



One Bay Area Grant (OBAG 2)

## County Program Report Card

MTC’s innovative One Bay Area Grant (OBAG) County Program is designed to strengthen the ties between local transportation investments and regional goals for affordable housing and greenhouse gas reduction. To create a funding program that builds upon local priorities to reach regional objectives, the County Program:

greenhouse gas reduction. To create a funding program that builds upon local priorities to reach regional objectives, the County Program:

- Focuses transportation investments on supporting future growth in Priority Development Areas (PDAs)
- Rewards local contributions to housing with County Program funding, including:
  - Planning and zoning to accommodate future housing growth through the Regional Housing Need Allocation (RHNA) process, and
  - Permitting and production of housing, particularly units that are affordable at the very-low, low, and moderate income levels
- Provides flexibility to the nine County Congestion Management Agencies (CMAs) to select projects that best reflect countywide and local priorities, while still achieving the overall program goals



### County Program Investments

*\$ in millions*

County	OBAG 2 County Program (FY18-22)	OBAG 1 County Program (FY13-17)	Total
Alameda	\$77	\$66	\$142
Contra Costa	\$56	\$48	\$104
Marin	\$11	\$11	\$22
Napa	\$8	\$7	\$16
San Francisco	\$48	\$39	\$87
San Mateo	\$33	\$28	\$60
Santa Clara	\$104	\$92	\$196
Solano	\$21	\$20	\$41
Sonoma	\$28	\$24	\$52
<b>Total</b>	<b>\$386</b>	<b>\$334</b>	<b>\$720</b>

## Project Types

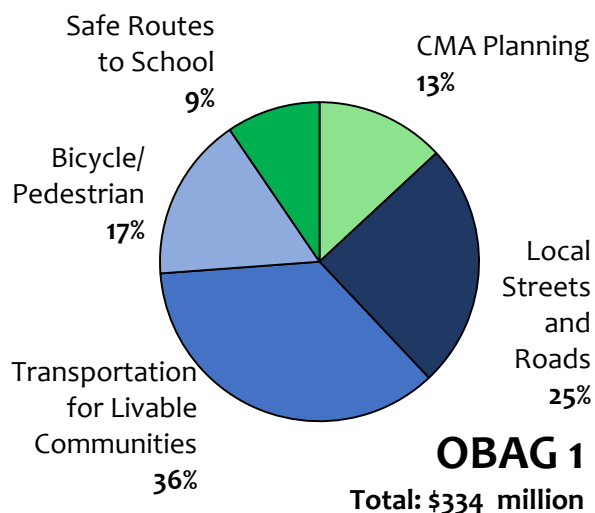
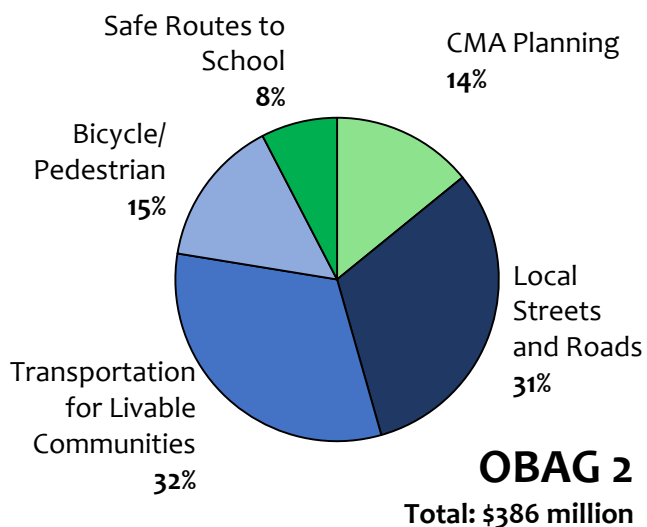
Over the course of the first two cycles of the OBAG program, the greatest share of investments were directed to TLC projects (34% of total). Similar to bike/pedestrian improvements, TLC projects are heavily oriented to bicycle access and walkability, but also include streetscape improvements, road diets, or transit elements. When combining the TLC investments with bicycle/pedestrian (16%) and SRTS (8%) categories, a majority of County Program funds were directed to active transportation projects (58%).

Eligible project types include:

- ❖ Bicycle and pedestrian
- ❖ Transportation for Livable Communities (TLC)
- ❖ Local streets and roads
- ❖ Safe Routes to School (SRTS)
- ❖ Planning

The project mix remained fairly consistent between OBAG 1 and OBAG 2, with roughly equivalent shares being directed to each of the five project types. OBAG 2 does represent a relative shift in emphasis towards local streets and roads (percent share increased nearly 7 points compared to OBAG 1) and a corresponding decrease in share of TLC investments (percent share decreased 4 points from OBAG 1).

