



FY 2012-2013 Coordinated Funding Program

Presented June 4, 2013



FY 2012-13 Coordinated Funding Program

- The FY 2012-13 Coordinated Funding Program included multiple fund sources allocated by the Alameda CTC under a unified programming and evaluation schedule
- Overall, **\$70.6 million** available for transportation projects including:
 - *Federal - OBAG (\$53.9 million):*
 - Surface Transportation Program (STP)
 - Congestion Mitigation and Air Quality (CMAQ)
 - *Local - Measure B:*
 - Bicycle/Pedestrian Countywide Discretionary Fund (**\$3.0 million**)
 - Countywide Express Bus Service Fund (**\$2.2 million**)
 - *Local - Vehicle Registration Fee (VRF):*
 - Pedestrian And Bicyclist Access And Safety Program (**\$1.5 million**)
 - Transit for Congestion Relief Program (**\$10.0 million**)

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2012-13 Coordinated Funding Program

- Reduce the number of applications required from project sponsors
- Consider multiple county level programming efforts for various funding sources under a unified programming and evaluation schedule
- Provide funding for projects in the context of all programming commitments of the Alameda CTC

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One Bay Area Grant (OBAG) Federal Funds

- MTC Resolution 4035 Federal funding sources for four fiscal years (FY 2012-13 through FY 2015-16)
- Supports California's climate law, SB 375, which requires a Sustainable Communities Strategy to integrate land use and transportation to reduce greenhouse gas emissions

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One Bay Area Grant (OBAG) Federal Funds (continued)

- Alameda County's share - **\$53.9 million** of STP/CMAQ
- **70%** of the funds must be used towards transportation projects within Priority Development Areas (PDAs):
 - *PDA Supportive Transportation Investments*
 - *Local Streets and Roads (LSR) Preservation*
- Remaining **30%** of the funds may be programmed for transportation projects anywhere in the county

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PDA Supportive Transportation Investment Requirements

- The transportation project or program must be in one of the **17** PDAs designated as "active PDAs" by the Alameda CTC, or meet the minimum definition of "Proximate Access" to an active PDA
- The **17** "active PDAs" were approved by the Alameda CTC in December 2012

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PDA Supportive Transportation Investment Requirements (continued)

Planning Area	Priority Development Area
1	Berkeley: Downtown
	Berkeley: University Avenue
	Emeryville: Mixed Use Core
	Oakland: Coliseum BART Station Area
	Oakland: Downtown and Jack London Square
	Oakland: Fruitvale & Dimond Areas
	Oakland: TOD Corridors
	Oakland: West Oakland
2	Hayward: The Cannery
3	Fremont: Centerville
	Fremont: City Center
	Fremont: Irvington District
	Union City: Intermodal Station District
4	Dublin: Downtown Specific Plan Area
	Dublin: Town Center
	Dublin: Transit Center/Dublin Crossing
	Livermore: Downtown

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Local Streets and Roads (LSR) Preservation

(Sub-allocated to cities by formula: 50% population + 50% lane miles)

Jurisdiction in Alameda County	Population	% Population	Lane Mileage	% Lane Mileage	50 % Population + 50% Lane Miles	LSR Share
Alameda County**	142,833	9.32%	995	12.51%	10.91%	\$ 1,665,000
Alameda	74,640	4.87%	275	3.46%	4.17%	\$ 635,000
Albany	18,488	1.21%	59	0.74%	0.97%	\$ 149,000
Berkeley	114,821	7.49%	453	5.69%	6.59%	\$ 1,006,000
Dublin	46,785	3.05%	247	3.11%	3.08%	\$ 470,000
Emeryville	10,200	0.67%	47	0.59%	0.63%	\$ 100,000
Fremont	217,700	14.21%	1,065	13.39%	13.80%	\$ 2,105,000
Hayward	147,113	9.60%	629	7.91%	8.76%	\$ 1,335,000
Livermore	82,400	5.38%	670	8.43%	6.90%	\$ 1,053,000
Newark	43,041	2.81%	250	3.14%	2.98%	\$ 454,000
Oakland	395,341	25.80%	1,964	24.69%	25.25%	\$ 3,851,000
Piedmont	10,807	0.71%	78	0.99%	0.85%	\$ 129,000
Pleasanton	71,269	4.65%	498	6.26%	5.45%	\$ 832,000
San Leandro	86,053	5.62%	392	4.93%	5.27%	\$ 804,000
Union City	70,646	4.61%	331	4.16%	4.39%	\$ 669,000
TOTAL	1,532,137	100.00%	7,954	100.00%	100.00%	\$ 15,257,000

