



## Memorandum

**DATE:** May 3, 2013

**TO:** Alameda County Technical Advisory Committee (ACTAC)

**FROM:** Matt Todd, Principal Transportation Engineer  
Vivek Bhat, Senior Transportation Engineer

**SUBJECT: Draft FY 2102-13 Coordinated Funding Program**

### Recommendation

This item is for information only.

### Summary

The FY 2012-13 Coordinated Program included multiple fund sources allocated by the Alameda CTC under a unified programming and evaluation schedule. Overall, \$65.2 million in funding was available for transportation projects. The fund sources included Federal One Bay Area Grant (OBAG), Measure B and Vehicle Registration Fee (VRF) funds. The OBAG funds comprised approximately 80% of the total funds available. The remaining 20% included Measure B Bike / Ped Countywide Discretionary Funds (CDF), Measure B Express Bus Grant, VRF Bike / Ped Grant and VRF Transit funds.

The intent of the FY 2012-13 Coordinated Program was 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 One Bay Area Grant (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 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 Guidelines were approved by the Commission at their December 2012 meeting. The guidelines included programming categories, program eligibility, and 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.

### **Discussion**

The FY 2012-13 Coordinated Program Call for Projects was released on February 4, 2013. The call included multiple fund sources allocated by the Alameda CTC under a unified programming and evaluation schedule. Overall, \$65.2 million in funding is available for transportation projects. The fund sources included:

1. Federal OBAG (\$53.9 million):
  - a. Surface Transportation Program (STP)
  - b. Congestion Mitigation and Air Quality (CMAQ)
  
2. Local:
  - a. Measure B
    - i. Bicycle/Pedestrian Countywide Discretionary Fund (\$2.5 million)
    - ii. Countywide Express Bus Service Fund (\$2.2 million)
  - b. Vehicle Registration Fee (VRF)
    - i. Pedestrian And Bicyclist Access And Safety Program (\$1.5 million)
    - ii. Transit for Congestion Relief Program (\$5.0 million)

The intent of the FY 2012-13 Coordinated Program was 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.

### **Federal Funding**

The Federal OBAG funding is intended to support the Alameda CTC's Sustainable Communities Strategy by linking transportation dollars to land use decisions and target transportation investments to support Priority Development Areas (PDAs). Alameda County's share of the OBAG funding is \$53.9 million of STP/CMAQ spread over four fiscal years (FY 2012-13 through FY 2015-16). Per MTC Resolution 4035, 70 percent of the overall OBAG funding must be programmed to transportation projects that support PDAs and the remaining 30 percent of the OBAG funds may be programmed for transportation projects anywhere in the county. Projects must be eligible for STP or CMAQ and one or more of the following OBAG programs:

- PDA Supportive Transportation Investments
  - The transportation project or program must be in one of the 17 PDAs designated as "active PDAs" (Attachment A) 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.

- Local Streets and Roads (LSR) Preservation
  - Sub-allocated to cities by formula. The formula's target numbers (Attachment B) will represent the maximum LSR funds that may be received by a jurisdiction. The minimum LSR funds a jurisdiction may receive is \$100,000.

#### Measure B and VRF Funding

**Measure B** - Approved by Alameda County voters in 2000, Measure B is a half-cent transportation sales tax that is financing a multitude of projects to improve the County's transportation system. Collections began in April 2002 and will continue through March 2022. The Measure B Expenditure Plan outlines projects and programs that will be funded with the sales tax revenue.

**Measure B Bicycle and Pedestrian Countywide Discretionary Fund (CDF) Program** - Five percent (5%) of the net revenue collected for Measure B is dedicated to bicycle and pedestrian projects, 25% of which is distributed on a discretionary basis through the Measure B Bicycle and Pedestrian CDF program. The funds are used to expand and enhance bicycle and pedestrian access, convenience, safety and usage in Alameda County, focusing on countywide priorities in the Countywide Bicycle Plan and Countywide Pedestrian Plan.

**Measure B Countywide Express Bus Service Fund** - A competitive grant program that is funded with 0.7% of the net sales tax revenue collected and is dedicated to express bus service projects. The goal of the Express Bus Grant Program is to create, expand, and enhance express bus services, focusing on projects with countywide significance. Eligible recipients are limited to AC Transit and LAVTA.