### Investments by Project Type | Share of County Program Total

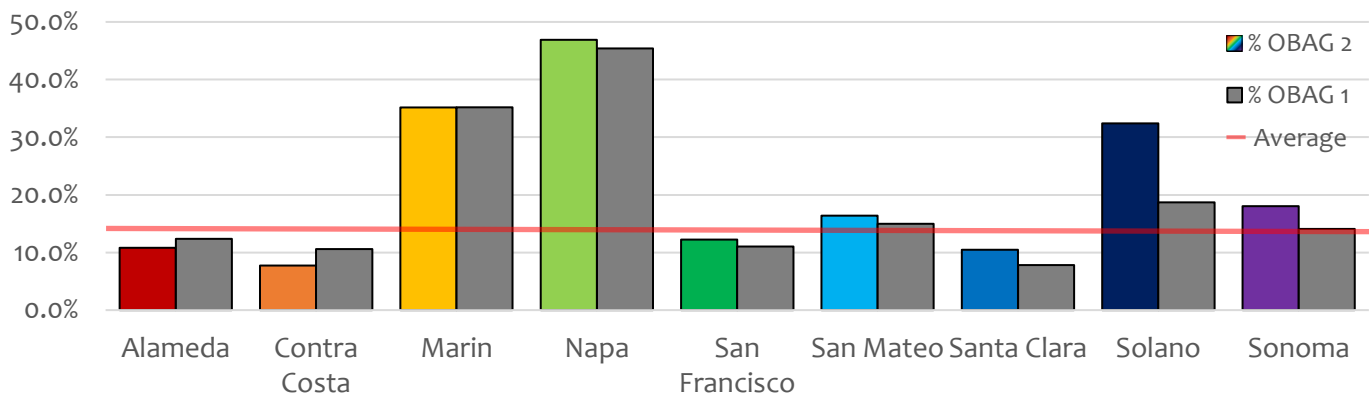


Additional information on the project types and investment levels by county and between funding cycles is provided in the project type focus areas below.

## PROJECT TYPE IN FOCUS → CMA Planning Activities

Over the course of the OBAG 1 and 2 County Program, nearly \$100 million has been programmed to general CMA Planning Activities (14% of total program). Although CMA Planning accounts for an average of 14% of the total County Program, the shares for each county have fluctuated somewhat between OBAG 1 and OBAG 2. In OBAG 2, Santa Clara County and Solano County increased the size of their CMA Planning grant significantly (\$3.8 million and \$3.1 million, respectively). However, the relative share of the funding increase as part of each county's discretionary program was much greater in Solano County, which does not have a sales tax measure, (13% point increase over OBAG 1) than Santa Clara County (3% point increase). For the other seven counties, CMA Planning shares remained relatively flat, with absolute changes ranging between 0-4%.

### CMA Planning Activities | Share of County Programs



### CMA Planning Activities | County Detail

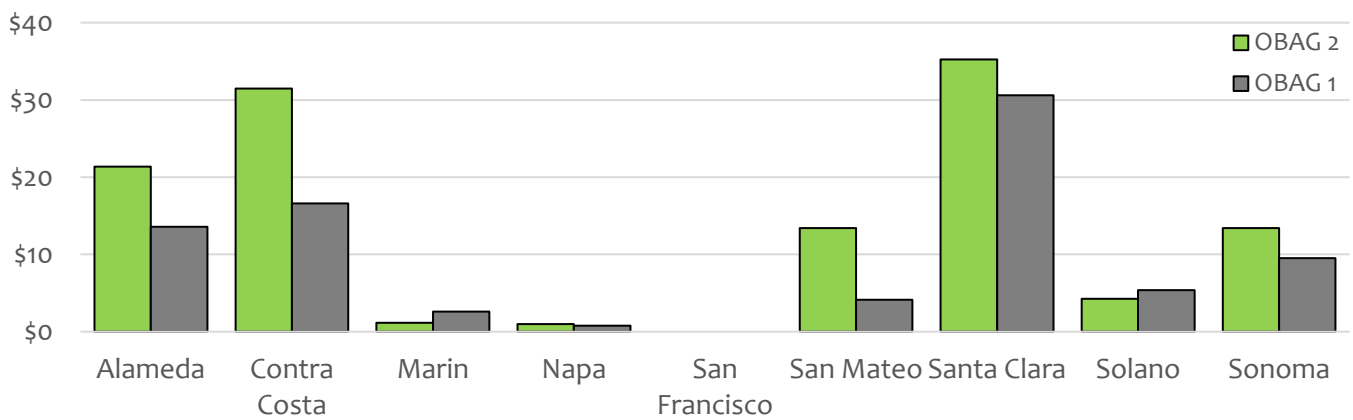
County	OBAG		Difference \$ Amount	Difference % of County Program
	2 CMA Planning	1 CMA Planning		
<b>Alameda</b> ACTC	\$8.3 11%	\$8.1 12%	\$0.2	-1%
<b>Contra Costa</b> CCTA	\$4.3 8%	\$5.1 11%	\$0.8	-3%
<b>Marin</b> TAM	\$3.8 35%	\$3.8 35%	\$0.0	0%
<b>Napa</b> NVTA	\$3.8 47%	\$3.4 45%	\$0.4	2%
<b>San Francisco</b> SFCTA	\$5.9 12%	\$4.3 11%	\$1.6	1%
<b>San Mateo</b> C/CAG	\$5.3 16%	\$4.1 15%	\$1.2	1%
<b>Santa Clara</b> VTA	\$10.9 10%	\$7.1 8%	\$3.8	2%
<b>Solano</b> STA	\$6.9 32%	\$3.7 19%	\$3.1	13%
<b>Sonoma</b> SCTA	\$5.0 18%	\$3.4 14%	\$1.6	4%
<b>Total</b>	<b>\$54.3 14%</b>	<b>\$43.1 13%</b>	<b>\$11.2</b>	<b>1%</b>