**Alameda County information includes Planning Area 2 and 4 | Population Source – Department of Finance 01/01/2012

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FY 2012-13 Coordinated Program Call For Projects

- Applications due to Alameda CTC on March 15, 2013
- Received **69** applications requesting a total of **\$121.1** million:
 - **OBAG – PDA supportive funds:**
 - **20 projects** requesting approximately **\$83.6 million**
 - **OBAG LSR funds:**
 - **15 projects** requesting **\$15.2 million**
 - **Measure B / VRF funds:**
 - **34 projects** requesting **\$22.2 million**

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FY 2012-13 Coordinated Program Evaluation Process

- Goal to fund projects which will best serve the County
- Project applications were screened for eligibility (criteria adopted by the Commission)
- Evaluation of funding options available for projects based on project type
 - *In some cases local projects were considered for multiple fund sources (i.e. OBAG funds and Measure B / VRF Transit funds).*

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FY 2012-13 Coordinated Program Evaluation Process (continued)

- Projects divided into the categories to allow for comparison of similar projects:
 - *PDA Supportive projects*
 - *Bike Ped Capital projects*
 - *Bike Ped Feasibility Studies*
 - *Bike Ped Master Plans*
 - *Transit Capital (and not eligible for OBAG PDA Supportive funds)*
 - *Transit Operations*

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FY 2012-13 Coordinated Program Evaluation Process (continued)

- Review Panel comprised of 6 members (Alameda CTC staff and in-house consultants)
- The Alameda CTC's Bicycle and Pedestrian Advisory Committee (BPAC) also played an active role in the review process
 - *BPAC reviewed MTC's Complete Streets checklist*
- Questions from the review panel and the BPAC were submitted to application sponsors
- Applicant responses informed the review and evaluation process

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FY 2012-13 Coordinated Program Revised Fund Estimate

Based on the number of quality applications received:

- Revisited programming capacity available from the local grant revenues
- The revised assumptions include an increase of programming capacity from future year Measure B and VRF revenues
- Total available funding revised from \$65.76 M to \$70.66 M

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LSR Category Final FY 2012-13 Coordinated Program

Index#	Jurisdiction	Project	Scores	Total Project Cost	Total Requested	Total Recommended
1	Alameda County PWA	Pavement Rehabilitation in Unincorporated Alameda City	NA	\$ 1,888	\$ 1,665	\$ 1,665
2	City of Alameda	Alameda City Pavement Rehabilitation - FY 2014/15	NA	\$ 829	\$ 635	\$ 635
3	City of Albany	Santa Fe Avenue Pavement Rehabilitation	NA	\$ 344	\$ 149	\$ 149
4	City of Berkeley	Hearst Ave Complete Streets	NA	\$ 1,136	\$ 1,006	\$ 1,006
5	City of Dublin	Dublin Boulevard Street Resurfacing	NA	\$ 729	\$ 470	\$ 470
6	City of Emeryville	Emeryville Street Rehabilitation	NA	\$ 712	\$ 100	\$ 100
7	City of Fremont	Fremont 2014 Pavement Rehabilitation	NA	\$ 3,912	\$ 2,105	\$ 2,105
8	City of Hayward	Pavement Rehabilitation - Industrial Blvd	NA	\$ 1,489	\$ 1,335	\$ 1,335
9	City of Livermore	2014 Arterial Street Rehabilitation	NA	\$ 1,366	\$ 1,053	\$ 1,053
10	City of Newark	Enterprise Drive Pavement Rehabilitation	NA	\$ 760	\$ 454	\$ 454
11	City of Oakland	Oakland Pavement Rehabilitation	NA	\$ 4,351	\$ 3,851	\$ 3,851
12	City of Piedmont	City of Piedmont Pavement Rehabilitation Project	NA	\$ 586	\$ 129	\$ 129
13	City of Pleasanton	Valley Avenue & Hopyard Road Rehabilitation	NA	\$ 1,070	\$ 832	\$ 832
14	City of San Leandro	San Leandro Boulevard Reconstruction	NA	\$ 1,153	\$ 804	\$ 804
15	City of Union City	Pavement Rehabilitation - Whipple Road (Ithaca to Amaral)	NA	\$ 736	\$ 669	\$ 669
Total LSR Recommended				\$ 21,061	\$ 15,257	\$ 15,257

