

# C/CAG

CITY/COUNTY ASSOCIATION OF  
GOVERNMENTS OF SAN MATEO COUNTY

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## **One Bay Area Grant 2 (OBAG 2) Program Call for Projects Transportation for Livable Communities (TLC) Fiscal Years 2017/2018 -2021/2022 Issued September 12, 2016**

The San Mateo City/County Association of Governments (C/CAG) is pleased to announce a Call for Transportation for Livable Communities (TLC) projects under Metropolitan Transportation Commission's (MTC) One Bay Area Grant 2 (OBAG 2) Program.

The TLC Program is a component of OBAG 2. For the Fiscal Year 2017/2018 - 2021/2022 there is a total of \$5,926,000 in Federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds available on a competitive basis for this program.

The minimum grant amount is set at \$250,000. The maximum grant amount per project is \$1,000,000. The maximum amount that can be allocated per agency is \$1,500,000 for both the TLC and the Bicycle and Pedestrian Improvement Program (BPIP) combined. Project applicants are limited to Caltrans recognized Local Public Agencies (LPAs) in San Mateo County such as Cities and Towns, the County of San Mateo, the San Mateo County Transit District (SamTrans), the Peninsula Corridor Joint Powers Board (JPB) or the San Mateo County Transportation Authority (SMCTA). For a listing of eligible local agencies see: <http://www.dot.ca.gov/dist4/ola/contact/sm.pdf>.

Project sponsors may not apply to both the TLC and BPIP for the same project. Project sponsors should review the program goals and typical project types associated with each program and submit an application for the most suitable program. Applications will be screened for duplication. Project sponsor may combine their OBAG 2 Local Streets and Roads (LSR) project with a TLC project; however it will not count as "match" in an application as both funds sources are Federal.

### **Transportation for Livable Communities (TLC) Program**

The TLC Program is a transportation funding program that aims to fund a wide range improvements and facilities that support and promote alternative transportation modes rather than the single-occupant automobile. The program is intended to support community based transportation projects that will reduce air pollution in downtown areas, commercial cores, high-density neighborhoods, and transit corridors. A wide range of improvements include but are not limited to transit station improvements (plazas, station access, and bicycle parking), Bicycle and pedestrian "complete street" improvements, and multi-modal streetscape improvements (pedestrian scaled lighting, way finding signage, and bicycle/ pedestrian

treatments). Projects must be able to support alternative transportation modes (no landscape only projects). Projects must result in a capital improvement and cannot be planning only.

The TLC Program helps to construct these amenities in an effort to revitalize public spaces and promote and enhance alternative transportation such that citizens will be more inclined to utilize alternative transportation as a result of the built environment being made safer and more attractive to use. These enhancements should encourage citizens to visit downtowns, retail corridors and transit corridors without the use of the single-occupant automobile.

### **Proximate Access to Priority Development Areas (PDA)**

MTC requires that a minimum of 70% of all OBAG funds be invested in Priority Development Areas (PDAs). A project lying outside the limits of a PDA may count towards the minimum if it directly connects to or provides proximate access to a PDA.

The following definition of “proximate access to a PDA” for OBAG was approved by the C/CAG Board of Directors on August 11, 2016. By meeting any one of the six categories below, a project would meet the definition of proximate access to a PDA. The proposed six categories are:

1. The project provides direct access to a PDA (ie. a road, sidewalk, or bike lane that leads directly into a PDA); or
2. The project is within one mile of a PDA boundary; or
3. The project is located on a street that hosts a transit route, which directly leads to a PDA; or
4. The project is located within ½ mile of one or more stops for two or more public or shuttle bus lines, or within ½ mile of a rail station or regional transit station, that is connected to a PDA; or
5. The project provides a connection between a Transit Oriented Development (TOD), as defined by C/CAG, and a PDA. (A TOD is previously defined by C/CAG as permanent high-density residential housing with a minimum density of 40 units per net acre, located within 1/3 mile from a Caltrain or BART station or on a frontage parcel of the El Camino Real/Mission Street in San Mateo County.); or
6. The project 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.

### **Jurisdiction and Project Requirements**

Selected projects will be subject to federal, state, and regional delivery requirements as noted in MTC Resolution No. 3606. ([http://mtc.ca.gov/sites/default/files/MTC\\_Res\\_3606.pdf](http://mtc.ca.gov/sites/default/files/MTC_Res_3606.pdf))

- Jurisdiction must be in compliance with the Regional Project Funding Delivery Policy requirements at the time of project application.
- Jurisdiction must comply with all FHWA and Caltrans Local Assistance and MTC project delivery and reporting requirements.
- Every recipient of funds will need to identify a current single point of contact (SPOC) for the implementation of all FHWA administered funds within that jurisdiction. This person must have sufficient knowledge in the federal-aid delivery process to

coordinate issues and questions that may arise from project inception to project close-out.

- Jurisdiction must provide a minimum FHWA required local match of 11.47%.
- Request for obligation deadlines are November 1 of the prior program year in order to obligate funds by January 31 of the program year (e.g. if program year is 2018 delivery deadline is November 1, 2017)
- Jurisdiction is to submit a “resolution of local support” prior to programming. The template for the resolution of local support can be found at: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>
- Jurisdiction is to input project information into the MTC Fund Management System (FMS) project application no later than August 15, 2017.

The C/CAG OBAG 2 Call for Projects Guidelines, program goals, screening requirements, and scoring criteria are available at <http://ccag.ca.gov/obag-2-call-for-projects/>. Adhere to the information stated in the scoring criteria in your application. Applications should be no more than 20 pages. Please submit **6 hard copies** (one reproducible) and 1 electronic copy (disk or flash drive). Applications must be completed using the Microsoft Word project application form posted at <http://ccag.ca.gov/obag-2-call-for-projects/>.

Applications are due by **November 18, 2016 by 5:00 p.m.** Please send your hard copies to:

Jean Higaki, C/CAG  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063

### **Applicant Workshop**

C/CAG Staff will be holding an Applicant Workshop to guide jurisdictions through the application process and the Federal/ Regional programming and delivery requirements. The workshop will be held on:

Thursday, September 29, 2016  
10:30 a.m. – 12:00 noon  
San Mateo County Transit District Office in the Second Floor Auditorium  
1250 San Carlos Avenue  
San Carlos, CA

Additional information regarding regional OBAG requirements and policies can be found at: [http://mtc.ca.gov/sites/default/files/RES-4202\\_approved\\_0.pdf](http://mtc.ca.gov/sites/default/files/RES-4202_approved_0.pdf).

For any questions regarding the OBAG2 program or application process, please contact Jean Higaki at 650-599-1462 or [jhigaki@smcgov.org](mailto:jhigaki@smcgov.org).