## PROJECT TYPE IN FOCUS → Local Streets and Roads Investments

More than \$200 million has been allocated through the County Program to projects that preserve or rehabilitate local streets and roads. The total amount recommended for streets and roads projects in OBAG 2 is \$120 million, a \$38 million (45%) increase from OBAG 1. Included in the OBAG 2 amount for local streets and roads projects is \$12.5 million in Federal-Aid Secondary (FAS) program funds, which are provided to counties by state statute specifically for rural roads. These FAS shares were not included in the OBAG 1 County Program, as the shares had already been programmed in an earlier funding cycle.

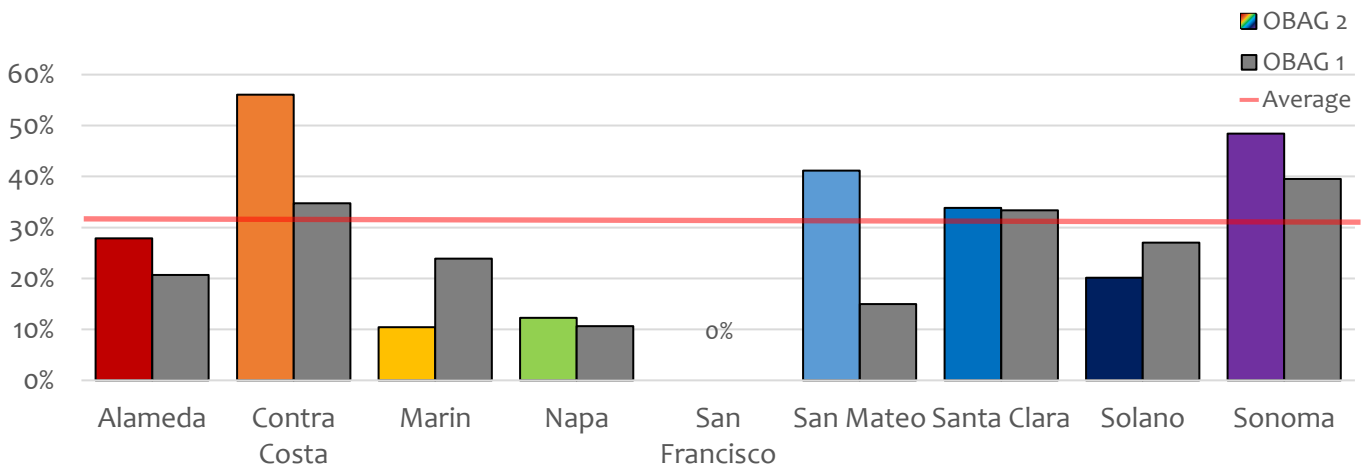
Santa Clara and Contra Costa County have each recommended more than \$30 million to local streets and roads projects through the OBAG 2 program. Notably, San Francisco County has not directed any County Program funding to local streets and roads projects to date.

### Local Streets and Roads | Investments by County



In OBAG 2, local streets and roads projects account for 31% of the overall County Program, a slight increase from a 25% share in OBAG 1. This additional emphasis on local streets and roads funding is most notable in Contra Costa County, where 56% of OBAG 2 funds are directed to pavement preservation projects (up from 35% in OBAG 1) and San Mateo County, with 41% going towards local streets and roads (up from 15% in OBAG 1).

