

www.AlamedaCTC.org

Bicycle and Pedestrian Advisory Committee Meeting Agenda

Thursday, November 15, 2012, 5:30 to 7:30 p.m.

Meeting Outcomes:

- Hear a presentation on a Bicycle and Pedestrian Countywide Discretionary Fund (CDF) Grant project: Irvington Area Pedestrian Improvements
- Discuss and provide input on the One Bay Area Grant (OBAG) Program
- Update on complete streets policy requirement
- Approve the revised BPAC Bylaws
- Receive an update on the Measure B Grant Summary Report
- Receive an update on the BPAC Renaming Subcommittee

5:30 – 5:35 p.m. Midori Tabata	1.	Welcome and Introductions	
5:35 – 5:40 p.m. Public	2.	Public Comment	
5:40 – 5:45 p.m. Midori Tabata	3.	Approval of October 4, 2012 Minutes 03 BPAC Meeting Minutes 100412.pdf – Page 1	A
5:45 – 6:00 p.m. Rene Dalton	4.	CDF Grant Project Update: Sponsor Presentation on Irvington Area Pedestrian Improvements Project 04 Final Report A09-0020 Irvington Area Pedestrian Improvements.pdf – Page 9	Ι
6:00 – 7:10 p.m. Beth Walukas Vivek Bhat Rochelle Wheeler		 Input on One Bay Area Grant Program: A. Draft Priority Development Area Strategic Plan 05A Memo and Attachments Draft PDA Readiness Classifications.pdf – Page 17 B. Draft OBAG Program Guidelines, and Project and Program Selection Criteria and Process 05B Memo and Attachments OBAG Program.pdf – Page 33 C. Update on Complete Streets Policy Requirement 05C Final Complete Streets Policy Requirement.pdf – Page 95 	1
7:10 – 7:20 p.m. Rochelle Wheeler	6.	Approval of Revised BPAC Bylaws <u>06 Memo BPAC Bylaws.pdf</u> – Page 97 <u>06A Revised BPAC Bylaws.pdf</u> – Page 99	A

7:20 – 7:25 p.m. Staff	7.	Board Actions/Staff Reports A. Grant Summary Report <u>07A Grant Summary Report.pdf</u> – Page 107 B. General <u>07B BPAC Roster.pdf</u> – Page 121 <u>07B1 BPAC Meeting Schedule FY12-13.pdf</u> – Page 123	I
7:25 – 7:30 p.m. BPAC Members	8.	BPAC Member Reports A. BPAC Renaming Subcommittee Update <u>08A Renaming Subcommittee Mtg Notes 100412.pdf</u> – Page 125	I
7:30 p.m.	9.	Meeting Adjournment	

Key: A – Action Item; I – Information/Discussion Item; full packet available at www.alamedactc.org

Next Meeting:

Date:	January 10, 2013
Time:	5:30 to 7:30 p.m.
Location:	1333 Broadway, Suite 300, Oakland, CA 94612

Staff Liaisons:

Beth Walukas, Deputy Director	Rochelle Wheeler, Countywide Bicycle and
of Planning	Pedestrian Coordinator
(510) 208-7405	(510) 208-7471
<u>bwalukas@alamedactc.org</u>	rwheeler@alamedactc.org

Location Information: Alameda CTC is located at 1333 Broadway in Downtown Oakland at the intersection of 14th Street and Broadway. The office is just a few steps away from the City Center/12th Street BART station. Bicycle parking is available inside the building, and in electronic lockers at 14th and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org). There is garage parking for autos and bicycles in the City Center Garage (enter on 14th Street between Broadway and Clay). Visit the Alameda CTC website for more information on how to get to the Alameda CTC: <u>http://www.alamedactc.org/directions.html</u>.

Public Comment: Members of the public may address the committee regarding any item, including an item not on the agenda. All items on the agenda are subject to action and/or change by the committee. The chair may change the order of items.

Accommodations/Accessibility: Meetings are wheelchair accessible. Please do not wear scented products so that individuals with environmental sensitivities may attend. Call (510) 893-3347 (Voice) or (510) 834-6754 (TTD) five days in advance to request a sign-language interpreter.



Members:

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

Alameda CTC Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, October 4, 2012, 5:30 p.m., 1333 Broadway, Suite 300, Oakland

	Attendance Key (A = Absent, P = Present)	
Chair	<u>P</u> Jeremy Johansen	

	2Jeremy Johansen 2 Preston Jordan
P Mike Ansell	Diana Rohini LaVigne Heath Maddox
P_Alex Chen	Sara Zimmerman (via phone, as a non-voting mber)
Staff:	,
	 Vivek Bhat, Senior Transportation Engineer Angie Ayers, Acumen Building Enterprise, Inc.

1. Welcome and Introductions

Midori Tabata, BPAC Chair, called the meeting to order at 5:30 p.m. The meeting began with introductions and a review of the meeting outcomes. Midori welcomed to the committee the new members: Mike Ansell, Mike Bucci, and Heath Maddox.

Guests Present: Jennifer Anderson; Dave Campbell, East Bay Bicycle Coalition (EBBC)

2. Public Comment

There were no public comments.

3. Approval of July 12, 2012 and September 6, 2012 Minutes

The members requested the following corrections to the July 12, 2012 minutes:

- Public Comment Change the first sentence of Lynne Bosche comment to read
 "... Piedmont is the only city in Alameda County to not have one."
- Public Comment Change the last sentence of Mike Ansell's comment to read "Approximately 8,000 people attend Las Positas College, and potentially 2,000 people could use the pathway from Dublin."

Jeremy Johansen moved to approve the July 12, 2012 minutes with the above corrections and the September 6, 2012 minutes. Ann Welsh seconded the motion. The motion carried (8-0), with one abstention, Mike Bucci.

4. Recommend Approval of the Final Countywide Pedestrian and Bicycle Plans

Rochelle Wheeler gave a presentation on the final draft Countywide Pedestrian and Bicycle Plans. She stated that staff is requesting the BPAC to recommend to the Commission to approve the plans. The presentation covered the following:

- Overview of the plans
- Summary of input on the draft plans
- Overview of the changes in the final plans
- Next steps

Rochelle mentioned that all of the individual comments on the plans, with a response for each, are posted on the website, and that the BPAC also has a handout of the comments and responses.

Public comment:

• Dave Campbell, Program Director of EBBC stated that his comments are focused on the Bicycle Plan only. He recommended that BPAC recommend approval of the Pedestrian and Bicycle Plans to the Commission. He said that since the "Next Steps" Chapter was added, which details the implementation actions needed over the next several years, the plan is much better. He suggested that BPAC should request an update on the 63 action steps in the Bicycle Plan at every meeting to keep implementation on track. Dave requested BPAC to look at Alameda CTC's reporting requirements for grant-funded projects as a template. He suggested that BPAC consider two things that need work: 1) Performance Measures – He's pleased that developing them is a next step, and feels performance measures are very important and should drive decisions and project selection. 2) Innovative Bikeway Design – He stated that the new language is good on this; however, it's important that Alameda CTC ensure that best practices are followed to create innovative bikeway designs to make the busy streets safe for biking.

Questions/feedback from members:

- In the Bicycle Plan, how could construction costs go down in the same amount that maintenance costs go up, since construction is so much more costly than maintenance? Staff stated that the plans include maintenance costs over a 28 year period, which adds up to high costs.
- Having performance measures for bicycle lane construction or educating people makes sense; however, it doesn't make sense to have a metric for mode share. To measure mode share, we should compare Alameda County to another similar county that doesn't invest in biking and walking, to serve as a "control." Staff said that numeric goals have not been set. Alameda CTC will report annually on the performance measures in the plan and will work with the jurisdictions and BPAC on setting targets.
- What portion of the 400 miles reduction in the pedestrian network was based on simply making the mileage total it more accurate? Staff stated that it was almost all due to improving the geographic information system (GIS) mileage calculations and removing the overlap.

• A member thanked EBBC for their letter and stated that "better bikeways," which move beyond the standard Class I, II and II bikeway types, are needed. Innovative ideas are needed to get people to bike.

Preston Jordan moved to recommend that the Commission adopt the Final Countywide Bicycle and Pedestrian Plans. Lucy Gigli, Jeremy Johansen, and Ann Welsh seconded the motion. The motion passed unanimously (9-0).

5. Input on Final Alameda CTC Complete Streets Policy Elements

Beth Walukas gave a brief introduction to the One Bay Area Grant (OBAG) Program funding requirements. She mentioned that OBAG is a short funding cycle using both Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. Beth stated that OBAG funding includes specific policy objectives and implementation requirements that Alameda County jurisdictions must meet before they can receive funds. One of these requirements is for Alameda County jurisdictions to adopt a Complete Streets policy by January 2013.

Rochelle presented the final Alameda CTC Complete Streets policy elements. She reviewed the memo and the attachments. Rochelle said that overall, the Complete Streets policy is very similar to the last version the BPAC reviewed. She mentioned that the Alameda County Technical Advisory Committee (ACTAC) provided input at its September meeting, and staff revised the policy elements to reflect this input.

Rochelle stated that Alameda CTC's Master Program Funding Agreement requires the adoption of the Complete Streets policy by June 2013. MTC requires the adoption of the Complete Streets policy by January 2013. She stated that the Alameda CTC Commission is making the request to MTC to extend the deadline beyond January. Alameda CTC is providing local agencies with resources to support the adoption of the policies, including a sample resolution, a sample staff report and a complete streets resources web page.

Questions/feedback from members:

- Include the ChangeLab Solutions "Model Complete Streets Resolution for Bay Area Cities and Counties, Compliant with MTC Requirements" in the resources for local jurisdictions. This is a much stronger version of the policy than MTC adopted, which some jurisdictions may wish to adopt (or use some sections of). Staff stated that they would review this resource and consider adding it to the agency's complete streets resources web page.
- The following comments were made on specific complete streets policy elements:
 - Exceptions:
 - This is one of the most important pieces of a complete streets policy. The draft policy is okay as is, but could be stronger. Recommends looking at exceptions language in ChangeLab policy (see above).
 - One of biggest concerns is this element it could be abused.
 - Several members expressed a desire for a public process/review before the exceptions are approved.

- Makes sense to have public input many complete streets policies around the country have no public input requirement.
- Design:
 - One of biggest concerns is this element Weak language now. Should be coupled with resources. Glad Alameda CTC will be providing them – this is very important.
- Context Sensitivity:
 - Concern that this could become an excuse for an exception. It's vague as is. Member sees better language in resources (on Alameda CTC website), like "use an inter-disciplinary team to determine context sensitivity" or "must address all modes of travel."
- Staff stated that all of these comments will be considered by staff, and also added that the proposed policy does require public input on projects, and that jurisdictions must prepare a process for approving exceptions.
- Must the policy apply to all projects, even locally-funded ones? Staff stated that this was under discussion and being determined.
- Member wants to see how jurisdictions comply with their own complete streets
 policies. Suggests an annual report on the number of exceptions issued by jurisdiction.
 Staff will be developing methods to monitor complete streets implementation, and
 reporting on exceptions will be considered. All local complete streets policies will be
 posted to the agency's website.

6. Update on One Bay Area Grant (OBAG) Program

Beth Walukas gave a presentation on the OBAG Program implementation, focusing on PDA (Priority Development Area) planning. Beth stated that Alameda County has 43 PDAs and they are all in different stages of planning and/or readiness. She presented the PDA readiness criteria to the committee, which will be used in the development of the PDA Investment and Growth Strategy and a PDA Strategic Plan. During the presentation, she covered how Alameda CTC will use planning and development screens to categorize each PDA as "active," "borderline active," or "needing planning support."

Beth mentioned that Alameda CTC will look at the Countywide Bicycle and Pedestrian Plans and make sure that applicable projects in the plans are included in the PDA Investment and Growth Strategy. BPAC members inquired when the list categorizing the PDAs will be available for the committee to review. Staff stated that the list will be available in November.

Vivek Bhat gave a presentation on the draft OBAG Program Guidelines Elements. He covered the following during the presentation:

- There is \$63 million in available OBAG funding over the next 4 years.
- The recommended OBAG programming categories are:
 - o Planning
 - Local streets and roads (LSR)
 - PDA supportive transportation investments

- Safe Routes to School (SR2S); he noted that the regional SR2S program will receive \$4.3 million, and Alameda CTC is considering leveraging that to bring the amount up to \$6.3 million for this program.
- The OBAG eligibility and screening selection includes agency eligibility criteria, project screening criteria, and project selection criteria.
- The programming will be coordinated with other fund sources that complement the OBAG programming process, including the Measure B Bicycle/Pedestrian Countywide Discretionary Fund (CDF).
- Other OBAG programs outside of the \$63 million include: PDA Planning Assistance and Priority Conservation Areas (PCAs) program. Beth mentioned that Alameda County has 17 PCAs. She stated that the PCA is a \$10 million, competitive program, and Alameda County projects can compete for up to \$5 million.

Questions/feedback from the members:

- Are these funds for transportation projects only? Staff stated that yes, the funds can only be used for transportation projects that link to land use.
- When will local jurisdictions apply for the OBAG grant funds? Staff stated this process is still being determined and more information will be available in November. Alameda CTC must submit the list of transportation projects to MTC by June 2013.
- If the Bicycle and Pedestrian Plans are being adopted now, will the bicycle and pedestrian projects be considered for the OBAG funding? Staff stated that even though the plans are being adopted now, the local jurisdictions are developing projects that are consistent with the plans.
- Is this OBAG call for projects taking the place of a CDF Cycle 5 call for projects? There was concern that not having a CDF Cycle 5 would be a hardship on local jurisdictions which have anticipated it. Staff stated that this is still being determined. The timelines of the CDF, Vehicle Registration Fee (VRF), and OBAG funding cycles will be synchronized, and Alameda CTC will bring the information and the requirements back to the BPAC in November.
- Are the Measure B and VRF funds only available to match the OBAG funds? Staff stated that no, these funds could be used to fully fund a project, which could be outside of a PDA.
- A member asked if funds can be used for transit operations. Staff stated that transit capital projects that support access to stations are eligible, however, except for pilot projects, the funding cannot be used for transit operations.
- Concerns were expressed about how programs, such as education and outreach, would be funded, since these have typically been funded by the CDF program. There was also concern that the CDF funds would need to be directed only to PDAs. Staff heard these concerns, and will bring back the draft program guidelines in November.
- Will Alameda CTC be able to swap the federal funds for local funds, to decrease the burden of federal guidelines on small agencies? Staff stated that exchanges for local funds would be considered, if the right exchange partner is found.

Public comment:

Dave Campbell, Program Director of EBBC stated that, regarding the OBAG programming category percentages, assigning percentages of funds is premature before knowing the needs and demands for each category. Dave said that he would like to see the readiness of the PDAs and the inventory of transportation projects in those PDAs. He said it helps to know the needs first before programming. Staff stated that it is known the \$63 million will be oversubscribed, and there are needs to keep up with the planning and programming to meet the OBAG requirements. The local streets and roads category is also oversubscribed. Dave asked if the total local streets and roads funding need is known. Staff said that they can provide the spreadsheet with the shortfall numbers.

Dave asked if, in the project selection criteria, one be able to see the number of jobs and housing that each project will generate? Staff stated that it is not the role of a specific project to create jobs and housing, the goal is to connect houses and jobs. The PDA Strategic Plan will include a monitoring program to determine how well this is being done.

Dave expressed concern about using CDF and VRF funds as matching funds.

Staff said that Alameda CTC will consider all of the BPAC and public comments, and will bring the draft program guidelines to the next meeting.

7. Board Actions/Staff Reports

A. General

Rochelle explained that Alameda CTC provided the blue bags to BPAC containing Transportation Expenditure Plan (TEP) outreach materials including 200 copies of the TEP flyer and the Citizen Watchdog Committee's 10th Annual Report to the Public. She stated that on the November ballot, Alameda County voters will have the opportunity to vote on the TEP, Measure B1. Alameda CTC would like BPAC members to perform outreach about the TEP.

Rochelle informed the committee that Alameda CTC will table at the October 14 Berkeley Sunday Streets event, and that any members interested in helping to staff the table should contact Krystle Pasco.

Rochelle invited the members to the October 25, 2012 North County Transportation Forum. She mentioned that the Open House will be held outside of the 12th Street BART Station to reach out to the BART patrons.

8. BPAC Members Reports

A. BPAC Renaming Subcommittee Update

Midori mentioned that the Subcommittee met, along with Rochelle and Beth, on Thursday, October 4, prior to the BPAC meeting. She mentioned that the goals were discussed at the first meeting, and possible names were discussed at the meeting held Preston Jordan mentioned that the Ohlone Greenway has re-opened, and that Albany Strollers & Rollers advocated for changing the striping on the widened path from two lanes to three lanes, which will include two bike lanes and one walking lane. This striping is being implemented in Albany, but not El Cerrito, which will stripe only two lanes.

9. Meeting Adjournment

The meeting adjourned at 8:00 p.m.

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Public Works DepartmentDFA39550 Liberty Street, P.O. Box 5006, Fremont, CA 94537-500642551 Osgood Road, Fremont, CA 94539 (Maintenance Center)www.fremont.gov

September 19, 2012

ACTC Matt Todd Programs Manager 1333 Broadway, Suite 300 Oakland, CA 94612

Subject: Final Report, ACTC Grant Agreement No. A09-0020, Irvington Area Pedestrian Improvements

Dear Mr. Todd:

Enclosed is the City of Fremont's Final Report for the Irvington Area Pedestrian Improvements project, ACTC Grant Agreement No. A09-0020. A hard copy of the Final Report with the enclosed supporting documentation will also be sent to you by mail. Note, that Progress Report 6 and Claims Report 6 was mailed to your offices last month. If you have any questions or need additional information please contact me at (510) 494-4535 or by e-mail at <u>rdalton@fremont.gov</u>

Sincerely,

Rene Dalton City of Fremont Transportation Engineering Division

Enclosures:

60

- 1. Final Report Cycle 4 for ACTC Bike & Pedestrian Countywide Discretionary Fund
- 2. Contract Reporting Form
- 3. Total Project Expenditures Documentation



ALAMEDA CTC BICYCLE AND PEDESTRIAN

COUNTYWIDE DISCRETIONARY FUND CYCLE 4

FINAL REPORT

PROJECT SPONSOR:	City of Fremont
PROJECT TITLE:	Irvington Area Pedestrian Improvements
ACTIA PROJECT No:	A09-0020

TOTAL MEASURE B FUNDS AWARDED TO PROJECT:	\$ \$286,000.00
FINAL MEASURE B GRANT AMOUNT EXPENDED:	\$ \$286,000.00
TOTAL PROJECT COST (All funding sources):	\$ \$357,907.26
COMPLETION/APPROVAL DATE:	9-30-12

<u>FINAL PROJECT DESCRIPTION:</u> (Provide a brief description of services provided, improvements constructed, and/or implemented in accordance with the grant funding agreement.)

The Irvington Area Pedestrian Improvements Project calls for pedestrian improvements at six intersections along Fremont Boulevard between Eugene Street and Washington Boulevard. The proposed improvements includes, construction of bulb-outs and median refuge island at Fremont Boulevard/Clough Drive, American Disability Act (ADA) compliant curb ramps, and accessible pedestrian signal devices, modification of existing roadway striping, upgrading existing traffic signage, and installation of pedestrian count-down signals at some or all of the six intersections. The six intersections are as follows: 1) Fremont Boulevard/Eugene Street, 2) Fremont Boulevard/Grimmer Boulevard, 3) Fremont Boulevard/James Avenue, 4) Fremont Boulevard/Clough Avenue, 5) Fremont Boulevard/Chapel Way, and 6) Fremont Boulevard/Washington Avenue/Union Street.

SUMMARY OF PROJECT DELIVERY MILESTONES: (Provide a brief description of actions taken and milestones reached to deliver the project.)

The Project design began in Fall 2009 and was completed in April 2011. Construction of project began in November 2011 and project construction & close out was completed in June 2012. During the course of the project there were three amendments. The amendments consisted of amending the project milestone and project schedule and amendment to the scope of work and grant fund amounts.

Page 1 of 3 Page 10 Alameda CTC Bicycle and Pedestrian Countywide Discretionary Fund Cycle 4 Funding Agreement Grant Project Final Report

SUMMARY OF PROJECT BENEFITS: (Provide a brief description of project benefits.)

People who walk and those who are seeing impaired or use wheel chair ramps are the primary benefactors of this project. Some of the improvements that will benefit users are: installation of new ADA curb ramps, pedestrian count down signals and tactile pushbuttons. These devices promote accessibility and pedestrian facility enhancements to those who are seeing impaired. The bulb-out and median construction at Fremont Boulevard/Clough Avenue intersection enhances pedestrian crossing safety by slowing traffic and reducing the walking distance across Fremont Boulevard.

FINAL COSTS AND FUNDING SOURCES:

(In addition to submitting a final Alameda CTC Grant Reimbursement Request and final Contract Reporting form, please include a summary of the total project costs by task, and a list of all funding sources and amounts, including any additional local Measure B funds.)

Total Project costs = \$357,907.26 Task 1 (Engineering Design) = \$101,344.72 Task 2 (Construction & Construction Admin.) = \$228,464.55 Task 3 (Project Close Out) = \$28,097.99 Measure B Bike & Pedestrian Competitive Grant Source = \$286,000 Measure B Bike & Pedestrian City Pass-Through Funds Source = \$71,907.26

PUBLICITY

- Project information was available during the duration of the grant, with a link to the Alameda CTC website, at the following web address: *http://www.fremont.gov/index.aspx?nid=646*
- Articles were published, highlighting this Project, on *Summer 2010 & July 2010* in the following publication(s): City News Newsletter & ACTIA Reports Newsletter

PERFORMANCE MEASURES (cumulative)

- There were [enter total numbers] trips provided during the grant funding period.
- There were *[enter total numbers]* people served during the grant funding period.
- A final Performance Measures Report (Table D-1 from the Grant Funding Agreement) is attached to this Progress Report.
- Performance Measures Report not included (*Provide explanation below*).

No performance measures required for this project.

No Performance Measures for this Project.

Project Performance Measures: Table D-1 describes what outcome-based performance measures you are evaluating to ensure that the project/program is meeting its objectives.

Table D-1: Performance Measures Report							
[0.	Performance Measure	Target (cumulative)					
1	Not Applicable						
2							
3							
4							
5							
ist a	Il performance measures included in the grant funding agree	ement for Project.					

