, e-mail updates, electronic and print newsletters, and local media outlets.

IV. Performance Measures for the Sustainable Communities Strategy Public Participation Plan

MTC and ABAG commit to the following goals and performance benchmarks to measure the effectiveness of the public participation program. The agencies will report on the results in order to inform and improve future outreach and involvement programs, including future updates to the Sustainable Communities Strategy.

Public Participation Goals for the 2013 Sustainable Communities Strategy

1. *Diversity:* Participants must represent a range of socioeconomic, ethnic and cultural, geographic and user (mode) groups. They must also include a range of people with varying interests: social service, business, environment, social justice/equity, etc.
2. *Reach:* The program should make every effort to include the greatest number of people possible. Different levels of participation will make it more inviting for people with a range of involvement preferences to join the discussion.
3. *Accessibility:* Every effort should be made to engage as many participants as possible. This goal can be met by taking the participation activities to where people already are located, whenever possible. It can also be met by providing ways to participate, regardless of individuals' language, personal mobility or ability to attend a meeting, access to the Web, etc.
4. *Impact:* The feedback received through this Public Participation Plan should be analyzed and provided to policy makers wherever appropriate. Interested participants should be informed of actions by MTC and ABAG. Decisions to not incorporate recommendations should be noted, with a rationale provided and ready to be discussed.
5. *Education:* This outreach program is an opportunity for MTC and ABAG to inform a wide range of people about transportation issues in the Bay Area, as well as the link to climate change and smart growth, among other issues. Each step of the process should include an educational element, whether it is about Bay Area transportation in general, specific projects being considered for inclusion in the long-range plan or background on the outreach results to date.
6. *Participant Satisfaction:* People who take the time and energy to participate should feel it was worth their while to join in the discussion and debate. Questions, surveys or other effort to gather input will be designed to add value to the process and help inform decisions.

MTC staff devised performance measures for the above-identified goals that include quantifiable targets for performance, based on aspirations for meaningful public involvement, tempered by reasonable assumptions and time and budget constraints.

The following targeted performance measures are associated with each of the goals.

Diversity

- The demographics of targeted groups (age, ethnicity, income, geographic location, disability) roughly mirror the demographics of the Bay Area’s population.
- Participants represent a cross-section of people of various interests, places of residence and primary modes of travel, as reported on evaluation forms distributed at meetings.

Reach

- 3,000 or more comments are logged.
- 6,000 individuals actively participate in the Sustainable Communities Strategy public participation efforts as measured by survey responses and meeting attendance (excluding repeat attendance).
- There are 30,000 visits or “views” to the OneBayArea website.
- The Sustainable Communities Strategy or elements of it are mentioned in at least 70 radio or TV broadcasts, newspaper articles, editorials, commentaries, or other printed media.

Accessibility

- Meetings are held in all nine counties.
- 100 percent of meeting locations are accessible by transit, if available.
- Meetings are linguistically accessible to 100 percent of participants, with 3 working days’ advance request for translation. (Meeting announcements offer translation services with advance request for translation services.)
- All meetings are accessible under the requirements of the Americans with Disabilities Act (ADA).

Impact

- 100 percent of written correspondence received is logged, analyzed, summarized and communicated in time for consideration by staff or policy board members.
- 100 percent of written correspondence is acknowledged so that the person making it knows whether his or her comments are reflected in the outcome of an MTC or ABAG action or, conversely, or why the action was different.

Education

- 60 percent of participants “*strongly agree or agree*” with statements that indicate that participation in the outreach and involvement efforts was a good opportunity to learn more about Bay Area transportation, land use and housing issues.
 - Educational value of presentations and materials
 - Understanding of other perspectives and differing priorities
 - Clear information on OneBayArea website

Participant Satisfaction

- 60 percent of participants “*strongly agree or agree*” with statements that rate the 2013 Sustainable Communities Strategy public participation efforts and target the participants’ personal experiences.
 - Sufficient opportunity to comment/ask questions
 - Clear information at an appropriate level of detail
 - Quality of the discussion

MTC Public Participation Plan

Appendix B

Public Participation Plan Outreach: Summary of Comments from 2007 Presentations, Focus Groups and Web Survey

Summary of Focus Groups, Presentations and Web Survey Comments

Prior to development of the 2007 Public Participation Plan, staff sought input from members of MTC's three advisory committees, and solicited comments from the Bay Area Partnership's Technical Advisory Committee (staff from transportation and environmental protection agencies in the region) and MTC's Welfare to Work Working Group (social service agency representatives and transportation providers). In addition, staff met with clergy in the East Bay and South Bay on ways to engage the faith-based community.