### Local Streets and Roads | Share of County Programs

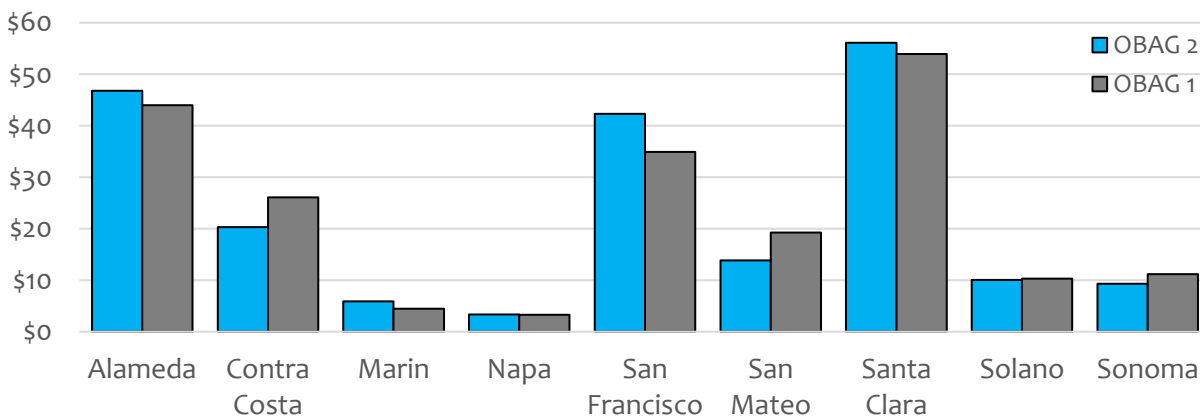


## PROJECT TYPES IN FOCUS → Active Transportation Investments

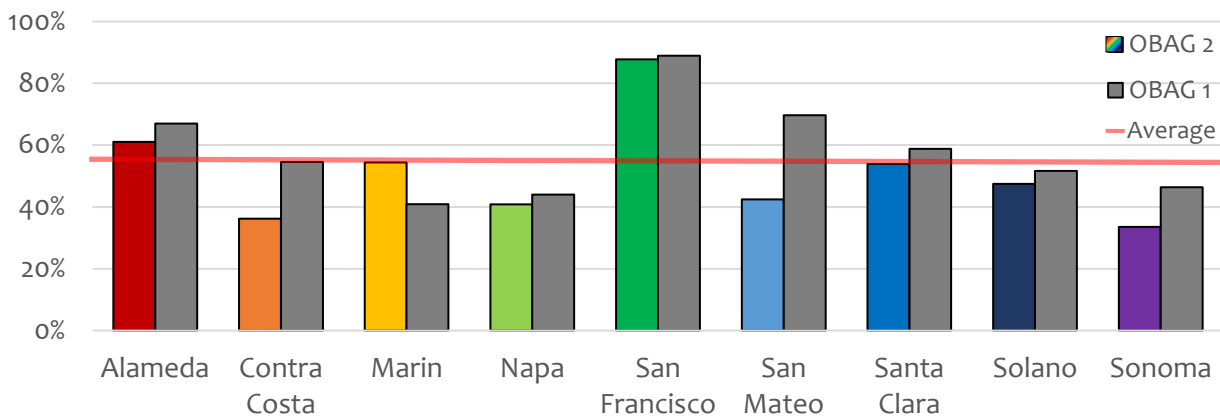
The majority of the OBAG County Program has been invested in active transportation (58%), a combination of Transportation for Livable Communities (TLC), bicycle and pedestrian, and Safe Routes to School (SRTS) projects. Over the course of the first two cycles of the program, more than \$415 million has been invested in projects and programs that improve accessibility, mobility and safety for pedestrians, bicyclists, and public transit riders.

CMAs programmed approximately the same dollar amount (\$207 million) to active transportation in OBAG 1 and OBAG 2, despite a \$52 million (16%) increase in the overall size of the County Program in OBAG 2. Investments by county in active transportation are detailed below.

### Active Transportation Investments | Investments by County



### Active Transportation Investments | Share of County Programs



Additional information on investment breakdown for TLC, bicycle/pedestrian, and SRTS projects is provided below.

**Active Transportation Investments** | County Investments by Project Type

County	Transportation for Livable Communities		Bicycle/Pedestrian		Safe Routes to School		Total
	OBAG 2	OBAG 1	OBAG 2	OBAG 1	OBAG 2	OBAG 1	
Alameda	\$34	\$27	\$5	\$10	\$7	\$7	\$91
Contra Costa	\$5	\$21	\$13	\$1	\$2	\$4	\$46
Marin	\$3	\$2	\$2	\$2	\$1	\$1	\$10
Napa	\$2	\$2	\$1	<\$1	\$1	\$1	\$7
San Francisco	\$36	\$24	\$0	\$8	\$6	\$3	\$77
San Mateo	\$4	\$8	\$7	\$9	\$3	\$2	\$33
Santa Clara	\$32	\$24	\$19	\$20	\$6	\$9	\$112
Solano	\$3	\$3	\$5	\$5	\$1	\$2	\$20
Sonoma	\$4	\$8	\$4	\$1	\$2	\$2	\$20
<b>Total</b>	<b>\$123</b>	<b>\$120</b>	<b>\$57</b>	<b>\$56</b>	<b>\$29</b>	<b>\$32</b>	<b>\$417</b>



**Top 20 OBAG 2 Grants**

In OBAG 2, CMAs identified 184 projects for an average grant size of \$2.1 million. The largest OBAG 2 grants are listed below (table excludes funding for County CMA Planning Activities).