- COUTPACT REPORTING SUBMITTED & DATED 7-31-12 Does your Agency require or encourage LBE/SLBE participation in its Contracting Certified No, Unk) ? (Yes, SLBE Is \$50,000 or more of the Alameda CTC Grant Award being used for all or part of a single Consultant contract? If yes, complete form. If no, you do not 9-19-12 Project Manager's Assurance: I hereby certify that the information included here is true Complete form for the Prime Consultant and all Subconsultants that are a part of the contract. If you have multiple contracts that meet the above Date Certified? (Yes, No, Unk) LBE (Yes/(No)) If yes, explain the requirements below or in an attachment. FORM Invoiced to Date (to requirements, you must report on all of these contracts. If multiple contracts, use an additional table for each additional contract. ACTIA) Total THE GRM INITIALLY 64.60 \$ 197 CAI. CD Invoice to Current REPLACE ACTIA 797 Is Alameda CTC Grant Award over \$50,000? If yes, continue. If no, you do not need to submit this report. and accurate. Invoice to Previous ACTIA Signature Note: CONTRACT REPORTING FORM \$ 197,641.60 \$ 4396.60 \$ 197,64.60 Amount of Contract funds in ACTIA Procedures? Modifications SEE Red. REPORTS \$13,245 \$4396 40 \$4396.60 amount (+/-) to this Submit once per year, with Progress Reports No. 2 and No. 4. TOTAL \$ 193,245 Contract Amount Form must be completed when the following is met: 3 CITY OF FROMONT 5 Full Address 5 409-0020 1 5 21-61-6 21 9 Prime Sub Vendor Sub need to submit this report. Tier 王の中学の見 **Progress Report No.:** Slosero ENGINERANS Instructions: BELTRAMO ELECTRIC Date Submitted: Agreement No.: Contractor Name Sponsor Name: Consultant/ BAYSIDG . Page 13

Alameda CTC Bicycle and Pedestrian Countywide Discretionary Fund

Contract Reporting Form

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PWC PROJECT SUMMARY REPORT AS OF 08/31/12

Page 230

	UNENCUMBERED BALANCE		(649.85) 0.00			(88,068.72) 0.00	55,589.83 83.75	(54.48) 0.00	,275.00 2.	(52,204.83) 0.00	4,015.69 93.08	59,605.52 85.10
	ENCUMBRANCE		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	TOTAL EXPENDITURES		649.85	197,641.60	50.00	88,068.72	286,410.17	54.48	1,725.00	52,204.83	53,984.31	340,394.48
AS OF 08/31/12 RUN DATE 09/17/12	TOTAL APPROPRIATIONS		0.00	342,000.00	0.00	0.00	342,000.00	0.00	58,000.00	0.00	58,000.00	400,000.00
AUN	CURRENT MONTH'S EXP		0.00	0.00	0.00	241.11	241.11	0.00	0.00	0.00	0.00	241.11
	PROJECT/FUND# & DESCRIPTION OBJECT CODE & DESCRIPTION	ETTERT STREET STRE	504 ACTA/ACTIA CAPITAL GRANTS 5305 STANDARD COPYING/PRINTING	6106 CONTRACTUAL SERVICES	6118 GOVERNMENTAL SERVICES	214 101	FUND TOTAL	509 ACTIA MEAS B-BIKES/PEDESTRIANS 5305 STANDARD COPYING/PRINTING	6106 CONTRACTUAL SERVICES		FUND TOTAL	PROJECT TOTAL

TOTHL PROJECT EXPENDITURES:

7/1/2011 To 6/30/2012 JL TRANSACTIONS SHEET \$ 340, 394.48 \$ 17, 512,78 \$ 357, 907.26 +

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07/01/2011 through 06/30/2012

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8541 - BICYCLE & PEDESTRIAN P								
Org Key Object Description	Post Date	Batch ID	Invoice Date	Check #	Reference	Debit	Credit	Net
509PWC8541 8579 JUL '11 PWC TIME	7/31/2011	JT107018	7/31/2011		JT107018	13,522.34	0.00	13,522.34
509PWC8541 8579 AUG '11 PWC TIME	8/31/2011	JT108023	8/31/2011		JT108023	8,133.89	0.00	8,133.89
509PWC8541 8579 SEP '11 PWC TIME	9/30/2011	JT109018	9/30/2011		JT109018	10,618.69	0.00	10,618.69
509PWC8541 8579 OCT '11 PWC TIME	10/31/2011	JT110008	10/31/2011		JT110008	10,156.55	0.00	10,156.55
509PWC8541 8579 STAFF TIME 8667 TO 8541	10/31/2011	JT110028	10/31/2011		JT110015	246.27	0.00	246.27
509PWC8541 8579 NOV '11 PWC TIME	11/30/2011	JT111021	11/30/2011		JT111021	4,346.68	00.0	4,346.68
509PWC8541 8579 DEC '11 PWC TIME	12/31/2011	JT112040	12/31/2011		JT112040	4,288.43	0.00	4,288.43
509PWC8541 8579 JAN '12 PWC TIME	1/31/2012	JT201022	1/31/2012		JT201022	7,071.66	0.00	7,071.66
509PWC8541 8579 FEB 12 PWC TIME	2/29/2012	JT202019	2/29/2012		JT202019	4,636.79	0.00	4,636.79
509PWC8541 8579 MAR'12 PWC TIME	3/31/2012	JT203049	3/31/2012		JT203049	4,735.09	0.00	4,735.09
509PWC8541 8579 APR '12 PWC TIME	4/30/2012	JT204018	4/30/2012		JT204018	4,501.67	00.00	4,501.67
509PWC8541 8579 MAY 12 PWC TIME	5/31/2012	JT205022	5/31/2012		JT205022	5,331.55	0.00	5,331.55
509PWC8541 8579 JUN '12 PWC TIME	6/30/2012	JT206088	6/30/2012		JT206088	5,106.39	0.00	5,106.39
509PWC8541 8579 STAFF EXP JAN-JUN 8704 TO 8541	6/30/2012	JT206147	6/30/2012		JT206147	(17,512.78)	0.00	17,512.78
509PWC8541 8579 MAR '12 STAFF EXP 8691 TO 8541	6/30/2012	JT206068	6/30/2012		JT206071	118.74	0.00	118.74
Totals for Orgkey 509PWC8541 Object Code	8579					100,327.52	0.00	100,327.52
Totals for Orgkey 509PWC8541						100,327.52	0.00	100,327.52

Page 15

09/12/2012 14:19:18 Date: Time:

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Report: JL_TRANSACTIONS_3

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1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

Memorandum

DATE:	November	6,	2012
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TO: Planning, Policy and Legislation Committee

FROM: Beth Walukas, Deputy Director of Planning Kara Vuicich, Senior Transportation Planner Matthew Bomberg, Assistant Transportation Planner Cathleen Sullivan, Planning Support

SUBJECT: Review of Draft Priority Development Area (PDA) Readiness Classification

Recommendation

This item is for information only. No action is requested. Jurisdictions are being requested to review and make any updates to the status of PDA planning efforts as well as any other PDA inventory information by November 13, 2012. This information will be incorporated into the draft PDA readiness classification prior to the Planning, Policy and Legislation Committee meeting on November 19, 2012 and redistributed at the meeting.

Summary

MTC's One Bay Area Grant (OBAG) program requires that, in large counties such as Alameda County, 70% of OBAG funds be programmed to transportation projects that support PDAs. Approximately \$38.7 million (of the \$63 million OBAG total for Alameda County) will be available for PDA-supportive transportation investments over the four-year funding cycle.

The OBAG program requires that planning and capital investment support for PDAs be demonstrated so that PDAs can complete planning, regulatory and infrastructure improvements that will facilitate future housing and job growth in these areas. By May 1, 2013, Alameda CTC must adopt and submit a PDA Investment and Growth Strategy that provides an approach to PDA planning and investment for both current and future funding cycles. A key component of the Investment and Growth Strategy is a PDA Strategic Plan that describes how the Alameda CTC will prioritize capital transportation investments for this funding cycle and prepare developing PDAs for future capital investments. (See Attachment A for an outline of the complete PDA Investment and Growth Strategy).

For the current four-year funding cycle, the Alameda CTC proposes to allocate transportation capital funds for PDA-supportive transportation investments to those PDAs that have completed planning and other regulatory activities necessary to facilitate PDA development and that have active development markets. Additional funds are anticipated to be available for technical assistance related to a broad range of planning and project development activities for PDAs that have not yet completed planning, zoning or other regulatory updates necessary to facilitate

development in PDAs and in which housing and job growth is more likely to occur in the longer term.

This memo presents the draft PDA readiness classification to identify PDAs that should be prioritized for this cycle of OBAG funds for PDA-supportive transportation investments. The PDA readiness classification will be incorporated into the PDA Strategic Plan and the overall PDA Investment and Growth Strategy, a draft of which will be presented to the Commission in February 2013.

The draft PDA readiness criteria adopted by the Commission in October 2012 have been refined based on comments from Commission and ACTAC members, and as a result of their application in classifying the PDAs. Breakpoints were identified and used to determine whether or not a PDA has a more active development market, and the planning screen was refined to more accurately reflect whether or not a PDA had completed necessary planning and regulatory activities to facilitate future development. It was determined that three specific criteria (as opposed to simply three out of five planning screen criteria) must be met in order for a PDA to be classified as active. These include:

- A detailed plan for the entire PDA (i.e., a specific plan, area plan, master plan, redevelopment plan, or more detailed section of the general plan) that has been adopted by the city council or board of supervisors;
- Necessary zoning and general plan updates so that all planning documents and development regulations are consistent; and
- Necessary CEQA review and, ideally, a programmatic or master EIR that may facilitate environmental review for subsequent development projects.

Discussion

The current OBAG funding cycle provides a relatively low level of funding and a short time horizon in which to obligate funds. Additionally, one of the key objectives of the newly created OBAG program is to make strategic transportation investments that support the region's land use strategy of locating future growth and development in PDAs. Consequently, the Alameda CTC's strategy for this four-year funding cycle is to use the OBAG program to invest in PDAs with a mature real estate market and completed advance planning activities. In these PDAs, transportation projects are most likely to support occupancy of recently completed development projects and serve as a "tipping point" for additional development, thereby demonstrating success in using transportation investment to leverage targeted land use development. Additionally, it is more likely that the phasing of development and infrastructure investments has been determined in these PDAs which minimizes the possibility that transportation improvements might later need to be demolished or altered to accommodate new development.

Requiring a PDA to have Active status as a screen for Cycle 2 OBAG funding eligibility supports the policy objective of concentrating short-term transportation capital funds in those PDAs that are most likely to benefit (in terms of supporting near-term, transit-oriented growth and development) from transportation investments within the next four years. It also recognizes that there is a limited amount of OBAG funding available (\$38.7 million) in a relatively short funding cycle, and that projects must be ready to begin construction by January 2017. It is important to note that other capital funds which may become available in the near-term (either from the passage of Measure B1 or from other regional sources) would *not* be restricted to Active PDAs. These funds could be used to support capital investments and planning in PDAs with less active development markets.

The PDA Strategic Plan will provide a long-term road map for moving other PDAs forward in terms of "readiness" for transportation investments in future funding cycles. Additionally, Alameda CTC staff currently is creating an expanded technical assistance program to support a wide range of planning and project development activities in PDAs as well as to provide bicycle and pedestrian planning and engineering and complete streets technical support either within or outside PDAs. Staff currently is seeking approval to release a Request for Qualifications (RFQ) for an expanded technical assistance program and anticipates issuing the RFQ in December. In January, staff will present the draft technical assistance program to the Committee in more detail along with potential project funding amounts.

PDA Selection Criteria and Classification

In October 2012, the Commission approved the PDA readiness categories and criteria. These have been refined based on comments from Commission and ACTAC members, and as a result of their application in classifying the PDAs. Breakpoints were identified and used to determine whether or not a PDA has a more active development market, and the planning screen was refined to more accurately reflect whether or not a PDA had completed the necessary planning and regulatory activities to facilitate future development. It was determined that three specific criteria (as opposed to simply three out of five planning screen criteria) must be met in order for a PDA to be classified as active. The refined PDA readiness categories and criteria are shown in Attachment B.

The readiness criteria were designed to identify PDAs where transportation investments will build on existing development activity. In general, PDAs for which planning activities have been completed and in which both residential and commercial development has occurred and is in the pipeline are most likely to generate additional development activity as the result of transportation investments within the next four years. The three PDA readiness classifications are summarized below:

- Active PDAs have completed necessary planning and regulatory updates to facilitate future housing and/or job growth and have a recent history of development activity as well as development activity currently underway. OBAG funds will play a pivotal role in continuing the development momentum in these PDAs.
- Near-Active PDAs either have not yet completed planning and regulatory updates, or have seen less development activity to date than active PDAs. Near-Active PDAs whose planning activities are in progress may need support to complete particular planning or technical studies, environmental review and/or zoning updates. For near-active PDAs with completed planning but less development activity, OBAG transportation capital funds potentially could be used as a catalyst to spur interest from the private sector. A public investment in one of these PDAs could signal to the private market that the area is ready for development. In these cases, use of public funds must be carefully evaluated to ensure that these public funds are leveraging new private investments and not merely replacing already committed private funds.
- **PDAs In Need of Planning Support** have just begun or have not yet started the necessary planning and regulatory updates to facilitate future housing and job growth. These PDAs would be identified to receive additional resources for planning and preparation while the development market matures, especially if they play an important role in supporting regional goals for infill development or are otherwise a high priority in the County.

Planning Screens

For a PDA to be considered active, its sponsoring jurisdiction must have completed the following:

- A detailed plan for the entire PDA (i.e., a specific plan, area plan, master plan, redevelopment plan, or more detailed section of the general plan) that has been adopted by the city council or board of supervisors;
- Necessary zoning and general plan updates so that all planning documents and development regulations are consistent; and
- Necessary CEQA review and, ideally, a programmatic or master EIR that may facilitate environmental review for subsequent development projects.

Near-active PDAs may have begun but not yet completed planning, environmental and regulatory activities needed to facilitate development within them. PDAs that are in need of planning support have not yet initiated a more detailed planning process focused on accommodating additional growth and development.

Development Screens

The breakpoints for determining whether or not a PDA has an active development market are based on the natural breakpoints in the development data collected for all PDAs in Alameda County, and are illustrated by the red lines in Figure 1, which shows the distribution of PDAs according to the number of dwelling units (DUs) that have been built since 2007 or are in the pipeline (entitled, have building permits, or have completed environmental review). The break points fall at 700, 450, 300 and 100 units.

PDAs in the 70th percentile and above have 700 or more dwelling units built or in the pipeline; PDAs between the 50th and 70th percentiles have between 450 and 700 dwelling units either built or in the pipeline. Additional break points occur at 300 and 100 units built or in the pipeline. Approximately half of all PDAs have less than 300 units built or in the pipeline, and 30% have 100 or fewer units built or in the pipeline.

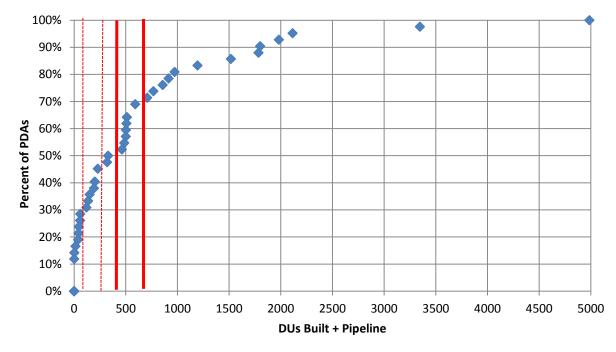


Figure 1: Breakpoints for Dwelling Unit Data

Note: Specific data for each PDA are shown in Figure 2.

Based on the Commission's direction to focus this funding cycle's transportation capital investments in a smaller number of PDAs (in order to increase the likelihood of successfully linking transportation investments and land use development), development screens were set at the higher thresholds shown in Figure 1. These screening criteria also reflect the Commission's desire that PDA classification consider commercial as well as residential development. For a PDA to have an active development market, 100 or more units must have been constructed since 2007 (including units that are currently under construction and will be complete by June 2013), 700 or more units must be built and/or in the pipeline (entitled or possessing a building permit), and some commercial development must have either been built since 2007 or is in the pipeline. Near-active PDAs have 450 units built or in the pipeline and have some commercial development either built since 2007 or in the pipeline.

PDA Readiness Classification

Figure 2 presents the classification of the PDAs based on the planning and development screens adopted by the Commission in October 2012. Overall, five PDAs were identified as active, 12 as near-active, and 26 as needing planning support or having low or no development activity. The classification of PDAs will be revised once development and planning screen data has been finalized, and in consideration of Committee review and input.

Attachment C presents the inventory data used in the readiness classification of the PDAs. Jurisdictions have been requested to review and verify this information no later than November 13, 2012 so that the draft PDA classification can be revised in time for the November 19, 2012 PPLC and December 6, 2012 Commission meetings.

ACTAC Comments

ACTAC reviewed this item at their November 6, 2012 meeting and provided comments. Additional comments from the jurisdictions are being received via email through November 13, 2012. A summary of all comments will be provided at the PPLC meeting on November 19, 2012.

)	•)	(
			Development Screens	Screens		Planning Screens*	ens*	
PDA	# Units Built	# Units Built + Pipeline	Commercial Sq. ft. Built	Commercial Sq. ft. Pipeline	Development Readiness	Planning, Environmental, Regulatory Complete	Planning Readiness	Overall Readiness Classification
Oakland: TOD Corridors	533	4,986	87,792	285,750	Active	Yes	Active	Active
Oakland: Downtown and Jack London Square	2106	3,346	220,820	3,007,885	Active	Yes	Active	Active
Dublin: Town Center	953	2,114	0	1,565,000	Active	Yes	Active	Active
Oakland: West Oakland	1019	1,981	72,848	38,500	Active	Yes	Active	Active
Union City: Intermodal Station District	811	1,784	9,000	43,700	Active	Yes	Active	Active
Dublin: Transit Center/Dublin Crossing	674	1,800	15,000	1,700,000	Active	In Progress	Near Active	Near Active
Emeryville: Mixed Use Core	739	1,517	522,780	200,000	Active	In Progress	Near Active	Near Active
Fremont: Irvington District	447	707	9,200	6,830	Active	In Progress	Near Active	Near Active
Oakland: MacArthur Transit Village	56	1,194	165,000	1,452,500	Near Active	Yes	Active	Near Active
Dublin: Downtown Specific Plan Area	0	914	24,580	3,035,000	Near Active	Yes	Active	Near Active
Oakland: Fruitvale & Dimond Areas	123	591	29,020	15,000	Near Active	Yes	Active	Near Active
Berkeley: University Avenue	400	510	20,000	5,000	Near Active	Yes	Active	Near Active
Pleasanton: Hacienda	0	506	680,580	117,700	Near Active	Yes	Active	Near Active
Oakland: Coliseum BART Station Area	373	501	55,120	5,451	Near Active	Yes	Active	Near Active
Alameda: Alameda Naval Air Station	200	500	0	140,000	Near Active	In Progress	Near Active	Near Active
Berkeley: Downtown	240	485	60,000	26,600	Near Active	Yes	Active	Near Active
Fremont: Centerville	308	462	61,000	58,000	Near Active	In Progress	Near Active	Near Active
Livermore: Isabel Avenue/BART Station Planning					Active			
Area	406	972	470,845	190,000		No	NS	NS
Hayward: The Cannery	427	767	0	4,000	Active	No	NS	NS
Hayward: South Hayward BART Urban					Near Active			
Neighborhood	0	857	0	78,484		No	NS	NS
Livermore: East Side PDA	0	510	67,364	187,537	Near Active	No	NS	NS
Fremont: City Center	317	329	15,000	115,900	NS	Yes	Active	NS
Berkeley: San Pablo Avenue	81	319	14,000	33,500	NS	In Progress	Near Active	NS
Livermore: Downtown	124	229	19,911	7,500	NS	Yes	Active	NS
Albany: San Pablo Avenue/Solano Avenue Mixed								
Use Neighborhood	25	200	0	85,000	NS	No	NS	NS
San Leandro: Downtown TOD	0	200	82,000	0	NS	In Progress	Near Active	NS
Hayward: Downtown	60	192	78,277	9,158	NS	No	NS	NS
Berkeley: South Shattuck	0	150	0	23,000	NS	No	NS	NS

Figure 2: DRAFT PDA Classification by Planning and Development Screen Criteria

Berkeley: South Shattuck0150023,000NSBNS=Needs planning supportC*Note: Please see Attachment C for further detail on planning documents completed or in progress.

Continued on following page...

			Development Screens	t Screens		Planning Screens*	ens*	lene.
PDA	# Units Built	# Units Built + Pipeline	Commercial Sq. ft. Built	Commercial Sq. ft. Pipeline	Development Readiness	Planning, Environmental, Regulatory Complete	Planning Readiness	Overain Readiness Classification
Alameda County: East 14th Street and Mission								
Boulevard Mixed Use Corridor	135	135	0	0	NS	No	NS	NS
San Leandro: East 14th Street	119	119	0	28,000	SN	No	NS	NS
Alameda County: Castro Valley BART	19	59	2,280	0	SN	No	NS	NS
Oakland: Eastmont Town Center	24	57	0	99,000	NS	Yes	Active	NS
Alameda: Northern Waterfront	45	45	25,000	0	NS	Yes	Active	NS
Berkeley: Adeline Street	0	42	0	1,900	NS	No	NS	NS
Berkeley: Telegraph Avenue	0	38	0	4,000	NS	In Progress	Near Active	NS
Alameda County: Hesperian Boulevard	13	13	0	0	SN	No	NS	NS
Newark: Old Town Mixed Use Area	0	2	0	0	SN	No	NS	NS
Newark: Dumbarton TOD	0	1	0	0	SN	In Progress	Near Active	NS
Alameda County: Meekland Avenue Corridor	0	0	0	0	NS	No	NS	NS
Fremont: South Fremont/Warm Springs	0	0	0	0	NS	No	NS	NS
Hayward: Mission Corridor	0	0	0	75,350	SN	In Progress	Near Active	NS
Hayward: South Hayward BART Station Mixed Use								
Corridor	0	0	0	1,391	NS	No	NS	NS
San Leandro: Bay Fair BART Transit Village	0	0	0	0	NS	No	NS	NS

DRAFT PDA Classification by Planning and Development Screen Criteria, continued

NS=Needs planning support

*Note: Please see Attachment C for further detail on planning documents completed or in progress.