Focus Groups

In addition, MTC held focus groups from January through April 2007 to solicit comments and feedback on MTC's public participation practices. Sessions were organized as follows:

- Representatives from MTC's three advisory committees (Feb. 13, 2007)
- Peer Panel with public information officers from a range of local, state, regional and federal transportation and environmental protection agencies (Feb.14, 2007)
- Participants in the LIFETIME program, a support group for low-income single parents attending college (March 9, 2007)
- Leaders of bicycle and pedestrian groups (March 21, 2007)
- Amalgamated Transit Union Representatives (April 12, 2007)
- Private Transportation Providers (April 17, 2007)

Web Survey

MTC also conducted a web survey asking more questions about ways to improve public participation. The survey consisted of 18 questions and was available on the web for 33 days. MTC e-mailed its entire contact database regarding the survey, and asked other groups – such as AC Transit, the Transportation and Land Use Coalition (TALC), the California Alliance for Jobs and Urban Habitat – to also notify their constituencies and partners. There were a total of 1,574 completed surveys and 216 partially completed surveys.

Common Themes

Common themes emerged from this outreach. As one might expect, these themes were often delineated by the medium used to obtain the response (for example, web survey respondents were more apt to want to communicate via the Internet or e-mail, etc.). The comments summarized below provide an overview of responses from focus groups to the specific questions asked.

1. What would encourage you to attend a meeting or event to discuss Bay Area transportation issues?

Web survey respondents informed us that an interesting or relevant meeting topic had the greatest impact on meeting attendance. Other recommendations made by both focus group participants and web survey respondents include consideration of the time and location of a meeting, the ability of meeting participants to impact MTC's decision-making process, and the use of community and media partnerships to promote a meeting. Participants in a low-income focus group recommended the use of childcare and food as a way to encourage attendance. Finally, our advisory committee members recommended that we educate the public about MTC as a way to create relevance and encourage the public's attendance at meetings and events.

2. What is the best way to notify you about a meeting?

Both web survey respondents and focus group participants believed that e-mail was the best way to notify the public of a meeting. Notification by regular mail, display of posters or flyers in transit vehicles or stations and use of radio or broadcast public service announcements were mentioned as other successful ways to notify the public. Meeting organization and logistics also matter. Because people are so busy, it is advisable to promote a meeting multiple times using a variety of media. Last, we were reminded that Internet access isn't universal and encouraged to provide non-Internet alternatives for meeting promotion to ensure that everyone is included.

3. Which of the following methods would help you express your views at a meeting?

Responses to this question were consistent with the medium used: web survey participants recommended a questionnaire or survey to express views, while focus group participants recommended facilitated discussion or small groups. Focus group participants noted that those uncomfortable providing public comment at a meeting might prefer to provide written comments instead. Our peers felt that the use of charts and graphs would assist with visualization of meeting material, and improve the quality of the input.

4. Other than a meeting, what other methods would you most likely use to express your views?

Once again, responses were medium specific: web survey respondents preferred web surveys to express views, while focus group participants preferred in-person methods, such as staffing a kiosk at a public event or use of a focus group. Both groups also recommended e-mail and regular mail comments as a method to express views. Last, we were reminded again

that because Internet access isn't universal, we should ensure that non-Internet methods are always available.

5. How would you like to have detailed material presented to you?

Web survey respondents believed that providing information online for review in advance is the best way to explain detailed information to the public. The respondents also felt that the use of charts or other visual aids, brochures, flyers or other printed material also are successful media for material presentation. The focus group participants reminded us to refrain from using acronyms during a meeting, and overwhelmingly recommended the use of understandable text combined with illustrative graphics. MTC also was strongly encouraged to use multiple media in order to make materials easier to understand.