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PDA Category Final FY 2012-13 Coordinated Program

Index#	Jurisdiction	Project	Scores	Total Project Cost	Total Requested	Total Recommended
1	City of Berkeley	Shattuck Reconfiguration & Ped Safety	81.5	\$ 3,152	\$ 2,777	\$ 2,777
2	City of Oakland	7th St W Oakland Transit Village Phase II	80.7	\$ 4,066	\$ 3,288	\$ 3,288
3	City of Berkeley	Berkeley BART Plaza & Transit Area Improvements	80.6	\$ 0,456	\$ 7,784	\$ 7,784
4	City of Oakland	Lakeside Green Street Project (at Lakeside/Harrison)	80.0	\$ 11,505	\$ 7,000	\$ 7,000
5	City of Oakland	Peralta St Improvements Component (of MLK Jr. Way & Peralta Phase I App.)	79.7	\$ 3,365	\$ 2,979	\$ 2,979
6	City of Union City	UC BART Station Imp & RR Ped Xing Component (of BART Phase 2 & Decoto Rd. Complete Streets App.)	79.0	\$ 26,033	\$ 14,422	\$ 14,422
7	City of Berkeley	Hearst Ave Complete Streets	78.5	\$ 2,865	\$ 1,150	\$ 2,156
8	City of Oakland	Bike Lane Component (of Lake Merritt BART Bikeways App.)	77.7	\$ 2,640	\$ 2,112	\$ 422
9	City of Oakland	MLK Way Improvements Component (of MLK Jr. Way & Peralta Phase I App.)	76.9	\$ 2,795	\$ 2,473	\$ 2,473
10	City of Emeryville	Christie Ave Bay Trail Gap Closure	75.5	\$ 550	\$ 550	\$ 550
11	City of Fremont	Fremont City Center multi-Modal Improvements	71.3	\$ 14,340	\$ 6,360	\$ 5,853
12	AC Transit	East Bay Bus Rapid Transit Bike/Ped Elements	69.1	\$ 7,189	\$ 7,189	\$ 200

(Table continued on next slide)

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Bike & Ped / Transit Categories Final FY 2012-13 Coordinated Program

Index#	Jurisdiction	Project	Category	Scores	Total Project Cost	Total Requested	Total Recommended
13	EBRPD	Bay Trail - Gilman to Buchanan	BIKE/PED PROJ (PRIORITY NETWORK)	81.2	\$ 4,851	\$ 1,000	\$ 1,000
14	City of Alameda	Cross Alameda Trail (Ralph Appezatto Memorial Parkway, Webster to Poggi)		77.9	\$ 991	\$ 793	\$ 793
15	City of Albany	Buchanan/Marin Bikeway		77.8	\$ 1,225	\$ 536	\$ 536
16	City of San Leandro	W Juana Ped Improvements		74.8	\$ 724	\$ 724	\$ 346
17	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project (Fruitvale Ave E. 12th to Estuary)	FEAS. STUDY	28.0	\$ 2,062	\$ 206	\$ 113
18	City of Piedmont	Piedmont Pedestrian and Bicycle Master Plan	B/P PLAN	31.8	\$ 120	\$ 102	\$ 102
19	Cycles of Change	Bike Go Round (education/safety Program)	B/P OPS	74.8	\$ 840	\$ 360	\$ 240
20	City of Alameda	Estuary Crossing Shuttle	TRANSIT OPS	74.0	\$ 941	\$ 489	\$ 200
21	City of Oakland	Broadway Shuttle		72.2	\$ 2,670	\$ 546	\$ 352
22	LAVTA	Route 10 & Rapid Route Operations		71.2	\$ 7,333	\$ 1,000	\$ 1,000
23	LAVTA	Route 12v, 20x and 70x Operations		71.0	\$ 3,905	\$ 1,000	\$ 1,000
SubTotal					\$ 114,618	\$ 64,840	\$ 55,586