Next Steps

Following are the next steps in the development of the PDA Investment and Growth Strategy:

- Release the RFQ for the Sustainable Communities Technical Assistance Program in December 2012 and present draft program details to the Commission in January 2013
- Present the draft PDA classifications along with the Draft PDA Strategic Plan to the Commission for approval in January 2013
- Present the complete Draft PDA Investment and Growth Strategy (including the PDA Strategic Plan) to the Commission in February 2013
- Present the Final Draft PDA Investment and Growth Strategy to the Commission in March 2013
- Present the Final PDA Investment and Growth Strategy to the Commission for adoption and submission to MTC in April 2013

Attachments

Attachment A:	PDA Investment and Growth Strategy Draft Outline
Attachment B:	PDA Readiness Criteria
Attachment C:	PDA Inventory Data Used in Readiness Classification
Attachment D:	Letter to the Commission from Alameda County regarding PDA readiness
	criteria

Attachment A: PDA Investment and Growth Strategy Draft Outline

- 1. Introduction/Overview
 - a. Introduction to OBAG
 - b. What are PDAs?
 - SIDEBAR: FOCUS Program SIDEBAR: SB 375 and Sustainable Communities Strategy
 - c. Overview of PDA Growth and Investment Strategy
- 2. The PDA Inventory: Understanding Alameda County's PDAs
 - a. PDAs: A complex, long-term process
 - i. PDA Development Factors/Challenges
 - b. Overview of PDA Inventory & survey
 - c. Describe Alameda County's PDAs
 - i. Description of PDAs (projected housing units and jobs, map of PDAs in Alameda County, summary charts describing PDAs in Alameda County, etc.)
 - d. Growth Opportunity Areas (GOAs)
 - i. What are GOAs?
 - ii. Describe GOAs in Alameda County
- 3. PDA Strategic Plan
 - a. Introduction
 - b. Evaluation criteria/factors provided by MTC in Resolution 4035
 - c. PDA Readiness Criteria
 - d. Supporting PDA "readiness"
 - e. Alameda County PDA Classification
- 4. OBAG Investment Strategy
 - a. List of projects proposed for funding
- 5. Alameda County Inventory of PCAs
 - a. What are PCAs?
 - b. Describe PCAs in Alameda County
 - c. Criteria for funding
 - d. Eligible projects for funding in PCAs
- 6. Monitoring
 - a. Describe ongoing strategies to monitor PDA development over time
- 7. Summary/Next Steps

Attachment B: PDA Readiness Criteria

Classification	Description	Screens
Active	 Completion of planning, environmental and regulatory activities needed to facilitate development History of development Strong development activity underway 	 Completion of: Detailed planning with council or board approval; Necessary environmental review; and Consistent general plan and zoning At least 3 of 4 development screens Development screens 1 and 2 are mandatory
Near Active	 Some planning complete or in progress Moderate development history Moderate development activity underway 	 Planning and/or regulatory updates are completed or in progress At least 2 of 4 development screens
Needing Planning Support	Need planning support/ zoning updatesLittle to no development activity	PDA-specific planning not yet initiated1 or fewer development screens

Planning Screens

- 1.) General Plan Update
- 2.) Specific Plan/Other Area Plan
- 3.) Redevelopment Plan
- 4.) Zoning Code Amendments

5.) Programmatic EIR or completion of required CEQA review

Development Screens

1.) 100+ Housing units constructed since 2007

2.) 700+ Housing units underway or "in the pipeline" (450+ for Near Active)

3.) Any commercial square footage constructed since 2007

4.) Any commercial square footage underway or "in the pipeline"

Notes:

- Constructed since 2007 also includes units under construction that are scheduled for completion by or before June 2013.
- Planning screens are based on **completed** documents
- "In the pipeline" means number of units/square feet that have been issued entitlements or building permits, or that have a CEQA document complete
- 3 of 4 Development Screens requirement for Active means Active PDAs must have:
 - Mix of housing and commercial
 - Mix of completed and planned development

Jurisdiction	PDA		cted since 007	Buildin	g Permits	(includi	Pipeline ng Building rmits)
		DUs	Comm. Sq. Ft.	DUs	Comm. Sq. Ft.	DUs	Comm. Sq. Ft.
	Castro Valley BART	19	2,280	40	0	40	0
Alameda County	East 14th Street and Mission Street	13	0	0	0	0	0
Unincorporated	Hesperian Boulevard	135	0	0	0	0	0
	Meekland Avenue Corridor	0	0	0	0	0	0
City of Alameda	Naval Air Station	200	0	0	0	300	140,000
-	Northern Waterfront	45	25,000	0	0	0	0
City of Albany	San Pablo Avenue & Solano Avenue	25	0	0	0	175	85,000
	Adeline Street	0	0	0	0	42	1,900
	Downtown	240	60,000	15	3,000	245	26,600
City of Berkeley	San Pablo Avenue	81	14,000	27	3,500	238	33,500
enty of berkeley	South Shattuck	0	0	0	0	150	23,000
	Telegraph Avenue	0	0	38	4,000	38	4,000
	University Avenue	400	20,000	0	0	110	5,000
	Downtown Specific Plan Area	0	24,580	309	0	914	3,035,000
City of Dublin	Town Center	953	0	165	0	1,161	1,565,000
	Transit Center	674	15,000	505	0	1,126	1,700,000
City of Emeryville	Mixed-Use Core	739	522,780	74	0	778	200,000
	Centerville	308	61,000	154	58,000	44	0
City of Fremont	City Center	317	15,000	12	115,900	329	91,000
city of fremont	Irvington District	447	9,200	228	6,830	260	0
	South Fremont/Warm Springs	0	0	0	0	0	0
	Mission Corridor	0	0	0	2,305	0	75,350
	Downtown	60	78,277	21	7,158	132	9,158
City of Hayward	South Hayward BART (MUC)	0	0	0	0	0	1,391
	South Hayward BART (UN)	0	0	0	0	857	78,484
	The Cannery	427	0	107	0	340	4,000
	Downtown	124	19,911	11	0	105	7,500
City of Livermore	East Side	0	67,364	0	0	510	187,537
	Isabel Avenue/BART Station Planning Area	406	470,845	0	0	566	190,000
City of Newark	Dumbarton Transit Oriented Development	0	0	0	0	1	0
city of Newark	Old Town Mixed Use Area	0	0	0	0	2	0
	Coliseum BART Station Area	373	55,120	0	0	128	5,451
	Downtown & Jack London Square	2,106	220,820	0	0	1,240	3,007,885
	Eastmont Town Center	24	0	0	72,000	33	99,000
City of Oakland	Fruitvale & Dimond Areas	123	29,020	0	0	468	15,000
	MacArthur Transit Village	56	165,000	0	0	1,138	1,452,500
	Transit Oriented Development Corridors	533	87,792	37	0	4,453	285,750
	West Oakland	1,019	72,848	119	0	962	38,500
City of Pleasanton	Hacienda	0	680,580	0	0	506	117,700
City of San	Bay Fair BART Transit Village	0	0	0	0	0	0
Leandro	Downtown Transit Oriented Development	0	82,000	0	0	200	0
	East 14th Street	119	0	0	0	0	28,000
City of Union City	Intermodal Station District	811	9,000	0	0	973	43,700

Attachment C: PDA Inventory Data Used in Readiness Classification

				Status of Planning Document	nent	
Jurisdiction	PDA		Redevelopment	Recent EIR covering	Zoning consistent w/	General Plan consistent w/
		Detailed Plan for PDA	Plan for PDA	PDA plan	PDA plan	PDA plan
	Castro Valley BART	Yes	Yes	No	Yes	Yes
Alameda County	East 14th Street and Mission Street	Yes	Yes	No	No	Yes
Unincorporated	Hesperian Boulevard	es	Yes	Yes	Yes	No
	Meekland Avenue Corridor	Yes	Yes	Yes	Yes	No
chamelA fo vitio	Naval Air Station	Yes	No	Yes	In Progress	Yes
City of Algilieua	Northern Waterfront	Yes	No	Yes	Yes	Yes
City of Albany	San Pablo Avenue & Solano Avenue	No	No	No	No	In Progress
	Adeline Street	Yes	No	No	No	Yes
	Downtown	Yes	No	Yes	Yes	Yes
City of Borkolov	San Pablo Avenue	Yes	No	Yes	In Progress	In Progress
	South Shattuck	Yes	No	No	No	Yes
	Telegraph Avenue	In Progress	No	Yes	Yes	Yes
	University Avenue	Yes	No	Yes	Yes	Yes
	Downtown Specific Plan Area	Yes	No	Yes	Yes	Yes
City of Dublin	Town Center	Yes	No	Yes	Yes	Yes
	Transit Center	Yes	No	In Progress	Yes	In Progress
City of Emeryville	Mixed-Use Core	Yes	Yes	Yes	In Progress	Yes
	Centerville	Yes	Yes	Yes	In Progress	Yes
City of Eramont	City Center	Yes	No	Yes	Yes	Yes
	Irvington District	Yes	Yes	Yes	In Progress	Yes
	South Fremont/Warm Springs	In Progress	No	No	In Progress	Yes
	Mission Corridor	In Progress	Yes	In Progress	In Progress	In Progress
	Downtown	Yes	No	No	No	Yes
City of Hayward	South Hayward BART (MUC)	Yes	No	No	Yes	Yes
	South Hayward BART (UN)	Yes	No	No	Yes	Yes
	The Cannery	Yes	No	No	No	Yes
	Downtown	Yes	Yes	Yes	Yes	Yes
City of Livermore	East Side	Yes	No	No	Yes	Yes
	Isabel Avenue/BART Station Planning Area	In Progress	No	No	No	In Progress
City of Newark	Dumbarton Transit Oriented Development	Yes	Yes	Yes	In Progress	Yes
	Old Town Mixed Use Area	No	No	No	Yes	In Progress
	Coliseum BART Station Area	Yes	Yes	Yes	Yes	Yes
	Downtown & Jack London Square	Yes	Yes	Yes	Yes	Yes
	Eastmont Town Center	Yes	Yes	Yes	Yes	Yes
City of Oakland	Fruitvale & Dimond Areas	Yes	Yes	Yes	Yes	Yes
	MacArthur Transit Village	Yes	Yes	Yes	Yes	Yes
	Transit Oriented Development Corridors	Yes	Yes	Yes	Yes	Yes
	West Oakland	Yes	Yes	Yes	Yes	Yes
City of Pleasanton	Hacienda	Yes	No	Yes	Yes	Yes
	Bay Fair BART Transit Village	Yes	Yes	No	No	No
City of San Leandro	Downtown Transit Oriented Development	Yes	Yes	Yes	In Progress	Yes
	East 14th Street	Yes	Yes	No	Yes	Yes
City of Union City	Intermodal Station District	Yes	Yes	Yes	Yes	Yes

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ALAMEDA COUNTY COMMUNITY DEVELOPMENT AGENCY

PLANNING DEPARTMENT

Chris Bazar Agency Director

October 23, 2012

Albert Lopez Planning Director

224 West Winton Ave Room 111

> Hayward California 94544

phone 510.670.5400 fax 510.785.8793

www.acgov.org/cda

Alameda County Transportation Commission 1333 Broadway, Suite 300 Oakland, CA 94612

Dear Commissioners:

The Alameda County Community Development Agency (CDA) and Public Works Agency (PWA) would like to take this opportunity to express our concern about the screening criteria being considered to determine PDA "readiness" to be used in the allocation of Cycle 2 Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds for the next four fiscal years.

The proposed approach would focus funding in PDAs where a strong development market already exists rather than providing assistance to those jurisdictions that may need some additional help to become more attractive to developers. Under this approach, jurisdictions like ours with areas where a significant percentage of the population is low-income and transitdependent, stand to lose transportation funding that we have relied on to improve our communities.

The recent recession was particularly hard on the unincorporated area, bringing both residential and commercial development to a stand-still. At the same time, there has been significant public investment in our PDAs, including streetscape improvements on Castro Valley Boulevard and the East 14th Street Corridor, the new Castro Valley Library, and the nearly completed Ashland Youth Center. We believe that, given time, these improvements will serve as catalysts for development in our PDAs, but the building momentum will be lost without continued funding to improve and maintain our transportation infrastructure. This momentum is likely to be difficult to recreate in years to come during future funding cycles.

In our designated PDAs, our recently adopted Eden Area and Castro Valley General Plans call for pedestrian and bike-friendly high-density mixed-use development that will improve access to alternative modes of transportation and improve housing options for existing residents, and attract new residents and businesses to create vibrant communities.

While we recognize the desire of the Alameda CTC to keep the screening criteria as simple and measurable as possible, and that the easiest way to be successful is to focus on promoting development in communities that are already successfully attracting development, this approach will have a negative impact on the communities in our jurisdiction.

Alameda County acknowledges that the PDA Readiness Classification is but one component of the PDA Investment and Growth Strategy/Strategic Plan; however, the County believes that the Alameda CTC should also prioritize projects within PDAs that have been identified as a

"Community of Concern" as identified by MTC or are located in or in proximity to Air District Communities Air Risk Evaluation (CARE) communities. Alameda County's four Planned PDAs (Castro Valley BART, Hesperian Blvd., East 14th Street/Mission Blvd., and the Meekland Ave. Corridor) have one or both of those designations. Adding those criteria not only would facilitate the equitable distribution of program funds, but is also consistent with MTC's OBAG program guidelines.

Very truly yours, Albert Lopez, Planning Director

Community Development Agency



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

Memorandum

DATE:	November 6, 2012
TO:	Planning Policy and Legislation Committee
FROM:	Matt Todd, Manager of Programming Vivek Bhat, Senior Transportation Engineer

SUBJECT: Review of Draft One Bay Area Grant (OBAG) Program Guidelines

Recommendation

This is an information item. No action is requested.

Summary

The OBAG program is funded with the Metropolitan Transportation Commission's (MTC) Cycle 2 Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) federal funding sources for the next four fiscal years (FY 2012-13 through FY 2015-16) addressed in MTC Resolution 4035. The OBAG program supports California's climate law, SB 375, which requires a Sustainable Communities Strategy to integrate land use and transportation to reduce greenhouse gas emissions. Per the OBAG requirements 70 percent of the funds must be used towards transportation projects within Priority Development Areas (PDAs).

The OBAG Programming Guideline elements were approved by the Commission at their October meeting. The guideline elements included programming categories, program eligibility, screening and selection criteria for the OBAG projects. The action also provided that additional fund sources allocated by the Alameda CTC be considered in coordination with the OBAG programming process, with a focus on the PDA Supportive Transportation Investment and Safe Routes to School (SR2S) Categories.

The coordinated programming is intended to reduce the number of applications required from project sponsors and to consider multiple county level programming efforts for various funding sources under a unified programming and evaluation schedule. The coordinated programming effort is also intended to provide funding for projects in the context of all programming commitments of the Alameda CTC.

Discussion

The OBAG program is funded with the Metropolitan Transportation Commission's (MTC) Cycle 2 Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) federal funding sources for the next four fiscal years (FY 2012-13 through FY 2015-16) addressed in MTC Resolution 4035. The OBAG program supports California's climate law, SB 375, which requires a Sustainable Communities Strategy to integrate land use and transportation to reduce greenhouse gas emissions. Per the OBAG requirements 70 percent of the funds must be used towards transportation projects within Priority Development Areas (PDAs).

MTC has requested the Alameda CTC provide an OBAG program recommendation by June 30, 2013, that meets the OBAG program requirements in the allocation of funding to local transportation priorities. The Alameda CTC has been provided with an OBAG programming target of \$63 million in STP and CMAQ funds. In addition to the OBAG funds, the Alameda CTC has been provided \$4.3 Million Regional SR2S funds and approximately \$3.8 Million of Priority Development Activities funds for PDA Planning and Implementation Technical Assistance Program (P&I TAP).

At the October meeting the Commission adopted guideline elements that approved OBAG funding categories listed in Table 1. The Non-OBAG fund categories are listed in Table 2.

Program / Category	Total	% Share
PDA Supportive Transportation Investment	38,702,000	61.4%
Local Streets and Roads	15,257,000	24.2%
CMA Planning / Programming	7,106,000	11.3%
Countywide SR2S Program Augmentation	2,000,000	3.2%
Total	63,065,000	100%

Table 1: OBAG Programming Categories

 Table 2: Other MTC Resolution 4035 Programming Categories

Program / Category	Total
Priority Development Activities funds for PDA Planning and Implementation Technical Assistance Program (P&I TAP)	3,800,000
Regional SR2S	4,293,000
Total	8,093,000

The Draft OBAG Guidelines (Attachment C) details the requirements of the programming categories listed in Table1. The guidelines also list the screening and scoring criteria for the OBAG programming categories approved by the Commission.

PDA Supportive Transportation Investments

Under the OBAG Program, Alameda CTC will program approximately \$38.7 million of federal funds for eligible PDA Supportive Transportation Investment projects. PDA supportive projects include bicycle, pedestrian, Station Improvements such as plazas, station access pocket parks, bicycle parking, Complete Streets improvements that encourage bicycle and pedestrian access, Transportation Demand Management projects and streetscape projects focusing on high-impact, multi-modal improvements.

Local Streets and Roads (LSR)

Under the OBAG Program, Alameda CTC will program approximately \$15.2 million of STP funds for eligible LSR projects. This programming will support the "fix it first" strategy as well as address the LSR maintenance shortfall in Alameda County. This category of projects is not eligible for CMAQ funding. The LSR funding will be sub-allocated to the cities and County based on a 50% Population and 50% Lane Miles formula (Attachment D). The target numbers generated as a result of this formula will be the maximum LSR funds that may be received by a jurisdiction. The minimum LSR funds a jurisdiction may receive is \$100,000.

CMA Planning/Programming

Under the OBAG program, Alameda CTC will program approximately \$7.1 million of STP funds for CMA Planning/ Programming related activities. The ongoing planning and programming functions provided by the Alameda CTC maintains compliance with existing MTC mandated requirements as well as new requirements included in the MTC OBAG policy.

Safe Routes to School (SR2S)

MTC Resolution 4035 identifies about \$4.3 million of Regional SR2S funding over and above the OBAG funds. The OBAG programming categories includes \$500,000 per year (\$2 million total) of funds for the Countywide SR2S program, to augment the Regional SR2S funding to sustain and provide strategic expansion opportunities. Staff is proposing Measure B Countywide Discretionary Funds (CDF)/ Vehicle Registration Fee (VRF) Bicycle and Pedestrian funds be used as local match for the \$6.3 million of federal funding for the SR2S Program. The Regional SR2S program is proposed to be operated under a similar model to the existing Countywide SR2S program with the Alameda CTC administering the program.

PDA Planning and Implementation Technical Assistance Program (P&I TAP)

MTC has recently identified \$20 Million of Priority Development Activity Funds that can be used for PDA planning. These funds can be used to provide assistance to local agencies to further PDA developments. Alameda County's share is anticipated to be \$3.8 Million. These funds are proposed from sources above and beyond the \$63 million of OBAG identified for transportation investments. Additional information on these funds is anticipated to be available in the near future.

The Commission's action related to the OBAG Programming guideline elements also provided that additional fund sources allocated by the Alameda CTC be considered in coordination with the OBAG programming process, with a focus on the PDA Supportive Transportation Investment and SR2S Categories.

The coordinated programming is intended to reduce the number of applications required from project sponsors and to consider multiple county level programming efforts for various funding sources under a unified programming and evaluation schedule. The coordinated programming effort is also intended to provide funding for projects in the context of all programming commitments of the Alameda CTC. The additional fund sources would add about \$10 Million of capacity to programming available.

The following funding sources are proposed to be coordinated with a unified call for projects:

- 1. One Bay Area Grant (OBAG)
- 2. Measure B Bicycle/Pedestrian Countywide Discretionary Fund
- 3. Vehicle Registration Fee (VRF) Pedestrian and Bicyclist Access and Safety Program
- 4. Vehicle Registration Fee (VRF) Transit for Congestion Relief Program
- 5. Measure B Countywide Express Bus Service Fund

Programming guidelines that will incorporate all the coordinated program individual fund sources will be presented to the Committees and Commission at the January 2013 meetings.

Next Steps

The Draft Programming Guidelines information will be presented to the Commission at the December 6^{th} meeting for review. The Final Programming Guidelines that include a coordinated programming approach for all the fund sources, will be presented to the Committees and Commission at the January 2013 meetings for approval. A detailed implementation and outreach schedule is included as Attachment E.

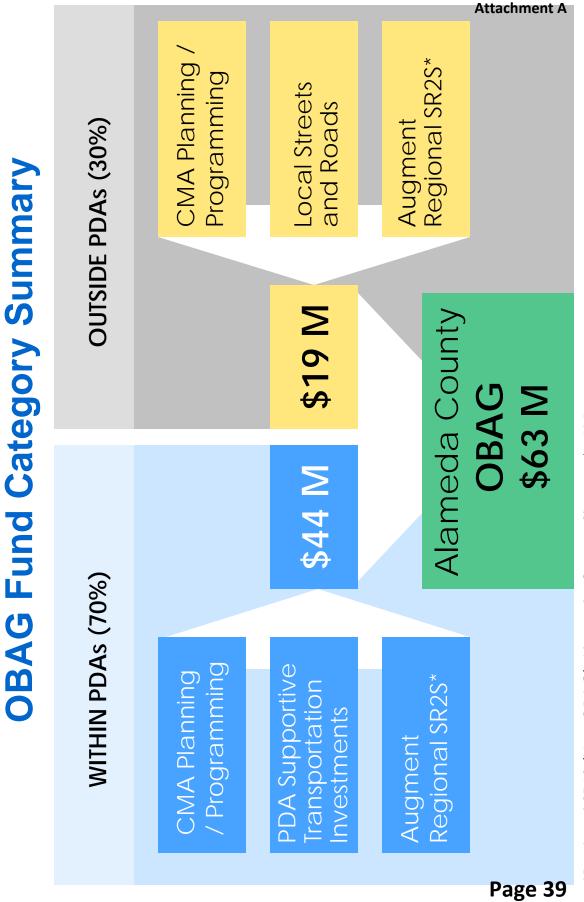
Fiscal Impact

Approximately \$63 million will be available for Alameda County through the OBAG program as well as funding from regional programs that are part of the Cycle 2 programming approved under MTC Resolution 4035 including \$4.3 million of SR2S funding and \$3.8 million of Priority Development Activity funds.