6. MTC would like to keep you informed of how your comments have factored into its decisions. What is the best way to inform you of MTC's actions?

Both web survey respondents and focus group participants felt that e-mail is the best way to notify the public about MTC's actions. Focus group participants encouraged the use of community groups, via the group's newsletters and web sites, and the use of the media, both print and broadcast, to inform the public. The low-income focus group participants also encouraged the use of regular mail as an alternative to e-mail.

Additional details on the 2007 focus groups and web survey comments can be found in a separately bound appendix (Appendix D).

**MTC Public Participation Plan
Appendix C**

2007 Tribal Government and Interagency Consultation

Consultation With Tribal Governments:

June 5, 2007 Tribal Summit Agenda, Discussion Questions, Comment Form

Interagency Consultation:

Summary of Consultation with Resource Agencies
and Local Jurisdictions

Tribal Government Consultation

There are six federally recognized Native American tribal governments in the San Francisco Bay Area. As part of the development of the 2007 Public Participation Plan, MTC invited these six governments, as well as 10 other federally recognized tribes outside the region, to meet with MTC, the Association of Bay Area Governments (ABAG) and the state Department of Transportation (Caltrans) to discuss opportunities for ongoing consultation on regional transportation and land use matters. The Tribal summit also initiated early government-to-government consultation on the development of the Transportation 2035 Plan for the Bay Area as well as on ABAG's smart growth initiative, *Focusing Our Vision*.

The June 5, 2007 meeting was facilitated by the National Indian Justice Center, an Indian-owned and operated non-profit corporation known to the tribal governments. Attendees included policy board members and executive staff from MTC and ABAG, as well as executive management staff from Caltrans and the Napa County and Solano County congestion management agencies. The meeting was held in Sonoma County, where most of the tribal governments in the Bay Region are located. Representatives from three tribal governments participated: Federal Indians of Graton Rancheria, Scotts Valley Band of Pomo Indians, and Ione Band of Miwok Indians.

The agencies heard several key messages from tribal representatives:

- The needs of tribal members to access jobs, education, and health care are common across different tribes.
- Most tribes are just beginning to develop their governmental operations.
- Many tribes have limited or no staff resources dedicated to transportation issues. As tribes acquire land, this may change
- Agency staff should be better educated to tribal traditions and culture, such as the importance of cultural resources to tribal heritage and identity.
- Regional agency staff should keep informed of tribal elections to ensure key contacts remain valid.
- Regional agency staff should tap into regular meetings that some tribes have with Caltrans, in which projects and plans are reviewed for the year, and to take advantage of tribal council meetings.
- One-to-one consultation is important, in addition to multiple group forums, such as the June 5, 2007 Tribal summit.

MTC circulated a list of questions for the trial attendees to respond to in their own time on their preferences for the modes of consultation, and staff followed up with those Bay Area tribes not able to attend the Tribal summit to gauge their interest and preference for individualized consultation on the Regional Transportation Plan and *Focusing Our Vision*.

The June 5 Tribal summit was a springboard to ongoing and meaningful dialogue with the Bay Area tribal governments on transportation and land use concerns. MTC will encourage individual meetings with each tribal government to discuss issues and concerns specific to each tribe.

Interagency Review

Because MTC is but one of many players involved in transportation, and recognizing that transportation has direct impacts on the environment, it is essential that regional transportation planning and funding decisions are informed by affected governments at all levels. To facilitate a discussion on how best to engage numerous local, state and federal agencies in its plans and programs, in 2007 MTC mailed a letter to some 150 affected agencies offering to consult directly on the Draft Public Participation Plan, and 53 responses were received. The letter offered the option of a meeting or a phone call to discuss with MTC the Public Participation Plan and how best to engage on the development of the Regional Transportation Plan and the Transportation Improvement Program.