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Final FY 2012-13 Coordinated Program (continued)

Local Streets and Roads (LSR)

- Includes approximately **\$15.2 million** of federal OBAG STP funds towards **15** LSR projects

PDA Supportive Transportation Investments

- Alameda CTC received **20 applications** requesting **\$83.6 million**
- Includes approximately **\$38.7 million** of federal funds towards **10** projects

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Final FY 2012-13 Coordinated Program (continued)

Bicycle and Pedestrian Projects requesting Measure B / VRF Funds

- Alameda CTC received **29 applications** requesting **\$18.2 million** Measure B/VRF Bike and Ped funds
- Includes approximately **\$3.7 million** of Measure B/ VRF Bike and Ped funds towards **nine (9)** Bike and Ped projects:
 - **Five (5) Capital Projects (88%)** of Measure B/ VRF Bike Ped funds
 - **One (1) Feasibility Study (3%)** of Measure B/ VRF Bike Ped funds
 - **One (1) Master Plan (3%)** of Measure B/ VRF Bike Ped funds
 - **One (1) Program (7%)** of Measure B/ VRF Bike Ped funds

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Final FY 2012-13 Coordinated Program (continued)

Transit Projects requesting Measure B/VRF Funds

- Alameda CTC received **5 applications** requesting approximately **\$4 million** Measure B /VRF Transit funds.
- Includes approximately **\$12.2 million** of Measure B/ VRF funds towards **seven (7)** Transit projects:
 - **Three (3)** OBAG – PDA supportive Capital Projects representing **79%** of Measure B / VRF Transit funds
 - **Four (4)** Transit Operation projects representing **21%** of Measure B / VRF Transit funds

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FY 2012-13 Coordinated Program Next Steps

- Final program will be presented to the Committees and Commission at the June 2013 meetings
- Local Agency OBAG Checklist due on June 21, 2013
- Project sponsors need to confirm year of programming before entering information into 2013 TIP due on June 21, 2013
- Resolution of Local support due on June 30, 2013
- ACTC staff will coordinate with sponsors if project is a candidate for 'Toll Credits' per MTC's Toll Credit Policy

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Next Steps – MTC's Toll Credit Policy

- Toll credits do not provide additional revenues, but rather allow the use of federal funds at a reimbursement rate of 100% without a required local match
- Local funds used in initial phases of a project may be eligible to be applied toward the 11.47% federal local match requirement
- Project sponsor would still need to follow certain federal-aid process requirements for the environmental and right of way phases even if there are no federal funds in those phases
- Project sponsor would need to maintain same level of funding for project

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Next Steps – MTC's Toll Credit Policy

- Caltrans Local Assistance has confirmed that as long as construction funds are programmed in TIP they will conduct the field review when needed for the PE (Environmental and Design) phase even if there are no federal funds in the PE phase
- Allows federal funds to be concentrated on federal aid activities
- Non-federal funds then can be dedicated to activities that are either federally ineligible or difficult to implement through the federal-aid process, maintaining the same level of funding

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FY 2012-13 Coordinated Program Next Steps – MTC’s Toll Credit Policy

Table 1 - Standard Funding				
Total Cost	Participating Cost			Other Local Funds
	Federal Funds	Local Match	Toll Credit Match	
\$120,000	\$88,530	\$11,470	\$0	\$20,000
	\$100,000			

Table 2 - Use Toll Credit				
Total Cost	Participating Cost			Other Local Funds
	Federal Funds	Local Match	Toll Credit Match	
\$120,000	\$78,376	\$0	\$10,154	\$31,470
	\$88,530			

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Questions / Comments

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