Attachments

Attachment A:	OBAG Program Category Summary (Table)
Attachment B:	OBAG Programming Principles
Attachment C:	Draft OBAG Programming Guidelines
Attachment D:	Local Streets and Roads Targets (50% Population +50% Lane Miles
	Formula)
Attachment E:	OBAG Implementation Schedule
Attachment F:	MTC Resolution 4035

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PDA Planning and Implementation Technical Assistance Program; Alameda County Share = \$3.8M *Regional SR2S (Non-OBAG) Alameda County Share = \$4.3M

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DRAFT OBAG PROGRAMMING PRINCIPLES

<u>GOAL</u>: Programming funds to projects consistent with OBAG policy, and successfully delivering the program of projects that will expand access and improve mobility

- Local agency must be an eligible public agency qualified to receive federal funds per MTC's OBAG guidelines.
- > The local agency should no later than January 31, 2013
 - Adopt a Complete Streets policy resolution, or
 - Adopt a General Plan Circulation Element that is compliant with the Complete Streets Act of 2008 and
 - Obtain Certification of housing element by the California Department of Housing and Community Development
- Project must be eligible for funding from one or more of the fund programs incorporated into OBAG:
 - PDA Supportive Transportation Investments
 - The transportation project must be in a PDA, or meet the minimum definition of "Proximate Access" to a PDA
 - o Local Streets and Roads Preservation
 - Sub-allocated to cities and County based on 50% Population and 50% Lane Miles formula. The target numbers generated as a result of this formula will represent the maximum LSR funds that may be received by a jurisdiction.
 - The minimum LSR funds a jurisdiction may receive is \$100,000.
 - Sponsors may submit LSR projects that are located either inside and/or outside the PDAs.
 - Safe Routes to School
- Delivery Timeline
 - OBAG funding may be programmed in Federal Fiscal Years (FFY) 12-13, 13-14, 14-15 and 15-16.
 - MTC has advised that 50 percent of the OBAG funds should be programmed in FFY 12-13, 13-14 &14-15 and 50 percent in FFY 15-16.
 - Half of OBAG funds must be obligated (federal authorization / E-76) by March 31,2015
 - All remaining OBAG funds to be obligated by March 31, 2016
 - 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.
- Projects will be required to meet Regional Project Delivery Guidelines (MTC Reso. 3606). Agencies that do not meet funding deadlines risk the loss of federal funds to the project and the region

- For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 6 months of obligation and awarded within 9 months of obligation
- Funds must be liquidated (fully expended, invoiced and reimbursed) within six years of obligation
- Projects must proceed to construction within 10 years of federal authorization of the initial phase
- Minimum grant amount is \$500,000. Requests for less than this amount will be considered on a case by case basis.
- Projects are required to be consistent with the adopted Regional Transportation Plan and the Alameda Countywide Transportation Plan.
- > Projects must have the required 11.47% minimum local match in committed funds.
- Project sponsor is required to provide the expertise and staff resources necessary to deliver the federal aid project within the funding timeframe.
- Projects are required to complete MTC's Routine Accommodation Checklist to comply with MTC's Complete Streets Policy.
- Projects will be selected for the program based on project eligibility, merit, and deliverability within established deadlines. The OBAG program is project specific and the funds programmed to projects are for those projects alone. The recommended OBAG Program funding is fixed and; therefore, any cost increase will not be covered by additional OBAG funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project, including contingencies.
- 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.
- Sponsors of approved projects must submit a completed TIP project application for each project proposed for funding through MTC's Funding Management System (FMS).
- Sponsors of approved projects must submit a Resolution of Local Support approved by the project sponsor's governing board or council

OBAG Programming Guidelines

INTRODUCTION

Resolution 4035, approved by MTC on May 17, 2012, provides guidance for the programming and allocation of the Cycle 2 Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds for the next four fiscal years (FY 2012-13 through FY 2015-16). Resolution 4035 also includes specific policy objectives and implementation requirements of the OBAG Program that Bay Area congestion management agencies (Alameda CTC in Alameda County) must meet as a condition for the receipt of the federal funds. The OBAG program supports California's climate law, SB 375, which requires a Sustainable Communities Strategy to integrate land use and transportation to reduce greenhouse gas emissions.

Overall OBAG Program Goals

- Support the Sustainable Communities Strategy by linking transportation dollars to land use decisions.
- Target transportation investments to support PDAs.
- Select transportation projects for OBAG funding based on an approved PDA Investment and Growth Strategy to be developed and adopted by the Alameda CTC.

Alameda County's share of the OBAG funding is \$63 million of STP/CMAQ spread over four fiscal years (FY 2012-13 through FY 2015-16). In large counties, such as Alameda County, 70 percent of the OBAG funding must be programmed to transportation projects that support Priority Development Areas (PDAs) and 30 percent of the OBAG funds may be programmed for transportation projects anywhere else in the county.

Programming Categories

The OBAG funds will be programmed to the following categories: PDA Supportive Transportation Investments, Local Streets and Roads, CMA Planning/Programming Support and Safe Routes to School (SR2S). The limitations of the eligibility of STP and CMAQ and the status of the development of the 43 PDAs in Alameda County will play a primary role in the programming of the funds.

MTC Resolution 4035 OBAG Programming Categories

Program / Category	Total
PDA Supportive Transportation Investment	38,702,000
Local Streets and Roads	15,257,000
CMA Planning / Programming	7,106,000
Countywide SR2S Program Augmentation	2,000,000
Total	63,065,000

MTC Resolution 4035 Other Programming Categories

Program / Category	Total
Priority Development Activities funds for PDA Planning and Implementation Technical Assistance Program (P&I TAP)	3,800,000
Regional SR2S	4,293,000
Total	8,093,000

PDA Supportive Transportation Investment

Under the OBAG Program, Alameda CTC will program approximately \$38.7 million of federal funds for eligible PDA Supportive Transportation Investment projects. PDA supportive projects include bicycle, pedestrian, Station Improvements such as plazas, station access pocket parks, bicycle parking, Complete Streets improvements that encourage bicycle and pedestrian access, Transportation Demand Management projects and streetscape projects focusing on high-impact, multi-modal improvements.

This category 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 must reduce vehicle trips resulting in air pollution reductions. 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.

The purpose of PDA Supportive Transportation Investments is to support community based transportation projects that promote 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. This category supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile. General project categories:

- 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 car sharing, 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.
- 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, planters, costs associated with on- site storm water management, permeable paving)

This category will include projects within the geographic boundaries of a PDA as well as projects considered in "proximate access" to a PDA.

Proximate Access

If the project is not physically located within the boundaries of a PDA, sponsor will need to describe and document the benefit of the proposed transportation improvement for travel to or from a PDA or between the PDA and a job center or other important community services.

Local Streets and Roads (LSR)

Under the OBAG Program, Alameda CTC will program approximately \$15.2 million of STP funds for eligible LSR projects. This programming will support the "fix it first" strategy as well as address the LSR maintenance shortfall in Alameda County. This category of projects is not eligible for CMAQ funding. The LSR funding will be sub-allocated to the cities and County based on a 50% Population and 50% Lane Miles formula. The target numbers generated as a result of this formula will be the maximum LSR funds that may be received by a jurisdiction. The minimum LSR funds a jurisdiction may receive is \$100,000.

To be eligible for funding for LSR preservation project(s), the jurisdiction must have an MTC certified Pavement Management Program (StreetSaver® or equivalent). Pavement projects will be based on the needs analysis resulting from the established Pavement Management Program (PMP) jurisdiction. PMP certification status can be found for the at www.mtcpms.org/ptap/cert.html. Other project specific eligibility requirements for LSR projects include:

Pavement Rehabilitation:

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

<u>Federal-Aid Eligible Facilities</u>: 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 will be required to confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) as a part of the application for funding.

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.

<u>Federal Aid Secondary (FAS) Program Set-Aside</u>: 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 FAS were programmed under the Cycle 1 FAS program (covering a total 6-year period from 2008/09 to 2014/15). Cycle 2 of the OBAG federal funding includes four years of funding through FY 2015/16. Funding provided to the County under OBAG will apply towards the FAS program requirement.

<u>Preventive Maintenance</u>: Only projects where pavement segments have a Pavement Condition Index (PCI) of 70 or above are eligible for preventive maintenance. In such cases 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.

Caltrans maintains a database of the functional classifications for a majority of the roadways in California. For a general description of the functional classification system, please see http://www.dot.ca.gov/hq/tsip/hseb/func_clas.html. The California Road System (CRS) maps are accessible online at http://dot.ca.gov/hq/tsip/hseb/func_clas.html. The California Road System (CRS) maps are

LSR projects may be included in the PDA Supportive category based on the location of the project.

Local Streets and Roads Targets

Jurisdiction in Alameda County	LSR Target Share
County of Alameda	\$1,664,840
Alameda	\$635,374
Albany	\$ 148,711
Berkeley	\$1,005,702
Dublin	\$469,932
Emeryville	\$100,000
Fremont	\$2,104,615
Hayward	\$1,335,550
Livermore	\$1,052,780
Newark	\$454,076
Oakland	\$3,851,136
Piedmont	\$128,963
Pleasanton	\$831,849
San Leandro	\$804,507
Union City	\$668,965
COUNTY TOTAL	\$15,257,000

Other Programming

Safe Routes to School (SR2S)

MTC Resolution 4035 also provides funds for a Regional Safe Routes to Schools (SR2S) program. MTC has identified about \$4.3 million of Regional SR2S funding for Alameda County over and above the OBAG funds. The current Alameda Countywide SR2S program has an annual budget of about \$1.2 million. The Regional SR2S program provides about \$1.1 million per year. The Regional SR2S funding will be augmented with \$2 Million (\$500,000 per year) of OBAG funds, to augment the Regional SR2S funding to sustain and provide strategic expansion opportunities. The Regional SR2S program is proposed to be operated under a similar model to the existing Countywide SR2S program with the Alameda CTC administering the countywide program.

PDA Planning and Implementation Technical Assistance Program (P&I TAP)

MTC has identified \$20 Million of Regional Priority Development Activity Funds that can be used for PDA planning. Alameda County's share is about \$3.8 Million. These funds can be used to provide assistance to local agencies to further PDA developments and are proposed from sources above and beyond the \$63 million of OBAG identified for transportation investments. The programming of these funds will be addressed in a separate call for projects.

CMA Planning/Programming

Under the OBAG program, Alameda CTC will program approximately \$7.1 million of STP funds for CMA Planning/ Programming related activities. The ongoing planning and programming functions provided by the Alameda CTC maintains compliance with existing MTC mandated requirements as well as new requirements included in the MTC OBAG policy.

OBAG Eligibility, Screening and Selection Criteria

Projects will be first screened for eligibility and will then be prioritized based on project selection criteria for the OBAG program as a whole, as well as for individual OBAG programs (Local Streets and Roads Preservation and PDA Supportive Transportation Investments). The project selection criteria will include traditional criteria that have been used in past funding cycles as well as MTC mandated OBAG specific requirements that have not traditionally been applied to the evaluation of transportation projects.

OBAG Eligibility Criteria

A local agency must be an eligible public agency qualified to receive federal funds. In addition, there are two major requirements that must be met for local jurisdictions to be eligible to receive federal funds through the OBAG Program:

- 1. Adoption of Complete Streets Resolutions by January 31, 2013 (or compliant General Plan),
- 2. Certification of housing element by the California Department of Housing and Community Development by January 31, 2013.

The local jurisdiction will need to complete the Local Agency OBAG Checklist that certifies the requirements have been met.

OBAG Screening Criteria

Projects must meet all screening criteria in order to be considered further for OBAG funding. The screening criteria focus on meeting the eligibility requirements for OBAG funds and include the following factors:

- Project must be eligible for funding from one or more of the fund programs incorporated into OBAG:
 - PDA Supportive Transportation Investments
 - o Local Streets and Roads Preservation
- The project must be in a PDA, or meet the minimum definition of "Proximate Access" to a PDA
 - Project must be in an "Active" PDA as identified in the Alameda County PDA Strategic Plan
 - If the project is not physically located within the boundaries of a PDA, sponsor needs to describe and document the benefit of the proposed transportation improvement for travel to or from a PDA or between the PDA and a job center or other important community services or areas or between PDAs
 - Applies to the 70% portion of the funds
 - Sponsors may submit LSR projects that are located either inside and/or outside the PDAs.
- Minimum grant request is \$500,000. Requests for less than this amount will be considered on a case by case basis.
- Project is consistent with the adopted Regional Transportation Plan and the Alameda Countywide Transportation Plan.
- > Project must have the required 11.47% local match in committed or programmed funds.

OBAG Selection Criteria

The project selection criteria will include criteria used in past Alameda CTC funding cycles as well as new requirements that are mandated by the OBAG program. Projects that meet all of the OBAG screening criteria will be prioritized for OBAG funding based on the factors listed below.

Index	Draft OBAG Selection / Scoring Criteria	Proposed Weight
1	Transportation Project Readiness Funding plan, budget and schedule Implementation issues 	25
1	 Agency governing body approvals Local community support Coordination with partners Identified stakeholders 	23
2	 Transportation Project is well-defined and results in a usable segment Defined scope Useable segment. Project study report / equivalent scoping document 	10
3	 Transportation project need / benefit / effectiveness (includes Safety) Defined project need Defined benefit Defined safety and/or security benefits 	15
4	 PDA Supportive Investments (Includes Proximate Access) Transportation Project supports connectivity to Jobs/ Transit centers / Activity Centers for a PDA Transportation Project provides multi modal travel options 	10
5	 Transportation Investment addressing / implementing planned vision of PDA PDA transportation facility will be X% complete with project 	5
6	 Sustainability (Ownership / Lifecycle / Maintenance) Identify funding and responsible agency for maintaining the transportation project Transportation Project identified in a long term development plan 	5
7	Matching Funds Direct Project Matching above Minimum required Local Match 	5
	Project consistent with regional TLC design guidelines or design that encourages multi-modal access and located in high impact project areas in regards to PDA development and the SCS. PDA Evaluation Transportation projects must support an Active PDA and will be further evaluated in the following 5 criteria	
8	a Housing Growth • Projected growth of Housing Units in PDA	3
	b Jobs Growth • Projected growth of Jobs in PDA	3

	Total	100
10	 Freight and Emissions Project in PDA that overlaps or is collocated with populations exposed to outdoor toxic air contaminants as identified in the Air District's Community Air Risk Evaluation (CARE) Program or is in the vicinity of a major freight corridor 	5
9	 Communities of Concern (C.O.C) Transportation project mitigates the transportation need of the C.O.C Relevant planning effort documentation 	5
	 PDA affordable housing preservation and creation strategies Inclusionary zoning ordinance or in-lieu fee Land banking Housing trust fund Fast-track permitting for affordable housing Reduced, deferred or waived fees for affordable housing condo conversion ordinance regulating the conversion of apartments to condos SRO conversion ordinance Demolition of residential structures ordinance Rent control Just cause eviction ordinance Others 	3
	transit or high quality transit corridor stop PDA parking management and pricing policies d • Parking Policies • Other TDM strategies	3
	 Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.) Proximity of alternative transportation mode project to a major 	3

Other OBAG Programming Policies

Federal Project Eligibility

STP eligible project categories 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).

Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP) Consistency

Projects included in the OBAG Program must be consistent with the adopted RTP (T-2035) and the Alameda CWTP, according to federal planning regulations. Each project included in the OBAG 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. Project applicants will be required to complete the checklist before projects are considered for OBAG funds. The completed checklists will be made available to the Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to the OBAG project selection actions.

Project Delivery and Monitoring

OBAG funding may be programmed in FFYs 2012-13, 2013-14, 2014-15 and 2015-16. Funds must be obligated in the fiscal year programmed in the TIP, with all OBAG funds required 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 OBAG funding is subject to MTC's Regional Project Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606 at <u>http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf</u>). 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. <u>The failure to meet these deadlines may result</u> 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 OBAG 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 Alameda CTC on all issues related to federal funding for all FHWA-funded projects implemented by the recipient agency.

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 Alameda CTC, MTC and Caltrans prior to MTC approving future State or Federal 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 strategy that takes into consideration the requirements and lead-time of the federal-aid process.

By applying for and accepting OBAG 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 schedule milestones.

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 minimum 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.

Fixed Program and Specific Project Selection

Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The OBAG program is project specific and the funds programmed to projects are for those projects alone. The OBAG Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional OBAG funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project including contingencies.

Transportation Improvement Program (TIP)

Projects approved as part of the OBAG 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.

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. Requests for less than this amount will be considered on a case by case basis.

The Alameda CTC 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.

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 OBAG 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.

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 (l4 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.

Application, Resolution of Local Support

Sponsors of approved projects must submit a completed TIP project application for each project proposed for funding through MTC's Funding Management System (FMS). The project application consists of two parts: 1) TIP application submittal and/or TIP revision request, 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: <u>http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc</u>

Programming Schedule

DEADLINES	ACTIONS
January 2013	Final Program Guidelines to Committees and Commission
February 2013	Release call for projects
April 2013	Application Summary to Committees and Commission
May 2013	Draft Program to Committees and Commission
June 2013	Final Program to Committees and Commission
June 2013	Submittal of the OBAG program to MTC
July 2013	MTC Approves OBAG Program of Projects
Fall 2013	Projects entered in MTC's Transportation Improvement Program (TIP)

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OBAG - Local Streets and Roads Targets

Jurisdiction in Alameda County	Population	% Population	Lane Mileage	% Lane Mileage	50 % Population + 50% Lane Miles	LSR Target Share
County of Alameda**	142,833	9.32%	995	12.51%	10.91%	\$ 1,664,840
Alameda	74,640	4.87%	275	3.46%	4.17%	\$ 635,374
Albany	18,488	1.21%	59	0.74%	0.97%	\$ 148,711
Berkeley	114,821	7.49%	453	5.69%	6.59%	\$ 1,005,702
Dublin	46,785	3.05%	247	3.11%	3.08%	\$ 469,932
Emeryville	10,200	0.67%	47	0.59%	0.63%	\$ 100,000
Fremont	217,700	14.21%	1,065	13.39%	13.80%	\$ 2,104,615
Hayward	147,113	9.60%	629	7.91%	8.76%	\$ 1,335,550
Livermore	82,400	5.38%	670	8.43%	6.90%	\$ 1,052,780
Newark	43,041	2.81%	250	3.14%	2.98%	\$ 454,076
Oakland	395,341	25.80%	1,964	24.69%	25.25%	\$ 3,851,136
Piedmont	10,807	0.71%	78	0.99%	0.85%	\$ 128,963
Pleasanton	71,269	4.65%	498	6.26%	5.45%	\$ 831,849
San Leandro	86,053	5.62%	392	4.93%	5.27%	\$ 804,507
Union City	70,646	4.61%	331	4.16%	4.39%	\$ 668,965
COUNTY TOTAL	1,532,137	100.00%	7,954	100.00%	100.00%	\$ 15,257,000

(50% Population + 50% Lane Miles Formula)

** County of Alameda information includes Planning Area 2 and 4

Population Source - Department of Finance 01/01/2012

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June				Meeting(s)					Outreach
`	June 2012	 Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission Partner agencies and stakeholders 	Overall agency workplan for policy, planning and programming, including OBAG	>	>	>			
			Complete streets workshop						
July	July 2012	 Specific webpage for OBAG Grant Program ED Report 	Publication of OBAG implementation schedule						
		Alameda CTC E-newsletter	Initial development of PDA inventory and survey		>	>			
Aug	August 2012	Notifications to technical and public outreach stakeholders of OBAG schedule and upcoming	Fact sheet, webpage update, email communications						
		actions Fact sheet development	Develop draft PDA Inventory		>	>			>
Sep	September 2012	Alameda County Technical Advisory Committee	Overall OBAG approach, policy						
		Alameda CTC FFLC, FFC, and Commission BPAC, CAC, CWC, PAPCO	Commission and Committees.	``	Ň	`	`	``	Ň
		E-newsletter publication		>	>	>	>	>	>
		ED Report publication	Complete streets draft policy						
		 Press release on OBAG Outreach events 							
Octi	October 2012	Alameda County Technical Advisory Committee	Initial Draft OBAG Program						
		Alameta CLUFFLO, FFC, and Commission BPAC, PAPCO	amannes						
		ED Report publication	Draft PDA Strategic Plan	>	>	>		>	>
		Outreach events	Final Complete Streets Policy						
Nov	November /December	Alameda County Technical Advisory Committee	Draft OBAG Program guidelines and						
2012	[2	Alameda CTC PPLC, PPC, and Commission	project and program selection	>	>	>		>	A >
Ра		BPAC, PAPCO ED Report publication	criteria and process Draft Final PDA Strategic Plan			•		•	ttac

<u>Attachment E: Alameda CTC One Bay Area Grant Program Outreach and Implementation Schedule</u>

OUTREACH SCHEDULE SUBJECT TO CHANGE

Pedestrian Advisory Committee; CAC: Community Advisory Committee; CWC: Citizens Watchdog Committee; PAPCO: Paratransit Advisory and Planning Committee;

	E-newsletterOutreach events							
December 2012/January 2013	 Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission BPAC, PAPCO ED Report publication Outreach events 	Final OBAG Program adoption including guidelines and project and program selection criteria and process	>	>	>	>	>	>
January 2013	 Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission BPAC, CAC, CWC, PAPCO E-newsletter publication ED Report publication Press release on OBAG Outreach events 	PDA Growth and Investment Strategy update Report on Complete Streets Policy approvals by jurisdictions Update on Programming	>	>	>	>	>	>
February 2013	 Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission ED Report publication Outreach events 	Initial Draft PDA Growth and Investment Strategy Draft Update on Programming	ľ	~	>		>	>
March 2013	 Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission BPAC, CAC, CWC, PAPCO (per regular schedules) E-newsletter publication ED Report publication Outreach events 	Final Draft PDA Growth and Investment Strategy to Commission Update on Programming	<	>	>		>	>
April 2013	 Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission BPAC, CAC, CWC, PAPCO (per regular schedules) ED Report publication Outreach events 	Final PDA Growth and Investment Strategy Adoption by Alameda CTC and submission to MTC Draft OBAG programming recommendation	<	>	>		^	>
May/June 2013 Page 6	 Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission BPAC, CAC, CWC, PAPCO (per regular schedules) ED Report publication Press release on OBAG Outreach events 	Final Board approval of OBAG programming Submission of OBAG programming to MTC	>	>	>	>	>	>

Attachment F 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 PoliciesAttachment B-1–Regional Program Project ListAttachment 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: <u>Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16</u>: <u>Project Selection Policies and Programming</u>

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 <u>et seq</u>.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the ninecounty 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

MTC Resolution 4035 Page 2

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

<u>RESOLVED</u> 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

<u>RESOLVED</u> 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

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

<u>RESOLVED</u> 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

<u>RESOLVED</u> 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

<u>RESOLVED</u> 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. Vissier. 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

Table of Contents

BACKGROUND	1
CYCLE 2 REVENUE ESTIMATES AND FEDERAL PROGRAM ARCHITECTURE	1
NEW FUNDING APPROACH FOR CYCLE 2-THE ONE BAY AREA GRANT	2
CYCLE 2 GENERAL PROGRAMMING POLICIES	3
REGIONAL PROGRAMS	8
ONEBAYAREA GRANT PROGRAMMING POLICIES	11
CYCLE 2 COUNTY ONE BAY AREA GRANT PROJECT GUIDANCE	14
PROGRAM SCHEDULE	18

Appendices

Appendix A-1	Cycle 2 Regional and County Programs
Appendix A-2	Cycle 2 Planning Activities
Appendix A-3	Safe Routes to School County Fund Distribution
Appendix A-4	OBAG County Fund Distribution
Appendix A-5	OBAG Call for Projects Guidance
Appendix A-6	PDA Investment and Growth Strategy

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 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:

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%

OBAG Fund Distribution Factors

* 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.
 - ► <u>Federal Project Eligibility</u>: 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.

- ▶ <u>RTP Consistency</u>: 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.

▶ <u>Project Delivery and Monitoring</u>. 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 federalaid 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 nonpavement 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 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;
 - o 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.

<u>Preventive Maintenance</u>: 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.

<u>Federal-Aid Eligible Facilities:</u> 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.

<u>Federal Aid Secondary (FAS) Program Set-Aside:</u> 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 communitybased transportation projects that bring new vibrancy to downtown areas, commercial cores, highdensity 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 stripping 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 20012-13, 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.