In response to requests for a meeting, MTC staff organized a workshop to discuss specifics on the Draft Public Participation Plan, the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP). Nearly 35 agencies that requested either a meeting or telephone interview were notified about the workshop. Two agency staff members attended the June 14, 2007 event, and the attendees expressed their overall satisfaction with MTC's current planning and agency consultation processes. Key questions posed at the workshop included how does the Transportation 2035 Plan's project submittal process work and what are the key decision points in the plan's development. It was acknowledged that the TIP process is primarily an administrative one since projects must first be identified in the RTP prior to inclusion in the TIP. Further, in soliciting and engaging the partners and the public in the RTP, the participants suggested the use of existing meetings like congestion management agency or city council meetings. City council meetings would be particularly good venues because council members are well versed on transportation issues and the meetings have set hours and locations, and draw large community participation..

MTC staff also completed 19 telephone interviews to all agency respondents who requested them. While many agency staff members stated they were satisfied with current processes, a few made recommendations for improvement. Providing all relevant information to agencies by email, having more meetings in or convenient to outlying counties/cities, and ensuring that a highlight of what is new about the regional plan to create relevance in people's minds were among the most popular.

Detailed notes on the meeting and telephone interviews are included in this appendix.

MTC staff also sent an email to 15 agency representatives who requested consultation on MTC's planning and financing processes. The email requested input on MTC's current communication channels used during the RTP/TIP planning process. While all five respondents were satisfied with MTC's existing communication channels, specific suggestions were made for potential meeting venues, and in support for use of automated meeting notices for all pertinent meetings.

Prior to release of the Draft 2007 Public Participation Plan, staff also appeared before the Partnership Technical Advisory Committee and the Welfare-to-Work Working Group (which includes social service agencies and transportation providers) to discuss development of the draft Public Participation Plan. Finally, MTC hosted a "peer panel" focus group of public information officers from a range of local, state, regional and federal transportation and environmental protection agencies (mentioned above) to discuss best practices on engaging the public and their agencies in MTC's key decisions.

MTC/ABAG/CALTRANS GOVERNMENT CONSULTATION

June 5, 2007

National Indian Justice Center

5250 Aero Drive

Santa Rosa, CA 95403-8069

AGENDA

- 10:00 AM 1. **Welcome and Opening Prayer**
Raquelle Myers, Senior Staff Attorney, National Indian Justice Center
2. **Introductions**
- 10:15 AM 3. **Overview** – Raquelle Myers
- Summit Objectives
 - Overview of Tribal Governments
- 10:30 AM 4. **Caltrans Opening Remarks** –
Bijan Sartipi, District Director, Caltrans, District 4
- Building Government-to-Government Relationships
- 10:40 AM 5. **Transportation 2035 Plan: Regional Transportation Plan Update**
Bob Blanchard, Commissioner & Steve Heminger, Executive Director, MTC
- How the Regional Process Works – Transportation
 - Developing the 25-Year Vision
 - Transportation Planning and Funding Opportunities
- 11:00 AM 6. ***Focusing Our Vision (FOCUS)*** — Pamela Torliatt, Executive Board Member
and Henry Gardner, Executive Director, ABAG
- How the Regional Process Works – Land Use
 - Priority Conservation Areas (PCA) & Priority Development Areas (PDA)
- 11:20 AM 7. **Discussion of Tribal Transportation and Land Use Interests** – All
- Tribal Staff Resources for Transportation and Land Use Planning
 - Discussion of Transportation and Land Use Data, Maps, and Plans
- 11:45 AM 8. **Wrap-up and Next Steps** – Steve Heminger, Henry Gardner
- Individualized Consultation
 - Other Opportunities for Consultation
9. **Closing Remarks** – Raquelle Myers
- 12:00 PM 10. **Summit Adjourned; Lunch**

MTC/ABAG/CALTRANS GOVERNMENT CONSULTATION

June 5, 2007

DISCUSSION QUESTIONS

1. Tribal Staffing/Resources

- Do you have the staffing, technical, or financial resources to identify transportation and land use needs, such as to:
 - Assess the travel needs of tribal members
 - Maintain existing and planned roads on tribal lands
 - Develop BIA transportation plans and design improvements
- Do you use any of the following resources? If not, why?
 - BIA Indian Reservation Roads planning and project funds
 - Caltrans environmental justice planning grants

2. Basic Travel Needs

- Do tribal members have adequate access to private cars to reach their jobs, needed services, and/or recreation? What about non-tribal members?
- Is public transit a convenient service for tribal members?
- Can young, elderly and disabled members get where they need to go?
- How are you addressing these concerns?