**OBAG 2 County Program** | *20 Largest Grants*

San Francisco	SF DPW	Better Market Street Improvements	\$15,980,000
Santa Clara	San Jose	Pavement Maintenance Program	\$14,597,000
San Francisco	Caltrain	Peninsula Corridor Electrification	\$11,188,000
Alameda	Alameda Co.	Meekland Ave Corridor Improvement, Phase II	\$9,300,000
Santa Clara	San Jose	McKee Road Vision Zero Priority Safety Corridor Imps	\$8,623,000
Santa Clara	San Jose	Tully Road Vision Zero Priority Safety Corridor Imps	\$8,599,000
Alameda	Fremont	Complete Streets Upgrade of Relinquished SR 84	\$7,695,000
Alameda	ACTC	Alameda County SRTS Program	\$7,299,000
Alameda	Berkeley	Southside Complete Streets & Transit Improvements	\$7,121,000
San Francisco	SFMTA	Geary Bus Rapid Transit Phase 1	\$6,939,000
Santa Clara	San Jose	West San Carlos Urban Village Streetscape Imps	\$5,632,000
Contra Costa	Concord	Willow Pass Repaving	\$5,260,000
Alameda	Alameda	Clement Ave Complete Street	\$5,018,000
Santa Clara	Santa Clara Co.	Capitol Expressway Rehabilitation	\$5,000,000
Alameda	Oakland	Citywide Paving Program	\$4,895,000
Contra Costa	El Cerrito	El Cerrito del Norte TOD Complete Streets Imps	\$4,840,000
Contra Costa	San Ramon	Iron Horse Bike and Pedestrian Overcrossings	\$4,840,000
Alameda	Oakland	Lakeside Family Streets	\$4,792,000
Santa Clara	Palo Alto	El Camino Real Pedestrian Safety & Streetscape Imps	\$4,655,000
Contra Costa	Concord	Monument Blvd Class I Path	\$4,368,000



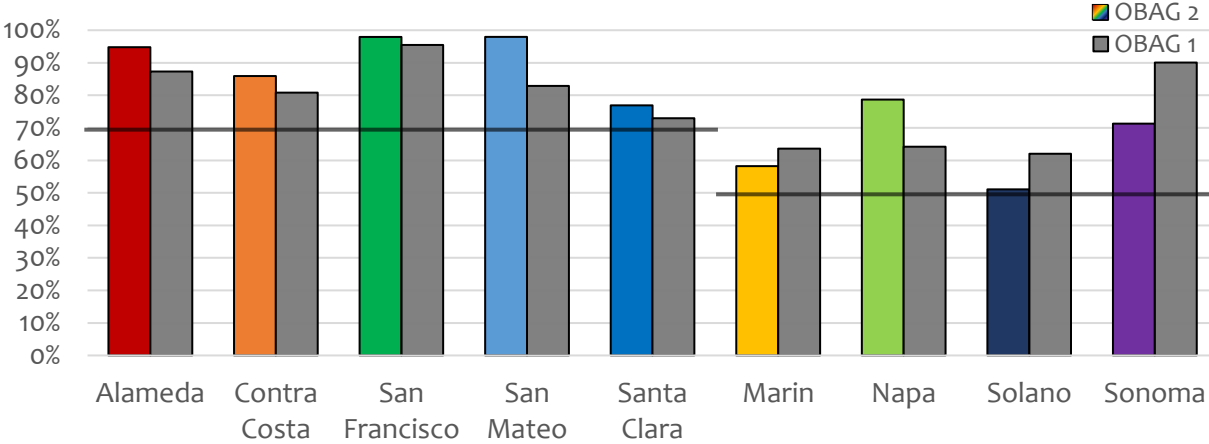
OBAG 2 County Program Report Card  
**PDA Investments**

Working in step with *Plan Bay Area 2040*, the region’s current long-range transportation plan and Sustainable Communities’ Strategy (RTP/SCS), the OBAG County Program is designed to strategically invest in local transportation projects that support regional goals for focused development in designated areas, long-term reduction greenhouse gas (GHG) emissions, and housing affordability for all Bay Area residents.

To make progress in these areas, the County Program requires CMAs to direct the bulk of their discretionary funding on projects that are located within Priority Development Areas (PDAs) or projects that otherwise support access, mobility and development of PDAs. For more populous counties in the Peninsula, East and South Bay, 70% of the County Program must be PDA supportive investments (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara Counties); in the North Bay, 50% of investments are required to support PDAs (Marin, Napa, Solano and Sonoma County).

In both OBAG 1 and OBAG 2, the CMAs met and exceeded the PDA investment targets for their respective counties. In OBAG 2, 82% of County Program investments are in PDAs or otherwise support nearby PDAs, as defined by the CMAs, up from 80% of County Program investments in OBAG 1. Over the course of the two cycles, this totals nearly \$540 million invested in projects that support local PDAs.

**PDA Investments** | *Share of County Programs*





## Housing Linkage

A defining feature of the OBAG County Program is the introduction of housing considerations into the framework for how to distribute transportation dollars.

In OBAG 2, the formula used to distribute county program funds was revised to:

- Consider housing contributions over a longer timeframe in order to mitigate the effect of the recent recession and major swings in housing permit approvals, while still providing additional weight for jurisdictions that recently made strides in housing outcomes (70% weighting given to units permitted in 2007-2014, 30% weight for permits from 1999-2006);
- Place additional emphasis on housing production over planning for future housing needs through the Regional Housing Needs Allocation (RHNA) process (production factors account for 30% of OBAG 2 total formula, up from 25% in OBAG 1).
- Place additional emphasis on housing that is affordable at the very low, low, and moderate income levels, over total housing units (affordability factors account for 30% of OBAG 2 total formula, up from 25% in OBAG 1).