Cycle 2

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

Proposed Cycle 2 Funding Commitments

	Regional Program (millions \$ - rounded)				
Regior	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
Count	ies	_
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
J:\SECTION\ALL	STAFF\Resolution\TEMP-RES\MTC\tmp-4035_OBAG\[tmp-4035_Appendices to Att-A.xlsx]A-1 Cycle 2 Funding	40%

Cycle 2 Total Total:*	\$795

* Amounts may not total due to rounding

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

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

		Сус	Cycle 2 OBAG County CMA Planning						
County	Agency	2012-13	2013-14	2014-15	2015-16	STP Total			
Alameda	ACTC	\$916,000	\$944,000	\$973,000	\$1,003,000	\$3,836,000			
Contra Costa	ССТА	\$725,000	\$747,000	\$770,000	\$794,000	\$3,036,000			
Marin	ТАМ	\$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			

OBAG - County CMA Planning

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Regional Agency Planning

		Су	Cycle 2 Regional Agency Planning					
Regional Age	ncy	2012-13	2013-14	2014-15	2015-16	Total		
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		
МТС	МТС	\$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

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

	Public School Enrollment	Private School Enrollment	Total School Enrollment		
County	(K-12) *	(K-12) *	(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

Safe Routes To School County Distribution

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* From California Department of Education for FY 2010-11

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 J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\tmp-4035_OBAG\[tmp-4035_Appendices to Att-A.xlsx]A-4 OBAG PDA

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

\$107,821,000

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.mtc.ca.gov/get_involved/participation_plan.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: <u>http://www.onebayarea.org/get_involved.htm</u>
 - Additional resources are available at
 - i. <u>http://www.fhwa.dot.gov/civilrights/programs/tvi.htm</u>
 - 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. From time to time, MTC shall consult with the CMAs to evaluate progress on the PDA Investment and Growth Strategy. This consultation may result in specific work elements shifting among MTC, ABAG and the CMAs. Significant modifications to the scope of activities may be formalized through future revisions to this resolution. 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) <u>Planning Objectives</u> - to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify <u>transportation</u> 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-receive and review information submitted to the CMA by ABAG on the 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-in all subsequent updates, PDA Investment & Growth Strategies will assess performance_local -jurisdiction efforts in producing approving 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

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.

Metropolitan Transportation Commission New Federal Surface Transportation Authorization Act, Cycle 2 Program Project Selection Criteria and Programming Policy

conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

(3) <u>Establishing Local Funding Priorities</u> - 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:

- 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: <u>http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf</u>
 - e. Project areas with parking management and pricing policies
- **Projects located in Communities of Concern (COC)** favorably consider projects located in a COC_ as defined by MTC (-see: <u>http://geocommons.com/maps/110983</u>) or as defined by CMAs according to <u>local priorities</u>
- **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 or are colocated with: 1) populations exposed to outdoor toxic air contaminants as identified in the with Air District's Community Air Risk Evaulation (CARE)
 Communities Program and/or are in proximity to 2) freight transport infrastructure Favorably consider projects in these areas where local jurisdictions employ best management practices to mitigate PM and toxic air contaminants exposure. 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	Summer/Fall 2013
MTC Planning and ABAG Administrative Committee	
CMAs amend PDA Investment & Growth Strategy to incorporate	May 2014
follow-up to local housing production and policies	
CMAs submit annual progress reports related to PDA Growth	May 2014, Ongoing
Strategies, including status of jurisdiction progress on	
development/adoption of housing elements and complete streets	
ordinances.	

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Attachment B-1

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

Regional Programs Project List

	Country	Implem	-	Total	Total Other	Total
Project Category and Title	County	Ager	icy	STP/CMAQ	RTIP/TE/TFCA	Cycle 2
CYCLE 2 PROGRAMMING 1. REGIONAL PLANNING ACTIVITIES (PL)				\$435,187,000	\$40,000,000	\$475,187,000
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 1. REGIONAL PLANNING ACTIVITIES (PL)	Region-Wide	MTC	TOTAL:	\$2,673,000 \$6,687,000	\$0 \$0	\$2,673,000 \$6,687,000
			TOTAL.	\$0,007,000	40	\$0,007,000
2. REGIONAL OPERATIONS (RO)		MTO	Ι	401 400 000	* 0	* 01 400 000
Clipper® Fare Media Collection 511 - Traveler Information	Region-Wide Region-Wide	MTC MTC		\$21,400,000 \$48,770,000	\$0 \$0	\$21,400,000 \$48,770,000
SUBTOTAL	Region Mac	WITO		\$70,170,000	\$0 \$0	\$70,170,000
FSP/Incident Management	Region-Wide	MTC/SAFE		\$25,130,000	\$0 \$0	\$25,130,000
SUBTOTAL 2. REGIONAL OPERATIONS (RO)			TOTAL:	\$25,130,000 \$95,300,000	\$0 \$0	\$25,130,000 \$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 \$0	\$8,000,000
Program for Arterial System Synchronization (PASS)	Region-Wide	MTC		\$5,000,000	\$0	\$5,000,000
SUBTOTAL Ramp Metering and TOS Elements				\$18,750,000	\$0	\$18,750,000
FPI - Specific projects TBD by Commission	TBD	TBD		\$43,250,000	\$34,000,000	\$77,250,000
SUBTOTAL 3. FREEWAY PERFORMANCE INITIATIVE (FPI)			TOTAL:	\$43,250,000 \$62,000,000	\$34,000,000 \$34,000,000	\$77,250,000 \$96,000,000
3. I KLEWAT FERI OKMANCE INTTATIVE (I FI)			IUIAL.	\$02,000,000	\$34,000,000	\$90,000,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)				A		* / * * * * *
Pavement Technical Advisory Program (PTAP) Pavement Management Program (PMP)	Region-Wide Region-Wide	MTC MTC		\$6,000,000 \$1,200,000	\$0 \$0	\$6,000,000 \$1,200,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)	Region-Mac	WITC	TOTAL:	\$7,200,000	\$0 \$0	\$7,200,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) PDA Planning						
Specific projects TBD by Commission	TBD	TBD		\$25,000,000	\$0	\$25,000,000
SUBTOTAL				\$25,000,000	\$0	\$25,000,000
Transit Oriented Affordable Development (TOD) Specific projects TBD by Commission	Region-Wide	MTC		\$15,000,000	\$0	\$15,000,000
SUBTOTAL	5		TOTAL	\$15,000,000	\$0	\$15,000,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA)			TOTAL:	\$40,000,000	\$0	\$40,000,000
6. CLIMATE CHANGE INITIATIVES (CCI)						
Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI)	TBD	TBD	TOTAL	\$14,000,000	\$6,000,000	\$20,000,000
			IOTAL:	514.000.000	\$6,000,000	\$20.000.000
			TOTAL:	\$14,000,000	\$6,000,000	\$20,000,000
7. SAFE ROUTES TO SCHOOL (SR2S)			IOTAL:	\$14,000,000	\$6,000,000	\$20,000,000
7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs	Alameda	АСТС				
7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa	Alameda Contra Costa	ACTC CCTA		\$4,293,000 \$3,289,000	\$6,000,000 \$0 \$0	\$4,293,000 \$3,289,000
7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin	Contra Costa Marin	CCTA TAM		\$4,293,000 \$3,289,000 \$633,000	\$0 \$0 \$0	\$4,293,000 \$3,289,000 \$633,000
7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa	Contra Costa Marin Napa	CCTA TAM NCTPA	TOTAL:	\$4,293,000 \$3,289,000 \$633,000 \$420,000	\$0 \$0 \$0 \$0 \$0	\$4,293,000 \$3,289,000 \$633,000 \$420,000
7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin	Contra Costa Marin	CCTA TAM	TOTAL:	\$4,293,000 \$3,289,000 \$633,000	\$0 \$0 \$0	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000
7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo SR2S - Santa Clara	Contra Costa Marin Napa San Francisco San Mateo Santa Clara	CCTA TAM NCTPA SFCTA SMCCAG SCVTA	TOTAL:	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000
7. SAFE ROUTES TO SCHOOL (SR2S) <i>Specific projects TBD by CMAs</i> SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo SR2S - Santa Clara SR2S - Solano	Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano	CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA	TOTAL:	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000
7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo SR2S - Santa Clara	Contra Costa Marin Napa San Francisco San Mateo Santa Clara	CCTA TAM NCTPA SFCTA SMCCAG SCVTA	TOTAL:	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000 \$1,379,000
 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo SR2S - Santa Clara SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 	Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano	CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA		\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000 \$1,379,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000 \$1,379,000
7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP)	Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano	CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA		\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000 \$1,379,000 \$20,000,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000 \$1,379,000 \$20,000,000
 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo SR2S - San Mateo SR2S - Santa Clara SR2S - Solano SR2S - Solano	Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano	CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA	TOTAL:	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000 \$1,379,000 \$20,000,000 \$149,000,000 \$1,000,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$149,000,000 \$1,000,000
 7. SAFE ROUTES TO SCHOOL (SR2S) <i>Specific projects TBD by CMAs</i> SR2S - Alameda SR2S - Contra Costa SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo SR2S - Santa Clara SR2S - Solano SR2S - Solan	Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma	CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA		\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000 \$1,379,000 \$20,000,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$149,000,000 \$1,000,000
 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Francisco SR2S - San Mateo SR2S - Santa Clara SR2S - Solano SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) 9. TRANSIT PERFORMANCE INITIATIVE (TPI) 	Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma	CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA SOITrans	TOTAL:	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$149,000,000 \$1,000,000 \$150,000,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$149,000,000 \$1,000,000
 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo SR2S - Santa Clara SR2S - Solano SR2S - Solano SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) 9. TRANSIT CAPITAL PROGRAM (TCP) AC Transit - Line 51 Corridor Speed Protection and Restoration 	Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma Sonoma	CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA SOITrans	TOTAL:	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$1,000,000 \$150,000,000 \$10,515,624	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$4,293,000 \$3,289,000 \$633,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,379,000 \$20,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000
 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo SR2S - Santa Clara SR2S - Sonana 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) 9. TRANSIT CAPITAL PROGRAM (TCP) 9. TRANSIT CAPITAL PROGRAM (TCP) 9. TRANSIT PERFORMANCE INITIATIVE (TPI) AC Transit - Line 51 Corridor Speed Protection and Restoration SFMTA - Mission Mobility Maximization 	Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma	CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA SOITrans	TOTAL:	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$1,000,000 \$1,000,000 \$150,000,000 \$150,000,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$149,000,000 \$149,000,000 \$150,000,000 \$150,000,000
 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo SR2S - San Mateo SR2S - Santa Clara SR2S - Solano SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) AC Transit - Line 51 Corridor Speed Protection and Restoration SFMTA - Mission Mobility Maximization SFMTA - N-Judah Mobility Maximization SFMTA - N-Judah Mobility Maximization SFMTA - Bus Stop Consolidation and Roadway Modifications 	Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma Sonoma Solano Solano Alameda San Francisco San Francisco San Francisco	CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA SOITrans AC Transit SFMTA SFMTA SFMTA	TOTAL:	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$150,000,000 \$150,000,000 \$150,000,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$4,293,000 \$3,289,000 \$633,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$1,379,000 \$10,515,624 \$10,515,624 \$7,016,395 \$3,750,574 \$4,133,031
 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo SR2S - Santa Clara SR2S - Solano SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) AC Transit - Line 51 Corridor Speed Protection and Restoration SFMTA - Mission Mobility Maximization SFMTA - N-Judah Mobility Maximization SFMTA - Bus Stop Consolidation and Roadway Modifications SCVTA - Light Rail Transit Signal Priority 	Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma Sonoma Alameda San Francisco San Francisco San Francisco San Francisco San Francisco	CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA SOITrans AC Transit SFMTA SFMTA SFMTA SFMTA SFMTA	TOTAL:	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$1,000,000 \$1,000,000 \$150,000,000 \$150,000,000 \$150,000,000 \$150,000,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$4,293,000 \$3,289,000 \$633,000 \$1,439,000 \$1,439,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$149,000,000 \$149,000,000 \$150,000,000 \$150,000,000 \$150,000,000 \$150,000,000 \$150,000,000 \$150,000,000 \$150,000,000 \$150,000,000 \$150,000,000 \$150,000,000
 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo SR2S - Santa Clara SR2S - Solano SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) AC Transit - Line 51 Corridor Speed Protection and Restoration SFMTA - Mission Mobility Maximization SFMTA - N-Judah Mobility Maximization SFMTA - Bus Stop Consolidation and Roadway Modifications SCVTA - Light Rail Transit Signal Priority SCVTA - Steven Creek - Limited 323 Transit Signal Priority 	Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma Sonoma Solano Solano Alameda San Francisco San Francisco San Francisco	CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA SOITrans AC Transit SFMTA SFMTA SFMTA	TOTAL:	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,379,000 \$1,000,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,256,000 \$1,256,000 \$1,379,000 \$1,379,000 \$1,000,000
 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo SR2S - San Mateo SR2S - Santa Clara SR2S - Solano SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) AC Transit - Line 51 Corridor Speed Protection and Restoration SFMTA - Mission Mobility Maximization SFMTA - N-Judah Mobility Maximization SFMTA - Bus Stop Consolidation and Roadway Modifications SCVTA - Light Rail Transit Signal Priority SCVTA - Steven Creek - Limited 323 Transit Signal Priority Unprogrammed Transit Performance Initiative Reserve 	Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma Sonoma Solano Alameda San Francisco San Francisco San Francisco San Francisco Santa Clara Santa Clara Santa Clara	CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA SOITrans AC Transit SFMTA SFMTA SFMTA SFMTA SCVTA	TOTAL:	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$1,000,000 \$1,000,000 \$150,000,000 \$150,000,000 \$150,000,000 \$150,000,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$4,293,000 \$3,289,000 \$633,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$1,379,000 \$20,000,000 \$1,000,000
 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Ateo SR2S - San Ateo SR2S - Santa Clara SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) 9. TRANSIT PERFORMANCE INITIATIVE (TPI) AC Transit - Line 51 Corridor Speed Protection and Restoration SFMTA - Mission Mobility Maximization SFMTA - N-Judah Mobility Maximization SFMTA - Bus Stop Consolidation and Roadway Modifications SCVTA - Light Rail Transit Signal Priority SCVTA - Steven Creek - Limited 323 Transit Signal Priority Unprogrammed Transit Performance Initiative Reserve 9. TRANSIT PERFORMANCE INITIATIVE (TPI) 	Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma Sonoma Solano Alameda San Francisco San Francisco San Francisco San Francisco Santa Clara Santa Clara Santa Clara	CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA SOITrans AC Transit SFMTA SFMTA SFMTA SFMTA SCVTA	TOTAL:	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$10,515,624 \$10,515,624 \$7,016,395 \$3,750,574 \$4,133,031 \$1,587,176 \$712,888 \$2,284,312	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$4,293,000 \$3,289,000 \$633,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$1,379,000 \$20,000,000 \$1,000,000
 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo SR2S - Santa Clara SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) AC Transit - Line 51 Corridor Speed Protection and Restoration SFMTA - Mission Mobility Maximization SFMTA - N-Judah Mobility Maximization SFMTA - Bus Stop Consolidation and Roadway Modifications SCVTA - Light Rail Transit Signal Priority SCVTA - Steven Creek - Limited 323 Transit Signal Priority Unprogrammed Transit Performance Initiative Reserve 9. TRANSIT PERFORMANCE INITIATIVE (TPI) 10. PRIORITY CONSERVATION AREA (PCA) Specific projects TBD by Commission 	Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma Sonoma Solano Alameda San Francisco San Francisco San Francisco San Francisco Santa Clara Santa Clara Santa Clara	CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA SOITrans AC Transit SFMTA SFMTA SFMTA SFMTA SCVTA	TOTAL: TOTAL:	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$10,515,624 \$10,515,624 \$7,016,395 \$3,750,574 \$4,133,031 \$1,587,176 \$712,888 \$2,284,312	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$4,293,000 \$3,289,000 \$633,000 \$1,439,000 \$1,439,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,256,000 \$1,256,000 \$1,256,000 \$1,379,000 \$10,515,624 \$10,515,624 \$7,016,395 \$3,750,574 \$4,133,031 \$1,587,176 \$712,888 \$2,284,312 \$30,000,000
 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Ateo SR2S - San Ateo SR2S - Santa Clara SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) 9. TRANSIT PERFORMANCE INITIATIVE (TPI) AC Transit - Line 51 Corridor Speed Protection and Restoration SFMTA - Mission Mobility Maximization SFMTA - N-Judah Mobility Maximization SFMTA - N-Judah Mobility Maximization SFMTA - Bus Stop Consolidation and Roadway Modifications SCVTA - Light Rail Transit Signal Priority SCVTA - Steven Creek - Limited 323 Transit Signal Priority Unprogrammed Transit Performance Initiative Reserve 9. TRANSIT PERFORMANCE INITIATIVE (TPI) 10. PRIORITY CONSERVATION AREA (PCA)	Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma Sonoma Sonoma Alameda San Francisco San Francisco San Francisco Santa Clara Santa Clara Santa Clara TBD	CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA SCTA SOITrans AC Transit SFMTA SFMTA SFMTA SFMTA SFMTA SCVTA SCVTA TBD	TOTAL:	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$10,515,624 \$10,515,624 \$10,515,624 \$7,016,395 \$3,750,574 \$4,133,031 \$1,587,176 \$712,888 \$2,284,312 \$30,000,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$20,000,000 \$4,293,000 \$3,289,000 \$633,000 \$1,439,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$10,000,000 \$10,000,000 \$10,000,000 \$10,000,000
 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Marin SR2S - Marin SR2S - San Francisco SR2S - San Mateo SR2S - San Mateo SR2S - Santa Clara SR2S - Solano SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) AC Transit - Line 51 Corridor Speed Protection and Restoration SFMTA - Mission Mobility Maximization SFMTA - N-Judah Mobility Maximization SFMTA - Bus Stop Consolidation and Roadway Modifications SCVTA - Light Rail Transit Signal Priority Unprogrammed Transit Performance Initiative Reserve 9. TRANSIT PERFORMANCE INITIATIVE (TPI) 10. PRIORITY CONSERVATION AREA (PCA) Specific projects TBD by Commission 	Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma Sonoma Sonoma Alameda San Francisco San Francisco San Francisco Santa Clara Santa Clara Santa Clara TBD	CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA SCTA SOITrans AC Transit SFMTA SFMTA SFMTA SFMTA SFMTA SCVTA SCVTA TBD	TOTAL: TOTAL:	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$1,000,000 \$10,515,624 \$7,016,395 \$3,750,574 \$4,133,031 \$1,587,176 \$712,888 \$2,284,312 \$30,000,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$1,000,000 \$10,515,624 \$7,016,395 \$3,750,574 \$4,133,031 \$1,587,176 \$712,888 \$2,284,312 \$30,000,000
 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Marin SR2S - San Francisco SR2S - San Mateo SR2S - San Mateo SR2S - Santa Clara SR2S - Solano SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) AC Transit - Line 51 Corridor Speed Protection and Restoration SFMTA - Mission Mobility Maximization SFMTA - N-Judah Mobility Maximization SFMTA - N-Judah Mobility Maximization SFMTA - Bus Stop Consolidation and Roadway Modifications SCVTA - Light Rail Transit Signal Priority Unprogrammed Transit Performance Initiative Reserve 9. TRANSIT PERFORMANCE INITIATIVE (TPI) 10. PRIORITY CONSERVATION AREA (PCA) Specific projects TBD by Commission 	Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma Sonoma Sonoma Alameda San Francisco San Francisco San Francisco Santa Clara Santa Clara Santa Clara TBD	CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA SCTA SOITrans AC Transit SFMTA SFMTA SFMTA SFMTA SFMTA SCVTA SCVTA TBD	TOTAL: TOTAL:	\$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$1,000,000 \$10,515,624 \$7,016,395 \$3,750,574 \$4,133,031 \$1,587,176 \$712,888 \$2,284,312 \$30,000,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$4,293,000 \$3,289,000 \$633,000 \$1,439,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,256,000 \$1,256,000 \$1,379,000 \$1,000,000 \$10,515,624 \$7,016,395 \$3,750,574 \$4,133,031 \$1,587,176 \$7,12,888 \$2,284,312 \$30,000,000 \$10,000,000

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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	•	nenting ency	Total STP/CMAQ	Total Other RTIP-TE	Total Cycle 2
	Age	ency	STITCHAQ		Cycle 2
CYCLE 2 COUNTY OBAG PROGRAMMING			\$301,964,000	\$18,036,000	\$320,000,000
ALAMEDA COUNTY					
Specific projects TBD by Alameda CMA	TBD		\$56,170,000	\$3,726,000	\$59,896,000
CMA Planning Activities - Alameda ALAMEDA COUNTY	ACTC	TOTAL:	\$3,836,000 \$60,006,000	\$0 \$2 726 000	\$3,836,000
ALAMEDA COUNTY		IUTAL:	\$60,008,000	\$3,726,000	\$63,732,000
CONTRA COSTA COUNTY					
Specific projects TBD by Contra Costa CMA	TBD		\$39,367,000	\$2,384,000	\$41,751,000
CMA Planning Activities - Contra Costa	ССТА		\$3,036,000	\$0	\$3,036,000
CONTRA COSTA COUNTY		TOTAL:	\$42,403,000	\$2,384,000	\$44,787,000
MARIN COUNTY					
Specific projects TBD by Marin CMA	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					
Specific projects TBD by Napa	TBD		\$3,549,000	\$431,000	\$3,980,000
CMA Planning Activities - Napa	NCTPA		\$2,673,000	\$0 \$0	\$2,673,000
NAPA COUNTY		TOTAL:	\$6,222,000	\$431,000	\$6,653,000
SAN FRANCISCO COUNTY					
Specific projects TBD by San Francisco CMA	TBD		\$34,132,000	\$1,910,000	\$36,042,000
CMA Planning Activities - San Francisco	SFCTA		\$2,795,000	\$1,910,000 \$0	\$30,042,000 \$2,795,000
SAN FRANCISCO COUNTY	3101A	TOTAL:	· ·	\$1,910,000	\$38,837,000
SAN MATEO COUNTY	TBD		¢21 502 000	¢1 001 000	¢22 572 000
<i>Specific projects TBD by San Mateo CMA</i> CMA Planning Activities - San Mateo	SMCCAG		\$21,582,000 \$2,673,000	\$1,991,000 \$0	\$23,573,000 \$2,673,000
SAN MATEO COUNTY	JIVICCAO	TOTAL:	\$2,073,000 \$24,255,000	\$1,991,000	\$26,246,000
SAN MATLO COUNTI		TOTAL.	\$24,233,000	\$1,771,000	\$20,240,000
SANTA CLARA COUNTY					
Specific projects TBD by Santa Clara CMA	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					
Specific projects TBD by Solano CMA	TBD		\$14,987,000	\$1,141,000	\$16,128,000
CMA Planning Activities - Solano	STA		\$2,673,000	\$0	\$2,673,000
		TOTAL	¢17 ((0 000	¢1 1 1 1 000	¢10.001.000

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			_	
Specific projects TBD by Sonoma CMA	TBD	\$19,544,000	\$1,396,000	\$20,940,000
CMA Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
SONOMA COUNTY	ΤΟΤΑ	L: \$22,217,000	\$1,396,000	\$23,613,000

Cycle 2 Total	TOTAL:	\$301,964,000	\$18,036,000	\$320,000,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\tmp-4035_OBAG\[tmp-4035_Attach_B-2.xlsx]T4 Cycle 2 Attach B-2 PENDING

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Alameda County Transportation Commission **Complete Streets Policy Elements Requirement** ADOPTED by Commission on October 25, 2012

Alameda CTC requires that all local jurisdictions adopt a complete streets policy in order to be compliant with the complete streets requirement in the Master Program Funding Agreements (MPFAs) between local jurisdictions and Alameda CTC. Adoption of a policy resolution that addresses these ten policy elements will also allow local jurisdictions to simultaneously comply with the MTC complete streets requirement in the One Bay Area Grant program. The Alameda CTC required policy elements are modeled on the National Complete Streets Coalition (NCSC) elements of an ideal complete streets policy, which are referenced in the MPFAs.