3. Consultation and Coordination

- How aware are you of major planned transportation improvements that may impact your tribe?
- How could MTC, ABAG, Caltrans, and/or the CMAs improve consultation and coordination with you about major project proposals, construction or maintenance activities? (for example, the impacts of highway projects on cultural resources, such as the case in Washington State; SMART rail in Marin/Sonoma, pesticide spraying, shortage of tribal monitors for construction sites)

4. Protecting and Managing the Environment

- Is the conservation of lands, waterways, and watersheds an important part of your planning and development programs?
- How are the efforts integrated? If they aren't integrated, do you have an interest in integrating them? Do you see economic benefits from integrating them?
- Is financing support for land and watershed conservation of interest to you?

5. Compact Land Development

- Are you having discussions about compact development styles to conserve land and tribal resources? What are some of your key issues?
- Is financing support for compact development styles of interest to you?

MTC/ABAG/CALTRANS GOVERNMENT CONSULTATION
June 5, 2007

Opportunities for Consultation

1. Priority Topics

- What are your most pressing transportation and land use issues?

- Would you like MTC, ABAG, Caltrans, and/or the CMAs to share with you additional informational materials to get you up to speed on the regional planning process and major projects?

2. Ongoing RTP Consultation

- Would you like to consult with MTC throughout the development of the 2009 RTP and prior to major decisions being made?

- Would you prefer one-to-one consultation?

- Would you like MTC, ABAG, and/or the CMAs to come to a tribal council meeting or other forum?

- Would you like MTC to invite non-governmental community or service organizations, such as the Basketweavers Association and Sonoma County Indian Health Project, to future consultation meetings with tribal governments?

3. Protocol

- Who should be the first point of contact (Chairperson, Tribal Administrator, Tribal Member, or Tribal staff)?

- Is it acceptable if agency staff consult with your tribe (e.g., other than MTC Commissioners or executive staff)?

Please return your responses to:

Lisa Klein
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
Ph: 510.817-5832
Fax: 510.817.5848
lklein@mtc.ca.gov

Thank you!

**MTC's Public Participation Plan
Resource Agency/City & County Managers
Input on Draft Public Participation Plan**

Consultation Workshop and Telephone Interviews

Consultation Workshop: June 14, 2007

Attendees: Brian Lee, Deputy Director of Public Works, County of San Mateo
Keith Cooke, Principal Engineer, City of San Leandro
Ashley Nguyen, MTC
Craig Goldblatt, MTC
Ross McKeown, MTC
Ursula Vogler, MTC

Comments on RTP process

Mr. Cooke: He made an initial comment that he was unclear as to MTC's process for submitting projects for the Regional Transportation Plan (RTP). Within the past few months, his city had worked on the projects that they were interested in submitting as requested by the Alameda CMA, but then they were told to hold off on the submissions. Ms. Nguyen explained MTC initially requested the CMAs to assist in updating current RTP projects and to submit new projects for consideration in the "Vision" element of the RTP. As this process unfolded, however, it became clearer that getting more general project concepts to help shape the vision and policy discussion of this plan was preferred over the submittal of specific projects. She clarified that we are going through a new exercise to shape our vision; specific project submittal will be requested later.

Mr. Lee: Countywide transportation plans include big-ticket items and are the place where all decisions and plans are laid out. He asked if the plans are adequate to feed into the RTP or are we looking for more? Ms. Nguyen explained that we are looking to countywide transportation plans to provide input into the RTP.

Mr. Cooke: He understood that submitted projects were supposed to be vision projects, using outside-the-box thinking with unconstrained budgets. CMAs were working with the cities on this; San Leandro was currently completing this, some of the projects touched on the goals discussed. Process seems to work. Ms. Nguyen mentioned that the request for projects was done too early in the process and that the timing issue has been remedied.