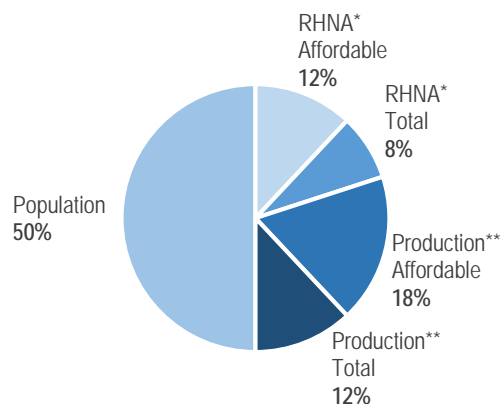
The County Program distribution formula is designed to reward local efforts to accommodate future housing growth at all income levels through the RHNA process and that also make good on those commitments through the permitting and production of housing.

It is important to note that the link between MTC’s County Program formula distribution and the grants ultimately received by local jurisdictions is indirect, as each CMA manages its own countywide competitive call for projects for the amounts allotted to each county. Although housing contributions are an important consideration for project selection, CMAs are also required to consider several other factors – including investing in high impact areas, such as PDAs, Transit Priority Areas (TPAs); projects in Communities of Concern (CoCs) or identified through Community-Based Transportation Plans (CBTPs); projects within the Air District’s Community Air Risk Evaluation (CARE) communities; and projects within cities and counties that have adopted affordable housing creation and preservation policies. In addition, CMAs also take into consideration the priorities and needs of the jurisdictions within their counties, as well as administrative issues including eligibility with OBAG policy requirements, and deliverability issues.

In OBAG 2, the jurisdictions contributing the most towards housing goals tend to also be recommended for the most grant funding, with a few exceptions. Additionally, when OBAG 1 and OBAG 2 grants are combined, there are a few jurisdictions that have received significantly less funding than expected (or conversely, significantly more), based on their contributions to housing. The tables below highlight some of these differences.

### Distribution Formula

OBAG 2 County Program Funding



\* Per the 2014-2022 Regional Housing Need Allocation.

\*\* Per the 1999-2006 and 2007-2014 Housing Production Report from ABAG.

The OBAG County Program distribution formula incorporates local efforts to accommodate future housing growth at all income levels,\* but housing is one of many factors taken into consideration by CMAs in project prioritization. **The tables below are provided for informational purposes only, and do not imply a requirement for CMAs to award specific amounts to individual jurisdictions.**

**Top 15 Jurisdictions** | Sorted by Grant Award Totals

Jurisdiction	Grant Award Totals <sup>1</sup>		Formula Contribution	
	OBAG 1 + OBAG 2		Contribution to County Distribution Formula**	
	Rank	\$ Amt.	Rank	\$ Amt.
San Francisco	1	\$74	2	\$86
San Jose	2	\$72	1	\$99
Oakland	3	\$30	3	\$36
Santa Clara Co.	4	\$22	31	\$7
Fremont	5	\$18	6	\$18
Sunnyvale	6	\$18	5	\$18
Alameda Co.	7	\$15	14	\$10
Berkeley	8	\$14	20	\$9
Palo Alto	9	\$13	33	\$6
Santa Clara	10	\$11	7	\$14
Concord	11	\$11	13	\$10
Sonoma Co.	12	\$11	10	\$11
Milpitas	13	\$10	16	\$10
Union City	14	\$10	36	\$6
Alameda	15	\$10	37	\$6

<sup>1</sup> Does not include CMA Planning funds.

**Top 15 Jurisdictions** | Sorted by Formula Contribution

Jurisdiction	Formula Contribution		Grant Award Totals <sup>1</sup>	
	Contribution to County Distribution Formula**		OBAG 1 + OBAG 2	
	Rank	\$ Amt.	Rank	\$ Amt.
San Jose	1	\$99	2	\$72
San Francisco	2	\$86	1	\$74
Oakland	3	\$36	3	\$30
Santa Rosa	4	\$21	25	\$6
Sunnyvale	5	\$18	6	\$18
Fremont	6	\$18	5	\$18
Santa Clara	7	\$14	10	\$11
Hayward	8	\$13	33	\$5
Contra Costa Co.	9	\$12	19	\$8
Sonoma Co.	10	\$11	12	\$11
Fairfield	11	\$11	63	\$2
Antioch	12	\$11	37	\$4
Concord	13	\$10	11	\$11
Alameda Co.	14	\$10	7	\$15
Vacaville	15	\$10	28	\$5

\$, in millions

  Jurisdiction **is not** in the top 15 in terms of contribution to county distribution formula, but **is** in the top 15 for largest grant totals.

  Jurisdiction **is** in the top 15 contributors to county distribution formula, but **is not** in the top 15 recipients of grant funds.

\*The link between local housing factors and OBAG grant funding is indirect. Each CMA manages its own countywide competitive call for projects for the amount allotted to the county. In addition to taking housing contributions into consideration, CMAs are required to prioritize projects that invest in high impact areas (PDAs/TPAs), Communities of Concern (COCs), Air District Community Air Risk Evaluation (CARE) communities, and in jurisdictions that have adopted affordable housing creation and preservation policies. In addition, CMAs may choose to incorporate additional project evaluation criteria to best meet the needs and priorities of their county.