	Required Policy Elements:
1	Vision: A clear and strong vision that is based on local needs and goals. The vision
	must include that all transportation improvements will be planned, funded,
	designed, constructed, operated, and maintained to provide safe mobility for all
	users, appropriate to the function and context of the facility.
2	All Users and Modes: All users (referenced above) will include pedestrians,
	bicyclists, persons with disabilities, seniors, children, motorists, movers of
	commercial goods, users and operators of public transportation, and emergency
	responders.
3	All Projects/Phases: The policy applies to all roadway projects including those
	involving new construction, reconstruction, retrofits, repaving, rehabilitation, or
	expansion of existing roadways, as well as those that involve new privately built
	roads and easements intended for public use.
4	Exceptions: Jurisdictions must prepare a process for approving exceptions,
	including who is allowed to sign off on exceptions. Written findings for exceptions
	must be included in a memorandum, signed off by a high level staff person, such as
	the Public Works director, or senior-level designee, and made publicly available. Exceptions must explain why accommodations for all users and modes were not
	included in the plan or project.
5	Network/Connectivity: The transportation system should provide a
	comprehensive, integrated and connected network of facilities for all modes of
	travel. A well-connected network should include non-motorized connectivity to
	schools, transit, parks, commercial areas, and civic destinations.
6	Jurisdiction: All departments in the jurisdiction whose work affects the roadway
	must incorporate a complete streets approach into the review and implementation
	of their projects and activities. As well, the jurisdiction will work in coordination
	with other agencies, transit districts and jurisdictions to maximize opportunities for
	Complete Streets, connectivity, and cooperation in designing and building
	transportation projects.

	Required Policy Elements:
7	Design: The jurisdiction will define and generally follow its own accepted or
	adopted design standards, and will also evaluate using the latest design standards
	and innovative design options, with a goal of balancing user needs.
8	Context Sensitivity: The planning and implementation of transportation projects will reflect conditions within and surrounding the project area, whether the area is a residential or business district or urban, suburban or rural. Project planning, design and construction of complete streets projects should include working with residents, merchants and other stakeholders to ensure that a strong sense of place is maintained.
9	Performance Measures: Jurisdiction will establish performance measures, and identify a means to collect data for the measures, to evaluate the implementation of the complete streets policy. Examples include tracking the number of miles of bicycle lanes and sidewalks, numbers of street crossings, transit ridership, etc. Specific measures should be listed.
10	Implementation Next Steps: Jurisdiction will include a list of specific next steps for implementation of the Complete Streets policy. Implementation actions will include that any proposed improvements will be evaluated for consistency with all local plans, including bicycle, pedestrian and/or transit plans, and any other plans that affect the right-of- way. Implementation actions will also include that public input on projects and plans will be solicited from stakeholders, including local bicycle and pedestrian advisory committees (BPACs) and other advisory groups, as appropriate, as early in the development process as possible.

Visit the Alameda CTC Complete Streets web page

(<u>http://www.alamedactc.org/app_pages/view/8563</u>) for many complete streets resources, including: a sample resolution, a sample local staff report, and links to many complete streets resources and best practices.



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

MEMORANDUM

То:	Countywide Bicycle and Pedestrian Advisory Committee
From:	Rochelle Wheeler, Countywide Bicycle & Pedestrian Coordinator Beth Walukas, Deputy Director of Planning
Date:	November 8, 2012

ADOPTION OF REVISED BPAC BYLAWS

Recommendation

Staff recommends that the Countywide Bicycle and Pedestrian Advisory Committee (BPAC) review and approve the BPAC Bylaws (Attachment 06A).

Summary

Subject:

In May 2012, the BPAC reviewed its bylaws, as it always does at the last meeting of the fiscal year. Staff and the BPAC made various suggested changes. These changes were coordinated with changes for other Alameda CTC advisory committees and reviewed by Alameda CTC staff. The attached bylaws reflect the final changes that staff propose. The BPAC will have the opportunity to review and approve the bylaws once again at the end of this fiscal year, and can suggest additional changes at that time.

Background

In 2011, the Alameda CTC staff made substantial revisions to the bylaws, in order to reflect a new Committee structure and the new merged agency, and to make the bylaws consistent between all Alameda CTC committees. In May 2012, staff brought the bylaws to the BPAC for its annual review and recommended that BPAC provide input on the bylaws, but delay adopting them until all revisions suggested by the four Alameda CTC advisory committees could be reviewed together. Staff has now heard from all four advisory committees and recommends the below changes, which will maintain consistency, as appropriate, between the committees. The proposed bylaws are included as Attachment 06A.

Updates to standardize the bylaws for all advisory committees:

- Article 1.1 Alameda County Transportation Commission (Alameda CTC) was revised to reflect the Administrative Code changes to how Alameda CTC identifies its governing board.
- Article 3.6.3 was revised to remove the phrase "passes away."

• Article 3.6.4 was revised to include the appointing party in the termination process.

The following two updates, which were presented to the BPAC in May, are also still being recommended:

- Article 1.18 Programmatic Funding was changed to clarify the actual percentage of Measure B revenues used to fund bicycle and pedestrian projects.
- Article 2.2.4 was added to reflect the BPAC's current role of reviewing the Metropolitan Transportation Commission (MTC) Complete Streets Checklists.

Several changes that the BPAC suggested in May 2012 were not made:

- The references to the Brown Act in Article 5.1 and Article 7.3 which the BPAC considered redundant, were left as is since these sections address different aspects of the committee functioning.
- Article 5.3, which defines a quorum, was left as is, since no other committee requested this change, and one committee had specifically suggested this wording in the past.

Finally, in May 2012, the BPAC established a Subcommittee to evaluate the idea of changing the name of the BPAC. This Subcommittee has met several times and will likely bring a final recommendation to the BPAC in 2013, when the BPAC bylaws are again reviewed by the committee.

Attachments

06A. Revised BPAC Bylaws



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400 www.AlamedaCTC.org

Bicycle and Pedestrian Advisory Committee Bylaws

Article 1: Definitions

1.1 Alameda County Transportation Commission (Alameda CTC). The Alameda CTC or <u>"Commission"</u> is a joint powers authority resulting from the merger of the Alameda County Congestion Management Agency ("ACCMA") and the Alameda County Transportation Improvement Authority ("ACTIA"). The 22-member <u>Alameda CTC</u> Commission <u>("Commission")</u> is comprised of the following representatives:

- 1.1.1 All five Alameda County Supervisors.
- **1.1.2** Two City of Oakland representatives.
- **1.1.3** One representative from each of the other 13 cities in Alameda County.
- **1.1.4** A representative from Alameda-Contra Costa Transit District ("AC Transit").
- **1.1.5** A representative from San Francisco Bay Area Rapid Transit District ("BART").

1.2 Alameda County Transportation Improvement Authority (ACTIA). The governmental agency previously responsible for the implementation of the Measure B half-cent transportation sales tax in Alameda County, as approved by voters in 2000 and implemented in 2002. Alameda CTC has now assumed responsibility for the sales tax.

1.3 Appointing Party. A person or group designated to appoint committee members.

1.4 Bicycle and Pedestrian Advisory Committee (BPAC or "Committee"). The Alameda CTC Committee that reviews all competitive applications submitted to Alameda CTC for the Bicycle and Pedestrian Safety funds, along with the development and updating of the Alameda Countywide Pedestrian and Bicycle Plans. Serving as the countywide BPAC, the Committee also provides input on countywide educational and promotional programs, and other projects of countywide significance.

1.5 Brown Act. California's open meeting law, the Ralph M. Brown Act, California Government Code, Sections 54950 *et seq.*

1.6 Citizens Advisory Committee (CAC). The Alameda CTC Committee that serves as a liaison group between the Alameda CTC and the members' respective communities. Appointed by the ACTIA Board or the Commission, the CAC keeps the Commission informed of the progress of Measure B

programs and projects, and discusses and brings local community transportation concerns to the Commission, as well as provides feedback to members' respective communities.

1.7 Citizens Watchdog Committee (CWC). The Alameda Committee of individuals created by the ACTIA Board, as required by Measure B, with the assistance of the League of Women Voters and other citizens groups, and continued by the Commission. The Committee reports directly to the public and is charged with reviewing all expenditures of the agency. Citizens Watchdog Committee members are private citizens who are not elected officials at any level of government, nor individuals in a position to benefit in any way from the sales tax.

1.8 Expenditure Plan. The plan for expending Transportation sales tax (Measure B) funds, presented to the voters in 2000, and implemented in 2002.

1.9 Fiscal Year. July 1 through June 30.

1.10 Measure B. The measure approved by the voters authorizing the half-cent sales tax for transportation services now collected and administered by the Alameda CTC and governed by the Expenditure Plan. The sales tax authorized by Measure B will be in effect for 20 years, beginning on April 1, 2002 and extending through March 31, 2022.

1.11 Measure B Bicycle and Pedestrian Countywide Discretionary Fund ("Discretionary Fund"). A grant program developed to expand and enhance bicycle and pedestrian transportation in Alameda County, focusing on projects, programs and plans with countywide significance or demonstration programs/projects that could be applied countywide. The program is funded by a portion of the 5 percent Measure B set-aside for bicycle and pedestrian projects.

1.12 Measure B Bicycle and Pedestrian Countywide Discretionary Fund Program Guidelines ("Program Guidelines"). Guidelines that lay out how the Discretionary Fund will be allocated and administered.

1.13 Measure B Program. Transportation or transportation-related program specified in the Expenditure Plan for funding on a percentage-of-revenues basis or grant allocation.

1.14 Measure B Project. Transportation and transportation-related construction projects specified in the Expenditure Plan for funding in the amounts allocated in the Expenditure Plan.

1.15 Organizational Meeting. The annual regular meeting of the BPAC in preparation for the next fiscal year's activities.

1.16 Paratransit Advisory and Planning Committee (PAPCO). The Alameda CTC Committee that meets to address funding, planning, and coordination issues regarding paratransit services in Alameda County. Members must be an Alameda County resident and an eligible user of any transportation service available to seniors and people with disabilities in Alameda County. PAPCO is supported by a

to:

Technical Advisory Committee comprised of Measure B-funded paratransit providers in Alameda County.

1.17 Planning Area. Geographic groupings of cities and of Alameda County for planning and funding purposes. North County: Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont; Central County: Hayward, San Leandro, unincorporated county (near Hayward); South County: Fremont, Newark, Union City; East County: Dublin, Livermore, Pleasanton, the unincorporated area of Sunol.

1.18 Programmatic Funding. Measure B funds distributed on a monthly basis based on a distribution formulapopulation. Approximately <u>5 Five</u> percent of net Measure B revenues are <u>dedicated</u> to bicycle and pedestrian safety projects, and 75 percent of these funds are <u>then</u> distributed as pass-through Bicycle and Pedestrian Safety funds to the cities in Alameda County and to the County for bicycle and pedestrian projects, programs, and planning.

Article 2: Purpose and Responsibilities

2.1 Committee Purpose. The BPAC purpose is to involve interested community members in the development and implementation of Alameda CTC's "Measure B Bicycle and Pedestrian Countywide Discretionary Fund" grant program, with the goal of creating a more successful program; and to contribute to the coordination and streamlining of bicycle and pedestrian planning, funding, and programming in Alameda County.

2.2 Committee Roles and Responsibilities. The roles and responsibilities of the Committee are

2.2.1 Advise Alameda CTC staff and the Alameda CTC on the implementation of the Discretionary Fund, including the:

- **2.2.1.1** Development of the scoring criteria and its weighting used to evaluate the applications.
- **2.2.1.2** Recommendation to Alameda CTC on Grant Awardees in each funding cycle, which includes considering all equity criteria (modal, geographic, and project type).
- **2.2.1.3** Evaluation of the Program Guidelines after each funding cycle.

2.2.1.4 Review of the progress of funded projects.

2.2.2 Advise Alameda CTC staff and the Alameda CTC on the development and updates of the Countywide Pedestrian and Bicycle Plans.

2.2.3 Review the implementation of the pass-through Bicycle and Pedestrian Safety funds.

2.2.4 <u>Review and provide input on the Metropolitan Transportation Commission</u> (MTC) Complete Streets Checklists for Alameda County projects.

<u>2.2.5</u> Serve as a review committee for other Alameda County public agencies, on request, on bicycle and pedestrian issues. The Committee's input will be provided directly to the public agency staff, will be strictly advisory, and will not be taken as a recommendation to the Alameda CTC. The Committee will consider requests for input on a case-by-case basis. If a quick decision is needed on whether to provide input or not, Alameda CTC staff will consult with the Committee chair to make this decision. This role may include, but is not limited to:

2.2.4.1 Providing input to Alameda CTC Project Sponsors.

2.2.4.2 Serving as the Alameda County Bicycle Advisory Committee (BAC) for Transportation Development Act (TDA) Article 3 Funding.

2.3 Additional Responsibilities. BPAC members are encouraged to do the following:

2.3.1 Perform outreach regarding BPAC activities and Measure B funds. Examples of outreach may include attending a transportation fair, attending a meeting or event related to a grant-funded project, accompanying staff to Alameda CTC outreach presentations, or disseminating information at a local library, community center, or other public location.

2.3.2 Participate in trainings and information-sharing events sponsored by the Alameda CTC, such as the Pedestrian and Bicycle Working Group meetings. This group, which has an open membership, consists of agency and nonprofit staff working to improve the bicycling and walking environment in Alameda County.

Article 3: Members

3.1 Number of Members. The BPAC consists of 11 members. The intent is to have the BPAC represent both bicycling and pedestrian interests, to include representatives from all areas of the county, and to represent the variety of interests in bicycling and walking needs including the needs of seniors and children. In addition, the BPAC should represent Alameda County's diversity in age, income level, gender, ethnicity, and bicycling experience, to the greatest extent feasible.

3.2 Appointment. The Commission will make appointments in the following manner:

3.2.1 One appointee per County Supervisor (five total).

3.2.2 One appointee for each supervisorial district, selected by the Mayors' Conference (five total).

3.2.3 One appointee representing transit agencies. Alameda CTC will lead the recruitment for this appointee, including noticing the general managers of all transit agencies that

receive Measure B funding. Alameda CTC staff will bring a final appointment recommendation to the Commission for approval.

3.3 Membership Qualification. Each member must be an Alameda County resident and be interested in improving the safety and convenience of bicycling and/or walking in the county. Public agency employees who are responsible for bicycle and pedestrian projects and/or programs and who work for an eligible agency likely to submit an application for the Discretionary Fund may not serve on the Committee. Any public agency or nonprofit employees appointed to the Committee shall recuse themselves from evaluating and voting to fund a project/program application from their agency or nonprofit organization.

3.4 Membership Term. Appointments shall be for two-year terms. There is no maximum number of terms a member may serve. Members shall serve until the Commission appoints their successors.

3.5 Attendance. Members will actively support committee activities and regularly attend meetings. Accordingly, members who miss more than half of the BPAC meetings per fiscal year, except as noted in Article 3.5.1, may be removed from the Committee. If an odd number of meetings occurs in a year, then the minimum attendance will be half of the total number of meetings, rounded up to the whole number. A member removed from the Committee may be reappointed by a Commissioner.

3.5.1 Attendance Exception. During a Discretionary Fund grant cycle evaluation period, when regular attendance is critical to making a solid funding recommendation, members must attend a minimum of 75 percent of the BPAC meetings or the position will be considered vacated.

3.6 Termination. A member's term shall terminate on the occurrence of any of the following:

3.6.1 The member voluntarily resigns by written notice to the chair or Alameda CTC

staff.

3.6.2 The member fails to continue to meet the qualifications for membership, including attendance requirements.

3.6.3 The member passes away or otherwise becomes incapable of continuing to

serve.

3.6.4 The appointing party or the Commission removes the <u>A member may be</u> removed by the appointing party or <u>The member appointment is terminated by</u> the <u>Commission</u>from the <u>Committee</u>.

3.7 Vacancies. An appointing party shall have the right to appoint (subject to approval by the Commission) a person to fill the vacant member position. Alameda CTC shall be responsible for notifying an appointing party of such vacancy and for urging expeditious appointment of a new member, as appropriate.

Article 4: Officers

4.1 Officers. The BPAC shall annually elect a chair and vice chair. Each officer must be a duly appointed member of the BPAC.

4.1.1 Duties. The chair shall preside at all meetings and will represent BPAC before the Commission to report on BPAC activities. The vice chair shall assume all duties of the chair in the absence of, or on the request of the chair. In the absence of the chair and vice chair at a meeting, the members shall, by consensus, appoint one member to preside over that meeting.

4.2 Office Elections. Officers shall be elected by the members annually at the Organizational Meeting or as necessary to fill a vacancy. An individual receiving a majority of votes by a quorum shall be deemed to have been elected and will assume office at the meeting following the election. In the event of multiple nominations, the vote shall be by ballot. Officers shall be eligible for re-election indefinitely.

Article 5: Meetings

5.1 Open and Public Meetings. All BPAC meetings shall be open and public and governed by the Brown Act. Public comment shall be allowed at all BPAC meetings. The time allotted for comments by a member of the public in the general public comment period or on any agenda item shall be limited at the discretion of the chair.

5.2 Regular Meetings. BPAC will hold up to eight meetings per year, coinciding with the various funding cycles, the updates to the Countywide Bicycle and Pedestrian Plans, and requests for input from public agencies. Annually, at the Organizational Meeting, the Committee shall establish the schedule of regular meetings for the ensuing year. Meeting dates and times may be changed and additional regular meetings scheduled during the year.

5.3 Quorum. For purposes of decision making, a quorum shall consist of at least half (50 percent) plus one of the total number of members appointed at the time a decision is made. No actions will be taken at meetings with less than 50 percent plus one member present. Items may be discussed and information may be distributed on any item even if a quorum is not present.

5.4 Special Meetings. Special meetings may be called by the chair or by a majority of the members on an as-needed basis. Attendance at special meetings is not counted as part of members' attendance requirement. Agenda item(s) for special meeting(s) shall be stated when the meeting is called, but shall not be of a general business nature. Specialized meetings shall be concerned with studies, emergencies, or items of a time-urgent nature. Agenda item(s) of a regular meeting may be tabled for further discussion and action at a special meeting, the time and location to be announced in the tabling motion. Notice of such meetings shall be given to all members at least 72 hours prior to such meetings and shall be published on the Alameda CTC's website and at the Alameda CTC office, all in accordance with the Brown Act.

5.5 Agenda. All meetings shall have a published agenda. Action may be taken only on items indicated on the agenda as action items. Items for a regular meeting agenda may be submitted by any member to the chair and committee staff. The Commission and/or Committee staff may also submit items for the agenda. Every agenda shall include provision for members of the public to address the BPAC. The chair and the vice chair shall review the agenda in advance of distribution. Copies of the agenda, with supporting material and the past meeting minutes, shall be mailed to members and any other interested parties who request it. The agenda shall be posted on the Alameda CTC website and office and provided at the meeting, all in accordance with the Brown Act.

5.6 Roberts Rules of Order. The rules contained in the latest edition of "Roberts Rules of Order Newly Revised" shall govern the proceedings of the BPAC and any subcommittees thereof to the extent that the person presiding over the proceeding determines that such formality is required to maintain order and make process and to the extent that these actions are consistent with these bylaws.

5.7 Place of Meetings. BPAC meetings shall be held at the Alameda CTC offices, unless otherwise designated by the Committee. Meeting locations shall be within Alameda County, accessible in compliance with the Americans with Disabilities Act of 1990 (41 U.S.C., Section 12132) or regulations promulgated there under, shall be accessible by public transportation, and shall not be in any facility that prohibits the admittance of any person, or persons, on the base of race, religious creed, color, national origin, ancestry, or sex, or where members of the public may not be present without making a payment or purchase.

Article 6: Subcommittees

6.1 Establishment. The Committee may establish subcommittees when and as necessary or advisable to make nominations for office of BPAC, to develop and propose policy on a particular issue, to conduct an investigation, to draft a report or other document, or for any other purpose within the authority of the BPAC.

6.2 Membership. BPAC members will be appointed to subcommittees by the BPAC, on a voluntary basis, or by the chair. No subcommittee shall have fewer than three members, nor will a subcommittee have sufficient members to constitute a quorum of the BPAC.

Article 7: Records and Notices

7.1 Minutes. Minutes of all meetings, including actions and the time and place of holding each meeting, shall be kept on file at the Alameda CTC office.

7.2 Attendance Roster. A member roster and a record of member attendance shall be kept on file at the Alameda CTC office.

7.3 Brown Act. All meetings of the BPAC will comply with the requirements of the Brown Act. Notice of meetings and agendas will be given to all members and any member of the public requesting such notice in writing and shall be posted at the Alameda CTC office at least 72 hours prior to each

meeting. Members of the public may address the BPAC on any matter not on the agenda and on each matter listed on the agenda, pursuant to procedures set by the chair and/or the Committee.

7.4 Meeting Notices. Meeting notices shall be in writing and shall be issued via U.S. Postal Service, personal delivery, and/or email. Any other notice required or permitted to be given under these bylaws may be given by any of these means.

Article 8: General Matters

8.1 Per Diems. Committee members shall be entitled to a per diem stipend for meetings attended in amounts and in accordance with policies established by the Alameda CTC.

8.2 Conflicts of Interest. A conflict of interest exists when any Committee member has, or represents, a financial interest in the matter before the Committee. Such direct interest must be significant or personal. In the event of a conflict of interest, the Committee member shall declare the conflict, recuse him or herself from the discussion, and shall not vote on that item. Failure to comply with these provisions shall be grounds for removal from the Committee.