Mr. Lee: Call for projects process aimed at the counties is better because the submitted projects are important for the entire county, not just an individual city. Cities' projects need screening in order to ensure that the proposed projects are viable. Ms. Nguyen said that she agreed and that we needed to allow countywide plans to be created first, the new timing allows for that.

Mr. Lee: Decisions for Transportation 2030 were made in advance or early in the process and input on those decisions seemed to be too late to make a difference.

Staff response: Ms. Nguyen mentioned that this would not happen during the Transportation 2035 process. This process is not constrained by finances up front; MTC will discuss concepts first, finances later. She recommended attending the Partnership meetings to get all of the ongoing information.

Mr. Cooke: As long as you keep up with the schedule and make sure that you have your project in the RTP, your project is safe. The process works well. Mr. Goldblatt mentioned that anyone could look at our website to see the status of a project in the Transportation Improvement Program (TIP).

Mr. Lee: Noted that the TIP is more administrative and he understands that projects need to be in the RTP to be funded.

Comments on public participation process

Mr. Lee: In order to get input, you need to use multiple mediums. Also he mentioned that it could be tough to give valid input because topics are complicated and can be difficult to understand.

Mr. Cooke: MTC should attend existing meetings — attend city council meetings and get on the agenda. This tact could be very effective because you have the attention of the city council members, who understand the process, as well as the community members, who will be able to provide input. The meetings are also at a convenient time. He also mentioned that communications should be simplified to improve people’s understanding.

Mr. Lee: City council meetings are better to attend than CMA meetings, because the CMA meetings are very focused and aren’t as well advertised. City council meetings reach a much larger audience. He felt that CMA leaders would be able to structure better Q and A sessions, though, than city council members.

Telephone Interviews

To facilitate a discussion on how best to engage numerous local, state and federal agencies in its plans and programs, MTC mailed a letter to over 150 affected agencies requesting a response on how the agencies would like to consult on the Draft Public Participation Plan. The letter provided options for how the affected agency would like to interact with MTC on the plan, including an in-person meeting and a request for a phone call.

MTC staff made follow-up phone calls with those agencies that requested it. Overall, those contacted were satisfied with the current process. A few suggestions were given to improve an already smooth process:

- Have more meetings in or convenient to outlying counties/cities, including Sacramento
- Be sure to provide all information by email, including an email blast to city council members and contacts
- In addition to email, send important information in hard copy form
- Make sure MTC invites the appropriate agencies to the appropriate meetings
- Ensure a better understanding of criteria and weighting of criteria for funding programs by agency staff
- Simplify things as much as possible; eliminate or improve a difficult funding application process
- Be sure to include outreach to Native American groups
- Facilitate better in-person relationships with MTC staff
- Utilize existing meetings
- Ensure agency staff members are up to speed so that they can properly educate elected officials
- Be sure to highlight what is new about the regional plan to create relevance in people’s minds

STA Bicycle Advisory Committee (BAC)

Membership Terms 2012



The following are the Membership Terms of the BAC Members:

Jurisdiction	Member	Term Expires
Benicia	Nancy Lund	December 31, 2013
Dixon	Jim Fisk	December 31, 2014
Fairfield	David Pyle	December 31, 2013
Rio Vista	Larry Mork	December 31, 2012
Suisun City	Jane Day	December 31, 2013
Vacaville	Ray Posey	December 31, 2014
Vallejo	Mick Weninger	December 31, 2014
Solano County	Mike Segala	December 31, 2012
Member-At-Large	Barbara Wood	December 31, 2012



DATE: June 28, 2012
TO: STA BAC
FROM: Sara Woo, Associate Planner
RE: Funding Opportunities

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, broken up by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
Regional¹			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$5,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
State			
	N/A	N/A	N/A
Federal			
5.	Cycle 5 HSIP Call for Projects*	Approximately \$100 million. \$100,000 minimum; \$900,000 maximum per project. Required local match of 10 percent.	Due On July 20, 2012
6.	Innovative Transit Workforce Development Program*	Approximately \$5M	Due on July 6, 2012
7.	Economic Development Assistance: Strong Cities*	Approximately \$6M	Due on July 23, 2012
8.	Transit Safety Research - Pedestrian Collision Warning Pilot Project*	Approximately \$400,000	Due on August 23, 2012

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Detailed Funding Opportunities Summary

¹ Local includes programs administered by the Solano Transportation Authority and regionally in the San Francisco Bay Area and greater Sacramento.