\*\* Jurisdiction's contribution to the OBAG 1 and OBAG 2 county distribution formulas; includes various housing factors (50% of formula) and population (50% of formula).

## Policy Requirements

To be eligible for OBAG 2 County Program funding, local cities and counties are required to comply with several policy requirements, which are also required separately by state law:

- **Housing Element Certification:** Cities and counties must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015.
  - 100% compliance – all Bay Area jurisdictions have an HCD certified housing element
- **Housing Element Annual Progress Reporting:** Cities and counties are required to submit Housing Element Annual Reports to HCD by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this requirement during the entire OBAG 2 funding period.
  - 93% compliance – 8 jurisdictions have not yet submitted a compliant 2016 progress report (due April 1, 2017); 5 of these jurisdictions are recommended for OBAG 2 funding by their CMA.

In order to remain eligible for OBAG 2 County Program funds, all jurisdictions must submit a compliant housing element progress report (for the 2016 reporting year) to HCD no later than March 1, 2018.

As a reminder to all jurisdictions, the annual progress reports are an annual requirement to maintain eligibility throughout the OBAG 2 funding period. Jurisdictions that do not submit progress reports pursuant to state statute may risk deprogramming of OBAG 2 funds and risk eligibility for future fund cycles.

- **Complete Streets Policy:** Cities and counties must adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC, incorporating MTC's required complete streets elements as outlined in MTC's Complete Streets Guidance. Alternatively a jurisdiction can meet this requirement through an update of their general plan circulation element after January 1, 2010 to incorporate the provisions of the 2008 Complete Streets Act.
  - 99% compliance – only one jurisdiction has not yet adopted a compliant complete streets resolution of updated circulation element; all jurisdictions recommended for OBAG 2 funding by their CMA have met this requirement.
- **Surplus Land Act:** All general law cities and counties must adopt a surplus land resolution by the date affirming compliance with the State Surplus Land Act.
  - 100% compliance – All general law cities and counties adopted a resolution affirming compliance with the State Surplus Land Act.

**Note:** In addition to the policy requirements described above, which are required to maintain eligibility for OBAG 2 funding, local jurisdictions must also meet several additional requirements in order for MTC to program their grant funding into the federal Transportation Improvement Program (TIP). These requirements include completion of a complete streets checklist for all capital projects, maintaining a certified Pavement Management Program (PMP), and participating in annual traffic data collection as part of the federal Highway Performance Monitoring System (HPMS) and periodic local streets and roads needs assessments.

**OBAG 2 Local Policy Compliance** | Required for OBAG 2 Eligibility

OBAG 2 Requirement	Compliance	Non-Compliant Jurisdictions	
		Recommended by CMA for OBAG 2 Funding	Not Recommended by CMA for OBAG 2 Funding
• Housing Element Certification	100%		
• Housing Element Annual Progress Reporting	93%	Albany Danville Martinez	Saratoga Vallejo Los Altos Hills Dixon Rio Vista
• Complete Streets Policy	99%		Cloverdale
• Surplus Land Act	100%		

**OBAG 2 Local Compliance** | Required Prior to TIP Programming

OBAG 2 Requirement	Compliance	Non-Compliant Jurisdictions	
		Recommended by CMA for OBAG 2 Funding	Not Recommended by CMA for OBAG 2 Funding
• Complete Streets Checklists	100%	(see note below)	
• Pavement Management Certification (PMP)	94%	Portola Valley Vallejo Sebastopol	Mill Valley Tiburon Cloverdale
• Local Streets and Roads Needs Assessment	100%		
• Highway Performance Monitoring System (HPMS) Annual Traffic Data Survey	95%	Gilroy Healdsburg	Belvedere Monte Sereno Rio Vista

**Note:** All projects recommended for OBAG 2 funding have completed a Complete Streets Checklist. However, the OBAG 2 policy requires that complete streets checklists be completed and made available for review by Bicycle and Pedestrian Advisory Committees (BPACs) prior to CMA adoption of the program of projects. MTC will work with CMAs and project sponsor staff to ensure all checklists that were submitted after the CMA program adoption are made available to the appropriate BPAC for review, prior to programming in the TIP.

## CMA Policies

### Anti-Displacement Scoring for PDA Projects

OBAG 2 included a new requirement for CMAs to adopt a specific scoring methodology for funding projects within PDAs or Transit Priority Areas (TPAs) to reward jurisdictions with the most effective housing anti-displacement policies. The various approaches taken by CMAs to meet this requirement are detailed below.