8.3 Amendments to Bylaws. These bylaws will be reviewed annually, and may be amended, repealed, or altered, in whole or in part, by a vote taken at a duly-constituted Committee meeting at which a quorum is present.

8.4 Public Statements. No member of the Committee may make public statements on behalf of the Committee without authorization by affirmative vote of the Committee, except the chair, or in his or her place the vice chair, when making a regular report of the Committee activities and concerns to the Alameda CTC.

8.5 Conflict with Governing Documents. In the event of any conflict between these bylaws and the July 2000 Alameda County Transportation Expenditure Plan, California state law, or any action lawfully taken by the Alameda CTC, the conflicting provision in the Expenditure Plan, state law, the lawful action of ACTIA or the Alameda CTC shall prevail.

8.6 Staffing. Alameda CTC will provide all staffing to the Committee including preparation and distribution of meeting agendas, packets, and minutes; preparation of reports to the Alameda CTC Committees and Commission; tracking of attendance; and stipend administration.



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

Memorandum

DATE: September 26, 2012

TO: Programs and Projects Committee

FROM: Matt Todd, Manager of Programming John Hemiup, Senior Transportation Engineer

SUBJECT: Review of FY 11-12 Alameda CTC Program Status Update on Pass-through Fund and Grant Programs

Recommendation

This is an informational item only.

Summary

In 1986, Alameda County voters approved the Measure B half-cent transportation sales tax, which was later reauthorized in November 2000. Alameda CTC allocates approximately 60 percent of the net sales tax revenues to essential programs, services, and projects in Alameda County.

In November 2010, voters approved the Vehicle Registration Fee (VRF) Program, thereby authorizing the collection of an annual \$10 per vehicle registration fee starting in May 2011. Funds raised by the VRF Program are for local transportation purposes in Alameda County.

On a monthly basis, Alameda CTC disburses Measure B and VRF pass-through program funds to (20) twenty agencies/jurisdictions through formulas and percentages. The funded programs are listed in Table 1 below.

	n runded programs
Measure B	Vehicle Registration Fee
Local Streets and Roads	Local Streets and Roads
Bicycle and Pedestrian Safety	
Mass Transit	
Paratransit	

Table 1: Pass-through funded programs

Pass-through program recipients are required to submit separate annual independent financial audits and accompanying descriptive compliance reports at the end of each calendar year. For fiscal year 11-12 (FY 11-12), the audits are due to Alameda CTC on December 27, 2012 and the compliance reports are due on December 31, 2012.

Local agencies/jurisdictions and nonprofit organizations may also receive Measure B grant funds through Alameda CTC's discretionary funding programs. Grant recipients are required to submit progress reports every six months. These progress reports summarize the status of grant programs semi-annually (as reported by recipients).

Discussion

Summary of Measure B Pass-through Fund Program

Alameda CTC has collected and distributed over \$602.8 million in Measure B program funds, including pass-through and grant funds, to local agencies, transit agencies, jurisdictions, and nonprofit organizations for transportation purposes since sales tax collection began for the 2000 Measure B on April 1, 2002.

For FY 11-12, Measure B net sales tax revenues generated \$107.5 million, higher than the \$104 million initially projected. As a result, agencies and jurisdictions received more pass through funds than originally anticipated based on the higher sales tax revenue.

Measure B Pass-through Program highlights are noted below:

• In FY 11-12, Alameda CTC distributed \$60.5 million in Measure B pass-through program funds to recipients. The Measure B pass-through funding distributions are depicted in the Table 2 below.

Program/Projects	D	Amount istributed in millions)	Percent
Local Streets and Roads	\$	24.0	39.7%
Mass Transit	\$	22.8	37.7%
Paratransit	\$	9.7	16.0%
Bicycle and Pedestrian	\$	4.0	6.6%
T	OTAL \$	60.5	100%

Table 2: Measure B Pass-through Funding Distribution

Alameda CTC distributed pass-through funds to (21) jurisdictions including (14) fourteen local cities: Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City; Alameda County; and (6) six transportation agencies: Alameda-Contra Costa Transit District (AC Transit), Altamont Commuter Express Rail Service, Livermore Amador Valley Transit Authority (LAVTA), San Francisco Bay Area Rapid Transit District (BART), San Francisco Bay Area Water Emergency Transportation Authority (WETA), and Union City Transit.

Summary of Vehicle Registration Fee Pass-through Fund Program

Alameda CTC has collected \$12.5 million in net Vehicle Registration Fee Funds since collection began in May 2011. Alameda CTC recently began distributing VRF pass-through funds to local jurisdictions in Spring 2012. These pass-through funds are eligible for local street and road improvements.

VRF Pass-through Fund program highlights are noted below.

- In FY 11-12, Alameda CTC VRF net revenue amounted to \$11.6 million.
- In FY 11-12, Alameda CTC distributed \$7.0 million (60%) in VRF pass-through program funds to recipients. The remaining \$4.6 million (40%) is reserved for discretionary grant programs.
- Alameda CTC distributed VRF pass-through funds to (14) fourteen local cities: Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City; and Alameda County.

Summary of Measure B Grant Programs

Alameda CTC distributes discretionary Measure B funds through four competitive grant programs to local agencies, transit agencies, and nonprofit organizations for transportation purposes. Alameda CTC evaluates grant proposals before awarding grants to project sponsors. For the Bicycle and Pedestrian Countywide Discretionary Fund (CDF) and the Paratransit Gap Grant programs, community advisory committees also review and make funding recommendations to the Commission for approval. In FY 11-12, Alameda CTC reimbursed project sponsors a total of \$3 million.

Alameda CTC also distributed \$96,293 in Measure B Minimum Service Level (MSL) grants to the City of Oakland and City of San Leandro for maintaining minimum paratransit service operations.

Bicycle and Pedestrian Countywide Discretionary Fund (CDF) Grant Program

Through the Bicycle and Pedestrian CDF Grant Program, Alameda CTC provides funding to bicycle and pedestrian transportation projects which encourage and increase accessibility, safety, and mobility for bicyclists and pedestrians throughout the County.

Alameda CTC has allocated \$10.1 million to (44) forty-four bicycle and pedestrian projects related to capital projects, master planning activities, and outreach efforts. The Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC) provides project funding recommendations to the Commission. Currently, there are (11) eleven active CDF projects.

In FY 11-12, Alameda CTC reimbursed approximately \$800,000 to project sponsors.

Express Bus Service Grant Program

The Express Bus Service program is designed to improve rapid bus services throughout the County. Projects funded under this competitive grant program include transportation facilities improvements, operations, and transit center/connectivity expansion.

To date, Alameda CTC has allocated approximately \$7.4 million to (7) seven express bus service projects. Currently, there are (3) three active express bus service projects.

In FY 11-12, Alameda CTC reimbursed over \$1.0 million to project sponsors.

Paratransit Gap Grant Program

The Paratransit Gap Grant program provides funding to local jurisdictions, transit agencies, and non-profit groups to improve transportation mobility and access to seniors and people with disabilities. The program funds a variety of projects from shuttle operations, same day/taxi services, and transportation/outreach services including special transportation services for individuals with dementia, ridercare and fare assistance programs, travel escorts, and travel mobility and safety awareness training.

Alameda CTC has allocated approximately \$12.4 million to (60) sixty transportation projects and programs for seniors and people with disabilities. The Alameda CTC Paratransit Advisory and Planning Committee (PAPCO) makes recommendations to the Commission on the Paratransit Gap grant funding. Currently, there are (23) twenty-three active Paratransit Gap projects.

In FY 11-12, Alameda CTC reimbursed approximately \$1.0 million to project sponsors.

Transit Oriented Development Grant Program

The Transit Oriented Development (TOD) grant program focus on development of mixed-use residential or commercial areas designed to maximize access to public transportation. These projects are also referred to as Transit Center Development Projects (TCD) or Priority Development Areas (PDA). Alameda CTC makes these funds available to Alameda County cities and to the County to encourage development near transit centers.

Alameda CTC allocated over \$2.1 million to TOD projects throughout Alameda County. Currently, there are (3) three active TOD projects.

In FY 11-12, Alameda CTC reimbursed approximately \$242,000 to project sponsors.

Measure B Grant program highlights

- Since the start of Measure B grant funding in 2004, over 40 agencies and nonprofit organizations have received grant awards through the four grant programs.
- As of September 2012, Alameda CTC has funded 121 grant projects in the amount of \$32.0 million.
- To date, there are (81) eight-one completed projects which have expanded access to transportation and improved mobility in Alameda County for each type of grant program.
- Each Measure B grant funded project/program has been successful, meeting and exceeding performance measures and other markers of success.
- These grant programs have leveraged Measure B funds to cover total grant program costs of over \$119.5 million.
- Currently, there are (40) forty active grants.

Summary of Grant Funding Cycles

The following Table 3 - Measure B Grant Programs Summary lists depicts the Measure B grant cycles, including the Measure B award amount to date and the total number of projects for each cycle. In lieu of issuing a Call for Projects for the grant programs in FY 10/11 and 11/12, the Commission approved supplemental funding, funding reallocation, and/or time extensions (*reference as "mid-cycle"*).

Alameda CTC anticipates a new Call for Projects for Measure B and VRF discretionary Funds this Winter 2012/Spring 2013. This will be the first Call for Projects for the VRF program.

For additional project information, Attachment A provides project funding allocations for active and completed projects. Attachments B - E describes the current status and activities of the active grant projects.

				i i i ogi anns ban	J	
Program	Cycle	Start Date	Measure B Awards	Total Project Costs	Total Projects	Active Projects
	1	02/26/04	\$1,250,000	\$5,845,092	7	0
_	2	04/28/05	\$1,000,000	\$2,143,921	8	0
and ian	3	07/01/07	\$2,407,292	\$16,592,705	14	0
cle	4	07/01/09	\$4,926,983	\$10,204,000	12	8
Bicycle and Pedestrian	Mid- Cycle	07/01/10	\$484,000	\$4,204,000	3	3
		Subtotal:	\$10,068,275	\$39,546,686	44	11
70	1	07/01/06	\$3,170,843	\$12,284,677	3	1
Bus	2	07/01/09	\$3,907,157	\$5,448,679	3	1
Express Bus	Mid- Cycle	07/01/10	\$321,000	\$321,000	1	1
E		Subtotal:	\$7,399,000	\$18,054,356	7	3
	1 & 2	07/01/04	\$1,536,365	\$1,536,365	16	0
sit	3	07/01/06	\$3,921,152	\$4,554,835	16	2
an	4	07/01/08	\$6,133,191	\$8,876,540	20	13
Paratransit	Mid- Cycle	07/01/10	\$848,256	\$848,256	8	8
		Subtotal:	\$12,438,964	\$15,815,996	60	23
at	1	07/01/05	\$340,390	\$1,662,175	4	0
sit ted me	2	07/01/07	\$767,000	\$43,369,344	4	1
Transit Oriented Development	Mid- Cycle	07/01/10	\$1,000,000	\$1,000,000	2	2
Ď		Subtotal:	\$2,107,390	\$46,031,519	10	3
		Total:	\$32,013,629	\$119,448,557	121	40

Table 3: Total Measure B Grant Programs Summary

Attachments

Attachment A: Attachment B: Alameda CTC Grant Program Summary Bicycle and Pedestrian CDF Grant Program Status Update

Alameda CTC Program Grant Projects Summary Table Bicycle and Pedestrian/Express Bus/Paratransit/Transit Oriented Development

Last Updated:	
September 24,	
2012	

Grant Program	Cycle	Agreement No.	Location	Grant Project Sponsor	Grant Project Name	Current (Amended)	Current Other Funds	Current (Amended) Total Project Cost	September 24, 2012 Project Status
		A04-0016 A04-0018	N N	City of Oakland City of Oakland Public Works Agency	Eastlake Streetscape and Pedestrian Enhancement Project Oakland Bicycle Master Plan Update Care Leandre Dev Treil Clevels Dridge	MB Funds \$262,000 \$134,000	\$2,827,600 \$166,440	\$3,089,600 \$300,440	Complete Complete
	1	A04-0017 A04-0019 A04-0022 A04-0021	C, E N, C, S E	City of San LeandroCounty of Alameda Public Works AgencyEast Bay Asian Youth CenterEast Bay Regional Park District	San Leandro Bay Trail Slough Bridge Alameda County Pedestrian Master Plan for Unincorporated Areas Bicycle Education Programs Iron Horse Trail	\$0 \$120,000 \$222,750 \$450,000	\$0 \$50,000 \$170,000 \$1,381,052	\$0 \$170,000 \$392,750 \$1,831,052	Superceded Complete Complete Complete
		A04-0023 A05-0030	N CW	University of California (Berkeley) Alameda County Congestion Mangement Agency	UC Berkeley Bicycle Plan Cycle 1 Grants (7) Subtotal Countywide Bicycle Plan Update	\$61,250 \$1,250,000 \$30,000	\$0 \$4,595,092 \$20,000	\$61,250 \$5,845,092 \$50,000	Complete Complete
		A05-0036 A05-0031 A05-0035	N N N	Alameda County Public Works Agency City of Alameda City of Albany	Coliseum BART to Bay Trail Connector Environmental Study City of Alameda Pedestrian Master Plan Buchanan and I-80/I-580 Intersection Alternative Bicycle/Pedestrian Connector Trail	\$100,000 \$36,000 \$75,000	\$15,000 \$9,000 \$35,000	\$115,000 \$45,000 \$110,000	Complete Complete Complete
	2	A05-0034 A05-0032 A05-0033 A05-0037	N S E CW	City of Oakland City of Union City East Bay Regional Park District San Francisco Bay Area Rapid Transit District	Market Street Bikeway Project 11th Street Enhancement Project Alamo Canal Trail Undercrossing of I-580 Feasibility Study BART Station Electronic Bicycle Lockers	\$235,000 \$300,000 \$50,000 \$174,000	\$459,921 \$497,000 \$50,000 \$58,000	\$694,921 \$797,000 \$100,000 \$232,000	Complete Complete Complete Complete
rian		A03-0037 A07-0004 A07-0003	N, C, S N, C, S	Sam rancisco bay Area Rapid Transit District Alameda County Public Works Agency Alameda-Contra Costa Transit District	BART Station Electionic Bicycle Lockers Cycle 2 Grants (8) Subtotal Union Pacific (Oakland Subdivision) Railroad Corridor Improvement Plan Bike Racks for New Buses	\$174,000 \$1,000,000 \$75,000 \$20,000	\$38,000 \$1,143,921 \$75,000 \$23,578	\$2,143,921 \$150,000 \$43,578	Complete Complete Complete
Pedesti		A07-0005 A07-0005 A07-0006 A07-0007	N, C, S N N N	Alameda-Contra Costa Transit District Berkeley Redevelopment Agency City of Alameda City of Albany	Aquatic Park Connection Streetscape Improvement Project - Phase 1 Bike & Ped Improvements Alameda-Oakland Estuary Crossing Feasibility Study Buchanan Bicycle/Pedestrian Path	\$65,000 \$100,000 \$266,000	\$23,578 \$1,160,000 \$310,797 \$51,600	\$43,378 \$1,225,000 \$410,797 \$317,600	Complete Complete Complete Complete
cle and	3	A07-0008 A07-0009 A07-0010	N N E	City of Berkeley City of Berkeley City of Livermore	Ashby BART Station/Ed Roberts Campus Pedestrian and Bicycle Access and Safety Project Travel Choice - Berkeley Iron Horse Trail Feasibility & Engineering Study	\$136,000 \$190,000 \$70,000	\$6,914,000 \$447,000 \$98,000	\$7,050,000 \$637,000 \$168,000	Complete Complete Complete
Bicy		A07-0011 A07-0012 A07-0013	N E C	City of Oakland City of Pleasanton City of San Leandro	MacArthur Transit Hub Streetscape Improvement Project Pleasanton Pedestrian & Bicycle Master Plan Bay Trail Slough Bridge	\$215,000 \$111,000 \$150,000	\$2,608,000 \$0 \$1,860,000	\$2,823,000 \$111,000 \$2,010,000	Complete Complete Complete
		A07-0015 A07-0014 A07-0016	CW E CW	East Bay Bicycle Coalition East Bay Regional Park District Transportation and Land Use Coalition	Bicycle Safety Education Classes I-580 Undercrossing, Alamo Canal Trail Safe Routes to School (SR2S) Alameda County Partnership	\$38,000 \$235,000 \$736,292	\$3,250 \$100,000 \$534,188	\$41,250 \$335,000 \$1,270,480	Complete Complete Complete
		A09-0023 A09-0021	CW N	Alameda County Transportation Commission City of Albany	Cycle 3 Grants (14) Subtotal Alameda Countywide Bicycle Plan Update Alameda Countywide Bicycle Plan Update Albany Pedestrian Master Plan and Update to the Albany Bicycle Master Plan Alame Concl. Designed Trail Undergreesing of L 500: Construction	\$2,407,292 \$130,000 \$130,000 \$130,000	\$14,185,413 \$46,104 \$55,800	\$16,592,705 \$176,104 \$185,800	Active Complete
		A09-0018 A09-0020 A09-0026 A09-0022	E S S S	City of Dublin City of Fremont City of Fremont City of Newark	Alamo Canal Regional Trail Undercrossing of I-580: Construction Irvington Area Pedestrian Improvements Tri-City Senior Walk Clubs Newark Pedestrian and Bicycle Master Plan	\$491,000 \$286,000 \$105,000 \$119,000	\$1,760,000 \$49,000 \$15,000 \$30,000	\$2,251,000 \$335,000 \$120,000 \$149,000	Active Active Active Active
	4	A09-0017 A09-0025 A09-0019	N CW E	City of Oakland East Bay Bicycle Coalition East Bay Regional Parks District	Lakeshore/Lake Park Avenue Complete Streets Project Bicycle Safety Education Program Iron Horse Trail Feasibility Study - Dublin BART to Santa Rita Road	\$573,599 \$410,384 \$25,000	\$633,992 \$54,889 \$25,000	\$1,207,591 \$465,273 \$50,000	Active Active Complete
		A09-0024 A09-0027 ACTIA-6	CW CW N, C	TransForm TransForm Alameda CTC	Safe Routes to Schools Alameda County Partnership TravelChoice New Residents East Bay Greenway Environmental Review and Implementation Strategy	\$820,000 \$175,000 \$1,662,000	\$1,075,000 \$178,000 \$1,911,200	\$1,895,000 \$353,000 \$3,573,200	Complete Complete Active
	Mid-	(A09-0016) N/A N/A	C C	Alameda CTC Alameda CTC	Cycle 4 Grants (12) Subtotal Safe Routes to School - Operations Safe Routes to School - CAP TAP	\$4,926,983 \$270,000 \$149,000	\$5,833,985 \$2,069,000 \$1,151,000	\$10,760,968 \$2,339,000 \$1,300,000	Active Active
	Cycle	N/A	С	Alameda CTC	Safe Routes to School - BikeMobility Mid-Cycle Grants (3) Subtotal 44 Bicycle and Pedestrian - Cycles 1 - 4 and Mid-Cycle Grants Total	\$65,000 \$484,000 \$10,068,275	\$500,000 \$3,720,000 \$29,478,411	\$565,000 \$4,204,000 \$39,546,686	Active
	1	A06-0039 A06-0038 A06-0040	S CW E	Alameda-Contra Costa Transit DistrictAlameda-Contra Costa Transit DistrictLivermore Amador Valley Transit Authority	Ardenwood Express Bus Park and Ride Improvements Express Bus Connectivity - Major Hubs LAVTA Bus Rapid Transit	\$1,500,000 \$21,843 \$1,649,000	\$6,800,000 \$2,427 \$2,311,407	\$8,300,000 \$24,270 \$3,960,407	Complete Complete Active
ss Bus	2	N/A A09-0035	CW C, N	Alameda-Contra Costa Transit District Alameda-Contra Costa Transit District	Cycle 1 Grants (3) Subtotal Alameda County Countywide Express Bus Plan (from Cycle 1 funding) 1R International Rapid Weekday and Weekend Operations (funding rolled over from superceded)	\$3,170,843 \$0 \$2,028,157	\$9,113,834 \$0 \$1,171,522	\$12,284,677 \$0 \$3,199,679	Superceded Complete
Expres	Z Mid-	A09-0036 Pending	E CW, S	Livermore Amador Valley Transit Authority Alameda-Contra Costa Transit District	LAVTA Express Bus Operating Assistance Cycle 2 Grants (3) Subtotal AC Transit Expansion of Transit Center at San Leandr0 Bart	\$1,879,000 \$3,907,157 \$321,000	\$370,000 \$1,541,522 \$0	\$2,249,000 \$5,448,679 \$321,000	Active Active
	Cycle				Mid-Cycle Grants (1) Subtotal 7 Express Bus - Cycles 1-2 and Mid-Cycle Grants Total	\$321,000 \$7,399,000	\$0 \$10,655,356	\$321,000 \$18,054,356	
		A04-0027 A04-0026 A04-0028	N N N	City of Alameda City of Albany City of Berkeley	Medical Return Trip Improvement Program (MRTIP) Medical Return Trip Improvement Program (MRTIP) Medical Return Trip Improvement Program (MRTIP)	\$64,514 \$11,480 \$76,163	\$0 \$0 \$0	\$64,514 \$11,480 \$76,163	Complete Complete Complete
		A04-0029 A04-0033 A04-0033	N S S	City of Emeryville City of Fremont City of Fremont	Medical Return Trip Improvement Program (MRTIP) Paratransit Fare Assistance Program Travel Escort Program	\$10,080 \$52,388 \$77,836	\$0 \$0 \$0	\$10,080 \$52,388 \$77,836	Complete Complete Complete
	1 & 2	A04-0033 A04-0031 A04-0031 A04-0031	S C C	City of Fremont City of Hayward City of Hayward City of Hayward	Medical Outreach Transportation Program (South County) Pre-scheduled Non-Medical Trips Same Day Medical Trips Joint Medical Transportation Outreach Project	\$89,599 \$93,700 \$164,650 \$26,023	\$0 \$0 \$0 \$0 \$0	\$89,599 \$93,700 \$164,650 \$26,023	Complete Complete Complete Complete
		A04-0031 A04-0030 A04-0030	C C N N	City of Hayward City of Hayward City of Oakland City of Oakland	Group Recreational Trips Medical Return Trip Improvement Program (MRTIP) Accessible Home Improvement Paratransit Program (AHIPP)	\$93,700 \$397,783 \$132,763	\$0 \$0 \$0 \$0	\$93,700 \$397,783 \$132,763	Complete Complete Complete
		A04-0032 A04-0032 A04-0036	C C E	City of San LeandroCity of San LeandroLivermore Amador Valley Transit Authority/Pleasanton Paratransit	Joint Medical Transportation Outreach Project San Leandro Out of Town Medical Trips Tri-Valley Taxi Study for Seniors and Disabled	\$7,500 \$96,975 \$141,211	\$0 \$0 \$0	\$7,500 \$96,975 \$141,211	Complete Complete Complete
		ACTIA-3 ACTIA-2	CW	Alameda County Transportation Improvement Authority Alameda County Transportation Improvement Authority/City of Fremont	Cycles 1 & 2 Grants (16) Subtotal Countywide Mobility Coordination Program South County Taxi Pilot Project (includes \$100K to St. MiniCab PSA)	\$1,536,365 \$500,000 \$455,700	\$0 \$0 \$0	\$1,536,365 \$500,000 \$455,700	Complete Complete
		(A06-0044) ACTIA-1 (A06-0044) A06-0030	S CW	Alameda County Transportation Improvement Authority/City of Fremont Alameda-Contra Costa Transit District	Tri-City Travel Training Pilot Project East Bay Paratransit Mobile Data Computer/Automatic Vehicle Location Pilot Program	\$230,000 \$500,000	\$60,000	\$290,000 \$561,645	Active
		A06-0036 A06-0028 A06-0034	N, C N N	Alzheimer's Services of the East Bay Bay Area Community Services Bay Area Community Services	Special Transportation Services for Individuals with Dementia Dimond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle Expansion North Alameda County Group Trip Program	\$300,000 \$330,245 \$240,454	\$348,743 \$5,129 \$17,447	\$648,743 \$335,374 \$257,901	Complete Active Complete
	3	A06-0035 A06-0027 A06-0044	N N S	Center for Independent Living/USOAC City of Berkeley/Ed Roberts Campus City of Fremont	Outreach and Travel Training Project of North Alameda County Ashby BART Station/Ed Roberts Campus Older Driver Safety Awareness Program	\$239,976 \$141,000 \$36,000	\$18,888 \$16,000 \$0	\$258,864 \$157,000 \$36,000	Complete Complete Complete
		A06-0044 A06-0032 A06-0031	S C S	City of Fremont City of Hayward City of Newark	Volunteers for Independence Program Hayward Ride-Today! Fare Assistance for AC Transit Circulator Routes	\$73,483 \$355,700 \$93,026	\$0 \$0 \$0	\$73,483 \$355,700 \$93,026	Complete Complete Complete
atransit		A06-0033 A06-0037 A06-0029	E E CW	Livermore Amador Valley Transit Authority/Pleasanton Paratransit Livermore Amador Valley Transit Authority/Pleasanton Paratransit San Francisco Bay Area Rapid Transit District	LAVTA Paratransit Customer Service Software Tri-Valley Travel Training Program East Bay Paratransit Rider Care Specialist	\$175,000 \$123,800 \$126,768	\$26,000 \$57,460 \$22,371	\$201,000 \$181,260 \$149,139	Complete Complete Complete
Para		ACTIA-4 ACTIA-5 A08-0028	C, S CW	Alameda County Transportation Improvement Authority Alameda County Transportation Improvement Authority	Cycle 3 Grants (16) Subtotal Central County Taxi Program Expansion and "Guaranteed Ride Home" for Travel Training Participants Countywide Mobility Coordination	\$3,921,152 \$35,000 \$374,000	\$633,683 \$0 \$0	\$4,554,835 \$35,000 \$374,000	Cancelled Complete
		A08-0025 A08-0026 A08-0024	N, C, S CW N, C, S	Alameda-Contra Costa Transit District Alameda-Contra Costa Transit District Alameda-Contra Costa Transit District	Interactive Voice Response (IVR)/Web-based Scheduling Software New Freedom Fund Grant Match EBP Mobile Data Terminal/Automatic Vehicle Locator Project	\$200,000 \$36,000 \$306,000	\$0 \$144,000 \$300,000	\$200,000 \$180,000 \$606,000	Active Active Complete
		A08-0029 A08-0030	N, C, S N	Alzheimer's Services of the East Bay Bay Area Outreach and Recreation Program	Driving Growth through Transportation: Special Transportation Services for Individuals with Dementia BORP North County Youth/Adults with Disabilities Group Trip Project Mability Matterel	\$720,000 \$604,200 \$550,420	\$1,222,001 \$168,230 \$255,450	\$1,942,001 \$772,430	Active Active Active
	4	A08-0031 A08-0032 A08-0033 A08-0034	N, C N N S	Center for Independent Living City of Albany City of Emeryville City of Fremont	Mobility Matters! Albany Senior Center Community Shuttle Bus 94608 Area Demand Response Shuttle Service for Seniors and/or People with Disabilities VIP Rides Program	\$550,429 \$172,600 \$357,000 \$398,148	\$255,459 \$42,223 \$34,000 \$0	\$805,888 \$214,823 \$391,000 \$398,148	Active Active Active Active
		A08-0035 A08-0036 A08-0037	C N N	City of Hayward City of Oakland City of Oakland - Department of Human Resources	Hayward Round About - Paratransit Shuttle Service GRIP - Grocery Return Improvement Program TAXI - UP & GO Project!	\$440,000 \$345,885 \$327,472	\$0 \$0 \$431,697	\$440,000 \$345,885 \$759,169	Complete Active Active
		A08-0038 A08-0039 A08-0041	E E E	City of Pleasanton City of Pleasanton Livermore Amador Valley Transit Authority	Downtown Route Rider Assessment Service Paratransit Vehicle Donation Program and Dial-a-Ride Scholarship	\$557,617 \$9,200 \$95,000	\$84,899 \$8,927 \$4,813	\$642,516 \$18,127 \$99,813	Active Complete Active
		A08-0040 A08-0042 A08-0043	E CW E	Livermore Amador Valley Transit Authority San Francisco Bay Area Rapid Transit District Senior Support Program of the Tri Valley	LAVTA Livermore Senior Housing Shuttle Learn BART! A Picture Guide to Riding BART Volunteers Assisting Same Day Transportation and Escorts	\$191,000 \$43,000 \$370,640 \$6 133 191	\$9,500 \$21,600 \$16,000 \$2,743,349	\$200,500 \$64,600 \$386,640 \$8,876,540	Complete Complete Active
		A11-0059 A12-0010 A12-0004	S S S	City of Fremont MV Transportation St. Mini Cab Corporation	Cycle 4 Grants (20) Subtotal Tri-City Mobility Management Program Emergency Wheelchair/Scooter and Hospital Discharge Service Same Day Taxi Program in South Alameda County Emergency Wheelchair/Scooter and Hospital Discharge Service	\$6,133,191 \$114,500 \$50,000 \$125,000	\$2,743,349 \$0 \$0 \$0 \$0	\$8,876,540 \$114,500 \$50,000 \$125,000	Active Active Active
	Mid- Cycle	A12-0001 A12-0030 N/A	C C N,C,S	St. Mini Cab Corporation Senior Helpline Services Countywide Mobility Management Program Pilot	Same Day Taxi Program in Central Alameda County Volunteer Drivers Program Countywide Mobility Management Program Pilot	\$240,000 \$100,000 \$118,756	\$0 \$0 \$0	\$240,000 \$100,000 \$118,756	Active Active Active
		N/A N/A	C S	City of Oakland City of San Leandro	Minimum Level of Service Grants Minimum Level of Service Grants Mid-Cycle Grants (8) Subtotal	\$25,000 \$75,000 \$848,256	\$0 \$0 \$0	\$25,000 \$75,000 \$848,256	Active Active
lent		A05-0019 A05-0046 A05-0047	CW N	Alameda County Congestion Management Agency (ACCMA) City of Alameda	60 Paratransit - Cycles 1 - 4 and Mid-Cycle Grants Total Transit Oriented Development Technical Assistance Program Alameda Point Station Area Plan Project Downtown San Leandro Bus Rapid Transit Station Area Plan Project	\$12,438,964 \$250,000 \$25,415 \$51,750	\$3,377,032 \$50,000 \$224,585 \$648,250	\$15,815,996 \$300,000 \$250,000 \$700,000	Complete Complete
jvelopm	1	A05-0047 A05-0048	E	City of San Leandro City of Pleasanton City of Livermore	Downtown San Leandro Bus Rapid Transit Station Area Plan Project Pleasanton Hacienda Business Park Station Area Plan Project Cycle 1 Grants (4) Subtotal Downtown Livermore Pedestrian Transit Connections Program	\$51,750 \$13,225 \$340,390 \$180,500	\$648,250 \$398,950 \$1,321,785 \$1,200,000	\$700,000 \$412,175 \$1,662,175 \$1,380,500	Complete Complete
nted De	2	A07-0017 A07-0018 A07-0019 A07-0020	E S N N	City of Livermore City of Fremont City of Oakland City of Berkeley	Downtown Livermore Pedestrian Transit Connections Program Bay Street Streetscape Project West Oakland Seventh Street Transit Village Streetscape Transportation Enhancements at Ashby BART Station/Ed Roberts Campus	\$180,500 \$138,000 \$218,500 \$230,000	\$1,200,000 \$3,262,000 \$4,370,344 \$33,770,000	\$1,380,500 \$3,400,000 \$4,588,844 \$34,000,000	Complete Complete Active Complete
ısit Orie	Mid-	N/A N/A	N, C N, C	City of Berkeley Alameda CTC Alameda CTC	Transportation Enhancements at Ashby BART Station/Ed Roberts Campus Cycle 2 Grants (4) Subtotal TOD - TAP (FY 2009-10 CMA Program) TOD - TAP (FY 2011-12 CMA Program)	\$230,000 \$767,000 \$500,000 \$500,000	\$33,770,000 \$42,602,344 \$0 \$0	\$34,000,000 \$43,369,344 \$500,000 \$500,000	Active Active
Trar	Cycle				Mid-Cycle Grants (2) Subtotal 10 Transit Oriented Development - Cycles 1 - 2 and Mid-Cycle Grants Total	\$1,000,000 \$2,107,390	\$0 \$43,924,129	\$1,000,000 \$46,031,519	
					121 Alameda CTC Program Grants Total				