The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Local Grants¹						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$20 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	\$12M Fairfield/Vacaville Intermodal Train Station STA co-sponsor STA staff contact: Janet Adams	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyrerp/index.shtml
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Meri Miles ARB (916) 322-6370 mmiles@arb.ca.gov	Application Due On First-Come, First-Served Basis	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/mspr/og/aqip/cvpr.htm
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approx. \$10,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/

*New Funding Opportunity

**STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report

¹ Local includes opportunities and programs administered by the Solano Transportation Authority and/or regionally in the San Francisco Bay Area and greater Sacramento

State Grants						
N/A						
Federal Grants						
Cycle 5 HSIP Call for Projects*	Sylvia Fung Caltrans District 4 Local Assistance	Due On July 20, 2012	Approximately \$100 million. \$100,000 minimum; \$900,000 maximum per project. Required local match of 10 percent.	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Funds may be used for work on publicly-owned roadways or bicycle or pedestrian pathways or trails that improves safety for its users. http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm Sponsors are strongly encouraged to view the related webinar, hosted by Caltrans, FHWA, and the National Highway Institute: https://www.nhi.fhwa.dot.gov/resources/webconference/viewconference.aspx?webconfid=24481
Innovative Transit Workforce Development Program	Betty Jackson, FTA Office of Research and Innovation (202) 366-1730 Betty.Jackson@dot.gov	Due On 7/6/2012	\$5M	Funding will be provided to transit agencies and other entities with innovative solutions to pressing workforce development issues. Proposal minimum \$100,000 and maximum \$1,000,000.		Proposals should target one or more the following areas in the lifecycle of the transit workforce: (1) Pre-employment training/preparation; (2) Recruitment and hiring; (3) Incumbent worker training and retention; and (4) Succession planning/phased retirement. http://fta.dot.gov/documents/FTA-2012-010-TRI_RFP.pdf
Economic Development Assistance: Strong Cities	Seattle Regional Office: Richard Berndt richard.a.berndt@eda.gov; (206) 220-7682	Due On 7/23/12	\$6M	The SC2 Pilot Challenge will leverage innovative and diverse perspectives from multidisciplinary teams through challenge competitions, which are designed to incentivize the creation and adoption of important strategies for supporting city-wide economic development to support job creation, business expansion, and local prosperity. A multidisciplinary team (Multidisciplinary Team) is a group of professionals or entities representing a variety of disciplines with complementary skills to develop economic development plans. A challenge competition (Challenge Competition) is a competition conducted by cities selected under this FFO in which Multidisciplinary Teams will be invited to develop creative and innovative economic development proposals and plans.		The Strong Cities, Strong Communities Visioning Challenge (SC2 Pilot Challenge) is designed to assist cities experiencing chronic economic distress with leveraging innovative ideas and approaches from diverse perspectives to create and adopt actionable economic development proposals and plans. http://www.grants.gov/search/search.do?oppld=176893&mode=VIEW

State Grants						
Transit Safety Research - Pedestrian Collision Warning Pilot Project	Roy Chen, FTA Office of Technology, RoyWeiShun.Chen@dot.gov ; 202-366-0462.	Due On 8/14/12	\$400,000	Increase pedestrian/cyclist safety through demonstration of advanced pedestrian warning system on transit buses.FTA seeks applications to demonstrate innovative technologies that support the achievement of this objective.		<p>The project must identify and characterize the effectiveness of the proposed system and how the system would:</p> <ol style="list-style-type: none"> 1) alert pedestrians and cyclists under different collision scenarios; 2) prevent or mitigate the severity of crashes; 3) minimize bus operator workload; 4) ensure no increase to operator distraction; and, 5) ensure warning system cannot be turned off or overridden. <p>http://fta.dot.gov/documents/FTA-2012-010-TRL_RFP.pdf</p>