

# **Regional Transportation**

**Cities Association of Santa Clara County  
February 9, 2012**

# Valley Transportation Plan 2040

- Transportation Investments for all modes of transportation
- Planning Document
- Project Lists Generated by Cities
- Scheduled to be adopted by VTA Board January 2013
- Feeds into Regional Transportation Plan

# Regional Transportation Plan

- Transportation Investments for all modes of transportation Bay Area-wide
- Investment Strategy
- Includes list of projects from every county
- Scheduled to be adopted in Spring 2013

# Sustainable Communities Strategy

- New element of Regional Transportation Plan
- Attempts to better link transportation investments and land-use.
- Greenhouse Gas Reduction Targets
- If targets are not met – an Alternative Planning Scenario will be required
- Will likely influence investment decisions in RTP

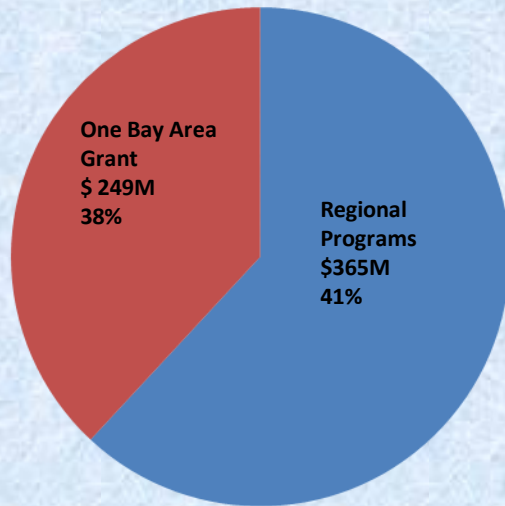
# One Bay Area Grant

- Not part of the RTP or SCS
- Investment Strategy for Federal Flexible Funds for next three years
- Could provide blueprint for investment strategy in the next Regional Transportation Plan

# ONE BAY AREA GRANT

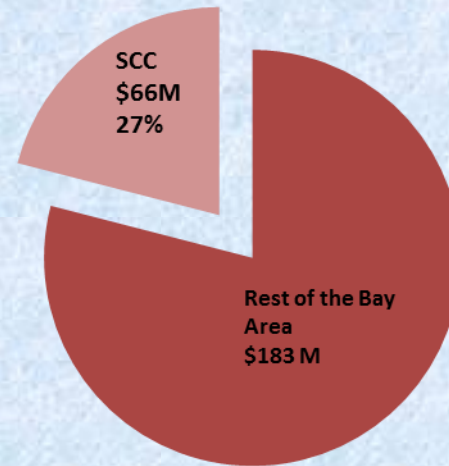
- ONE BAY AREA Grant is MTC's proposal for "Flexible" funds from the next Federal Surface Transportation Act.
- ONE BAY AREA Grant does NOT include sales tax revenues, vehicle registration fees or State or Local funds.

## ONE BAY AREA GRANT PROGRAM OF FLEXIBLE FUNDS



- Regional Programs
- One Bay Area

## OBAG DISTRIBUTION BETWEEN COUNTIES



- Bay Area
- Santa Clara County

# FACT SHEET – January Update

<p><b>WHAT IT DOES</b></p>	<p>Expands “Block Grant” concept used for last round of STP/CMAQ (T-2035)</p>	<ul style="list-style-type: none"> <li>▪ Gives CMAs more programming authority</li> <li>▪ Increases local funding</li> <li>▪ Consolidates Local Streets Rehabilitation, TLC/CDT, Bike projects into one program</li> </ul>
<p><b>HOW FUNDS ARE DISTRIBUTED</b></p>	<p>New Formula for Distribution (\$66.1 M for Santa Clara County)</p>	<ul style="list-style-type: none"> <li>▪ 50% Population</li> <li>▪ 25% RHNA (2007-2014)</li> <li>▪ 25% Actual Housing Production (1999-2006), weighted for Low Income.</li> </ul>
<p><b>STRINGS</b></p>	<p>New Restrictions</p>	<ul style="list-style-type: none"> <li>▪ 70% of funds to PDAs and PDA serving projects in East, West and South Bay; 50% in North Bay. PDA serving projects included in PDA share.</li> <li>▪ Bike/Ped projects are no longer limited to the Regional Bike Network, but must fit within PDA/Non-PDA limitations.</li> </ul>
	<p>Policy Requirements</p>	<ul style="list-style-type: none"> <li>▪ Amend Circulation Element to comply with California Complete Streets Act of 2008 by July 1, 2013.</li> <li>▪ HCD approval of revised housing element to meet 2007 - 14 RHNA prior to July 1, 2013.</li> </ul>

## **SUMMARY OF VTA STAFF CONSIDERATIONS**

- **Broad definition of “PDA and PDA Serving”**
- **Exempt Local Road Rehabilitation from PDA requirement**
- **Practical , Implementable Complete Streets Policy Requirement**
- **Practical, Implementable Housing Policy Requirement**



# Timeline & Opportunities for Input for OBAG

- MTC is seeking comments before releasing their revised draft proposal in March
- Final adoption of OBAG is scheduled for May
- VTA will begin working with the Technical Advisory Committee and other stakeholders in summer/fall