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Attachment B: Bicycle and Pedestrian Countywide Discretionary Fund Grant Program Status Update on Active Projects

The active projects in this program appear below according to grant cycle. The Project Sponsor for each project is in parentheses.

Cycle 4 Bicycle and Pedestrian Grant Projects

- 1. Alameda Countywide Bicycle Plan Update (Alameda CTC): Alameda CTC is coordinating updates of the Countywide Bicycle Plan and the Countywide Strategic Pedestrian Plan that will reflect current bicycling and walking conditions, needs, and priorities in Alameda County.
 - The Draft Plan was released on June 25, 2012.
 - The Final Draft Plan is anticipated to be adopted in September 2012.
- Alamo Canal Regional Trail Interstate 580 Undercrossing (Construction) (City of Dublin): The Alamo Canal Regional Trail in Dublin will connect with the Centennial Trail in Pleasanton, creating a 3.6-mile continuous Class 1 multi-use path.
 - The project started construction on April 16, 2012.
 - The project is anticipated to be completed in late Fall 2012.
- **3. Bicycle Safety Education Program (East Bay Bicycle Coalition (EBBC)):** EBBC is educating and training bicyclists on safe biking techniques, ranging from proper and safe riding to basic repair and maintenance. This project also includes the coordination with the Cycles of Change on their Neighborhood Bicycle Transportation Centers' bicycle distribution and education program (aka Bike-Go-Round).
 - The Project Sponsor continues to conduct Traffic Skills 101 Classes, Train-the-Trainer sessions, Family Cycling Workshops, Kids' Bike Rodeos, Lunchtime Commute Workshops, How-to-Ride-a-Bike Classes and Police Diversion Outreach classes.
 - The Alameda CTC Board approved an extension of time to October 31, 2013, and additional funding in the amount of \$99,699.
- 4. East Bay Greenway Environmental Review and Implementation Strategy (Alameda CTC): The East Bay Greenway eliminates barriers separating local communities and provides mobility for economically and socially disadvantaged communities through safe connections to five BART stations, two downtown areas, and multiple parks and schools, by building a 12-mile walking and biking path under and adjacent to the BART tracks between Oakland and Hayward.
 - Alameda CTC in collaboration with local and regional partners is currently obtaining environmental clearance to construct the segment that will connect to the Oakland Coliseum BART Station.
 - The project is included in a TIGER II grant awarded to the East Bay Regional Parks District.

- 5. Irvington Area Pedestrian Improvements (City of Fremont): The City of Fremont is improving pedestrian safety in the Irvington Area of Fremont at signalized and non-signalized intersections, some of which are adjacent to bus stops.
 - Construction began in January 2012, and completed in September 2012.
 - The Project Sponsor anticipates closing out the project in October 2012.
- 6. Lakeshore/Lake Park Avenue Complete Streets Project (City of Oakland): The City of Oakland is coordinating improvements to create a "complete street" near Lakeshore and Lake Park Avenues.
 - The Project Sponsor issued a Notice to Proceed for the construction contract on March 5, 2012.
 - Construction is approximately 70% complete.
- 7. Newark Pedestrian and Bicycle Master Plan (City of Newark): The City of Newark is drafting its first Pedestrian and Bicycle Master Plan to thoroughly address gap closure needs and safety improvements, and to increase convenient access to public transit, activity centers, and schools.
 - The draft version of the plan, including additional documentation, is available online for public viewing at <u>http://newarkbikepedplan.fehrandpeers.net/draft-documents</u>.
 - An amendment request is pending to extend this project agreement for an additional year.
- 8. Tri-City Senior Walk Clubs (City of Fremont): Each "Walk This Way Program" session, led by a fitness instructor/program facilitator, includes a 16-week curriculum of educational and motivational classes to promote the health benefits of walking, teach awareness of pedestrian safety and personal security, including how to avoid falls and injuries, and encourage walking as a mode of transportation and a means of connecting with public transit and local activity centers.
 - The Project Sponsor reviewed project progress with Generations Community Wellness and determined the changes needed for future program implementation.
 - The Project Sponsor conducted outreach to individuals and groups interested in Walk This Way.
 - The program facilitator implemented and led 16-week program sessions with seventeen sessions conducted between July 1, 2009 and December 31, 2011.
 - The Alameda CTC Board approved an extension of time to October 31, 2013, and additional funding in the amount of \$27,872.

Mid-Cycle Bicycle and Pedestrian Grant Projects

- 1. Safe Routes to School Bike Mobility (Alameda CTC): The BikeMobile is a pilot program managed under the Alameda CTC's Safe Routes to Schools (SR2S) program. The BikeMobile and its bicycle mechanic staff will visit schools and community organizations and events to deliver no-cost, hands-on bicycle repair and bicycle safety training to promote riding bikes to school.
 - On April 24, 2012, the Alameda CTC and the Metropolitan Transportation Commission (MTC) with partner Cycles of Change launch the new BikeMobile

program and the newly designed BikeMobile vehicle at an inaugural ceremony and bike "Fix-a-Thon".

- The program will run through November 2013.
- 2. Safe Routes to School Operations (Alameda CTC): Alameda CTC's SR2S program goal is to educate and encourage children to walk and bike to school through walking, school buses, bicycle education, safety training, and parent- and student-coordinated education efforts.
 - The program has reached almost 150 schools throughout the county.
- **3.** Safe Routes to School Technical Assistance Program (Alameda CTC): The SR2S Technical Assistance Program aim is to provide Capital Project development resources (i.e. Environmental Documents, Design Phase) to local agencies, and to assist agencies in competing for other capital focused SR2S grant programs.
 - The Alameda CTC Commission approved a federal funding exchange with the San Joaquin Regional Rail Commission in March 2012.

Alameda County Transportation Commission <u>Bicycle and Pedestrian Advisory Committee</u> Roster and Attendance Fiscal Year 2012/2013

	Ō	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re- apptmt.	Term Expires	Mtgs Missed Since Jul '12*
	-	Ms.	Ms. Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Oct-11	Oct-13	o
	5	Ms.	Ms. Welsh, Vice-Chair	Ann	Pleasanton	Alameda County Supervisor Nate Miley, District 4	Oct-09	Jan-12	Jan-14	0
	с С	Mr.	Mr. Ansell	Mike	Livermore	Alameda County Mayors' Conference, D-1	Sep-12		Sep-14	0
	4	Mr.	Mr. Bucci	Mike	Newark	Alameda County Supervisor Richard Valle, District 2	Sep-12		Sep-14	0
	5	Mr.	Mr. Chen	Alexander	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Oct-09	Jan-12	Jan-14	٢
	9	Ms.	Ms. Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	۲
	7	Mr.	Mr. Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Oct-11	Oct-13	0
	8	Mr.	Mr. Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Sep-12	Sep-14	٢
Ра	6	Ms.	Ms. LaVigne	Diana Rohini	Fremont	Alameda County Mayors' Conference, D-2	Jan-12		Jan-14	2
₽ 9 12	10	Mr.	Mr. Maddox	Heath	Berkeley	Transit Agency (Alameda CTC)	Sep-12		Sep-14	0
1	7	Ms.	Ms. Zimmerman	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Feb-12		Feb-14	←
J			F:\SHAR	ED/GovBoard/AC	TIA\BPAC\BPAG	F:\SHARED\GovBoard\ACIIA\BPAC\BPAC\Records and Administration\2_Member Roster\BPAC_Roster and Attendance_FY12-13_102512	ter and Attendan	ce_FY12-13_1	02512	

Alameda County Transportation Commission

BPAC Meeting 11/15/12 Attachment 07B1

Bicycle and Pedestrian Advisory Committee

Draft Meeting Schedule for 2012-2013 Fiscal Year

Created: May 30, 2012 Updated: October 10, 2012

	Meeting Date	Meeting Purpose
1	July 12, 2012	 Review Draft Countywide Pedestrian and Bicycle Plans (Info) Review Draft Bike/Ped Counts Report and 2012 Counts List (Info)
		 Draft Performance Report (Info)
		 Update on Complete Streets & June Workshop (Info)
2	September 6, 2012 (Note – this is the 1 st Thursday of the month)	 Input on OBAG Funding Program & Complete Street Policy requirement (Info) Summary of All Local Pass-Thru Expenditures (Board report) (Info) Update on Subcommittee on BPAC Renaming CDF Grants, Cycles #3&4: Semi-Annual Progress Reports (Info) CDF Grants: Sponsor presentations (Berkeley Aquatic Park, Travel Choice, and Albany AT Plan)
3	October 4, 2012 (Note – this is the 1 st Thursday of the month)	 Recommendation on Final Draft Countywide Pedestrian and Bicycle Plans (Action) Input on OBAG Funding Program (Info) Input on Alameda CTC Complete Street Policy requirement (Info) Update on Subcommittee on BPAC Renaming
4	November 15, 2012 (Note – this is the 3 rd Thursday of the month)	 Input on OBAG Funding Program (Info) Approval of Revised BPAC Bylaws (Action) CDF Grants: Amendment requests and sponsor presentations, as needed (Irvington) Update on the Transportation Expenditure Plan ballot measure (Info) Grant Summary Report to Commission (Info)
5	January 10, 2013	 Updates on OBAG Funding Program (Info) Status report on Alameda County SR2S program (Info) Status report on East Bay Greenway project (Info) CDF Grants: Amendment requests and sponsor presentations, as needed
6	February 14, 2013 (tentative)	 Updates on OBAG Funding Program (Info) CDF Grants, Cycles #3&4: Semi-Annual Progress Reports (Info) CDF Grants: Amendment requests and sponsor presentations, as needed
7	March 14, 2013 (tentative)	 Updates on OBAG Funding Program (Info) Review TDA Article 3 Projects (Info) Report on Countywide Annual Bicycle and Pedestrian Counts and

Alameda County Transportation Commission Bicycle and Pedestrian Advisory Committee

			Funding Recommendation for 2013 counts (Action)
		•	CDF Grants: Amendment requests and sponsor presentations, as
			needed
8	June 13, 2013	٠	Updates on OBAG Funding Program (Info)
	(tentative)	٠	BART Bicycle Advisory Task Force Appointment(s) (Action)
		•	CDF Grants: Amendment requests and sponsor presentations, as needed
		٠	Performance Report (Info)
		٠	Report on Bike to Work Day (Info)
		٠	Grant Summary Report from May Commission Meeting (Info)
		•	Summary of All Local Pass-Thru Expenditures (Board report) (Info)
		٠	Organizational Meeting:
			 Distribute BPAC Action Log: FY 12/13 (Info)
			 Presentation on Alameda CTC's Bike/Ped Work Program
			for 13/14 (Info)
			 Schedule for 13/14 BPAC Meetings (Info)
			 Election of Chair & Vice-Chair for FY 13/14 (Action)
			 Review Bylaws (Action)

To be added, as schedule is determined:

- CDF grant cycle 5
- Complete streets checklists, and other complete streets work TBD

Alameda Countywide BPAC: Subcommittee on Renaming October 4, 2012 Meeting Notes

Subcommittee Members Present: Preston Jordan, Midori Tabata, Sara Zimmerman Staff Present: Beth Walukas, Rochelle Wheeler

Outcomes:

We agreed that the subcommittee will develop recommendations for the BPAC for action. For the near-term, we will present our work so far to the BPAC at our meeting tonight with the emphasis on getting the BPAC concurrence on goals and target audience. In the interest of time, we will have the BPAC members email any comments. (*They can email it to Midori by the 31st of October. Midori will compile comments prior to next subcommittee meeting.*)

We agreed that we could talk to other organizations for ideas about the name change and possible new names now. Once we have a list of recommended names, we can solicit input from other stakeholders, like the disability community.

Potential names:

For now, we will move forward with 3 of the proposed names from the 1st meeting. At the recommendation of Beth Walukas, we have eliminated Sustainable Advisory Committee because we do not want to confuse this with transit, which is also considered sustainable.

- Biking & walking advisory committee: clearer, avoids confusion, but does market and isn't more inclusive
- Active transportation advisory committee: inclusive, educates, probably clear, but doesn't market/persuade
 - o Check with disability rights community
- Healthy transportation advisory committee
- BPAC, if the committee chooses not to make any change

Additional names:

- Human Scale Transportation Advisory Committee (being used in Albany)
- Neighborhood Transportation Advisory Committee

Next Steps:

We anticipate meeting a couple times to wrap things up so that we can make a recommendation to the BPAC.

Research on "Active Transportation"

Alameda Countywide BPAC: Subcommittee on Renaming October 4, 2012 Meeting Notes

Rochelle mentioned during the call that several organizations were using "active transportation" as a way to promote walking and biking. Among them:

Active Transportation and Livable Communities Group, Caltrans, <u>http://www.dot.ca.gov/hq/tpp/offices/ocp/atlc.html</u>

America Walks, http://americawalks.org/

Active Transportation Alliance, http://www.activetrans.org/

Active transportation efforts, Rails to Trails Conservancy, <u>http://www.railstotrails.org/ourwork/advocacy/activetransportation/campaignforactivetransportati</u> <u>on/index.html</u>

Active transportation in Canada, <u>http://www.tc.gc.ca/eng/programs/environment-utsp-casestudyactivetransportation-1069.htm</u>

Active Transportation Policy Council, Vancouver, Canada, <u>http://vancouver.ca/your-government/active-transportation-policy-council.aspx</u>