CMA Anti-Displacement Scoring Approaches	
Alameda ACTC	ACTC used existing criteria for project evaluation: up to <b>9 points (out of 100)</b> for various affordable housing preservation/creation strategies.
Contra Costa CCTA	CCTC adopted an approach to direct up to <b>4 points (out of 100)</b> based on the number of housing policies from UC Berkeley’s Urban Displacement project list of 14 policies.
Marin TAM	TAM assigned a <b>low/medium/high</b> score based on the number of policies adopted in the jurisdictions. Both of their two PDA jurisdictions were given “medium” scores, but of those, only San Rafael submitted a funding application. Thus, the additional scoring confirmed the selection of San Rafael for PDA funding.
Napa NVTA	Framework included a <b>low/medium/high</b> ranking. The application included a long list of housing policies including several not included in the UC Berkeley list, such as various loan programs for housing preservation and home-ownership, foreclosure prevention programs, and reduced parking requirements.
San Francisco SFCTA	San Francisco has several existing community stabilization policies in place. To honor the intent of the Commission to provide additional weighting to support affordable housing goals, SFCTA's scoring methodology gave up to <b>3 points (out of 43)</b> to projects located in a PDA that is near a proposed housing development with 75% or more affordable units.
San Mateo C/CAG	C/CAG approved up to <b>1 point (out of 96)</b> to jurisdictions with one or more of 14 listed housing preservation/stabilization policies.
Santa Clara VTA	Policy included <b>up to 5 bonus points (beyond the 100 point total)</b> for jurisdictions with policies in place (1 point per policy); VTA included 5 applicable policies and one catch-all for other strategies.
Solano STA	STA uses a <b>qualitative</b> project selection process. The application asked the sponsor to describe the jurisdiction’s anti-displacement policies.
Sonoma SCTA	SCTA awarded up to <b>3 points (out of 35)</b> for projects in PDAs with affordable housing preservation and creation strategies and community stabilization policies.

As part of this new requirement, the Commission directed MTC and the CMAs to analyze the impact of this incentive-based scoring methodology on project selection and local anti-displacement and affordable housing production policy development. MTC staff will work with CMA staff to better understand what impact this new scoring requirement had on County Program funding decisions as well as on incentivizing local policy adoption by cities and counties. Findings will inform the effort to develop supplemental housing condition criteria that takes all regional discretionary fund sources into consideration, with results shared for public and stakeholder review by July 2018.



## PDA Investment Criteria for Projects Outside of PDAs

A project does not need to be located within the geographic boundaries of a PDA in order to support access and mobility of the PDA. In some cases, a project located entirely outside of a PDA, such as new or improved transit service, can provide significant benefits to a nearby PDA. In recognition of this, CMAs may consider projects providing improved access to a PDA as contributing to their PDA minimum investment targets. The criteria adopted by each CMA to determine whether a project provide access or benefits to a nearby PDA are detailed below.

PDA Investment Criteria for Projects Outside of PDAs	
Alameda ACTC	Providing benefits of travel to or from a PDA, between PDAs, or between a PDA and a job center or other important community services or areas
Contra Costa CCTA	<p>The project:</p> <ol style="list-style-type: none"> <li>1. Is wholly or partially within the limits of a PDA or directly connects to a PDA</li> <li>2. Improves access to the PDA and is within ½ mile of a PDA, or within 1 mile of a PDA and within a COC, or within 2 miles of a PDA and improves transit access on a route that serves and connects a PDA</li> <li>3. Improves or completes a gap on the Countywide Bikeway Network designated in the Authority’s Countywide Bicycle and Pedestrian Plan, is within the designated Contra Costa Urban Limit Line, and improves bicycle/pedestrian access to one or more PDAs</li> <li>4. Connects a PDA either to a transit station or transit center or to a significant concentration of jobs, either of which is within 1 mile of the PDA</li> <li>5. Is greater than ½ mile from a PDA and does not meet any of the above criteria, but does provide critical improvements in access to a PDA, such as removing a barrier in gaining access to a PDA and providing substantially more direct bicycle/pedestrian access to the PDA</li> </ol>
Marin TAM	No definition; OBAG 2 projects are within/partially within PDA or not in a PDA.
Napa NVTA	No definition; required applicants to describe
San Francisco SFCTA	No definition; required applicants to describe
San Mateo C/CAG	<p>The project:</p> <ol style="list-style-type: none"> <li>1. Provides direct access to a PDA</li> <li>2. Is within one mile radius of a PDA boundary</li> <li>3. Is located on a street that houses a transit route, which directly leads to a PDA</li> <li>4. Is located within ½ mile of 1 or more stops for 2 or more public or shuttle bus lines, or within ½ mile of a rail or regional transit station, that is connected to a PDA</li> <li>5. Provides a connection between a TOD, as defined by C/CAG, and a PDA.</li> <li>6. Is a bicycle/pedestrian facility that is included in an adopted bicycle/pedestrian plan within San Mateo County and is part of a network that leads to a PDA.</li> </ol>
Santa Clara VTA	<ol style="list-style-type: none"> <li>1. Definitely Serves: Project is completely or partially in a PDA; portion of the project is within ½ mile of a PDA; the project is wholly on one of the included Transit Investment Corridors; bike projects that are wholly within Countywide Bike Corridors; connects one PDA to another; removes a barrier to a PDA.</li> <li>2. Needs Justification: Project is greater than ½ mile from any PDA and does not meet any of the above criteria, but benefits a PDA, with clear justification.</li> </ol>
Solano STA	No definition; OBAG 2 projects are within/partially within PDA or not in a PDA.
Sonoma SCTA	No definition; required applicants to describe. SCTA did use a “rule of thumb” internally: ¼ mile from PDA for bike/pedestrian projects; ½ mile for LSR projects.