**Vehicle Registration Fee (VRF)** - Approved as Measure F by Alameda County voters in 2010, VRF is a \$10 per year vehicle registration fee on each annual motor vehicle registration or renewal of registration in Alameda County starting in May 2011. The goal of the VRF program is to support transportation investments in a way that sustains the County's transportation network and reduces traffic congestion and vehicle-related pollution.

**VRF Pedestrian and Bicyclist Access and Safety Program** - Funded with 5% of VRF funds, this program is intended to improve the safety of bicyclists and pedestrians by reducing conflicts with motor vehicles on arterials and other locally-maintained roads and to reduce congestion in areas such as schools, downtowns, transit hubs, and other high activity locations.

**VRF Transit for Congestion Relief Program** - Funded with 25% of VRF funds, this program is to promote the use public transportation, by making the existing transit system more efficient and effective, and improve access to schools and jobs. The goal of this program is to decrease automobile usage and thereby reduce both localized and area wide congestion and air pollution.

### Eligibility, Screening and Selection Methodology

The OBAG Programming Guidelines were approved by the Commission at their December 2012 meeting. The guidelines included programming categories, program eligibility, and 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. Listed below are highlights of principles approved by the Commission.

- In order to be eligible to receive federal funds through the OBAG Program, local agencies were required to:
  1. Adopt a Complete Streets Resolutions (or compliant General Plan) by April 1, 2013,
  2. Receive certification of agency housing element by the California Department of Housing and Community Development by January 31, 2013.
  3. Complete Local Agency Certification Checklist
- Transportation projects were required to be consistent with the adopted Regional Transportation Plan, Alameda Countywide Transportation Plan and / or the Countywide Bicycle and Pedestrian Plans.
- Transportation projects were required to be eligible for funding from one or more of the fund programs incorporated into the coordinated program.
- Transportation projects within or having proximate access to the 17 “Active” PDAs listed in Alameda CTC’s Priority Development Area Investment and Growth Strategy were eligible to apply for OBAG PDA Supportive category funds.
- Local jurisdiction were provided the flexibility of applying for OBAG, Local or a combination of OBAG and Local funds
- Commission approved using Measure B and / or VRF Bike and Pedestrian funds as a local match for the Safe Routes to School Program.
- Alameda CTC may prioritize local funds as matching funds for projects requesting OBAG funding.

On February 4, 2013 a call for projects requesting applications for transportation projects was released. In response to the call, the Alameda CTC received 69 applications requesting a total of \$121.1 Million. Of the 69 applications received:

- 20 projects requesting approximately \$83.6 Million OBAG –PDA supportive funds;
- 15 Projects requesting \$15.2 Million OBAG-LSR funds; and
- 34 projects requesting \$22.2 Million Measure B /VRF funds

Projects were first screened for eligibility based on project selection criteria adopted by the Commission at the December 2012 meeting. The project selection criteria included project deliverability criteria as well as land use criteria mandated by the OBAG program listed in MTC's Resolution 4035 (Attachment C). Projects requesting Local funds were scored and prioritized based on the project delivery criteria (Attachment D).

A Review Panel comprised of 6 members (Alameda CTC staff and in-house consultants) was convened to review and evaluate the applications. The project review process was a time intensive endeavor, including review of the application material by each team member, panel meetings to discuss the applications and identify follow up questions, meetings to review additional information and scoring.

The Program goal is to fund projects that will best serve the County. The coordinated program provided flexibility to sponsors to request funds from multiple sources. It also allowed the review team to evaluate the funding options available for projects based on project type and need. In some cases local projects were considered for multiple fund sources (i.e. OBAG funds and Measure B / VRF Transit funds).

There were a variety of project applications received. The evaluation process considered the need to balance the different project types. Through the evaluation process, the projects were divided into the following categories:

- PDA Supportive projects
- Bike Ped Capital projects
- Bike Ped Feasibility Studies
- Bike Ped Master Plans
- Bike Ped Programs
- Transit Capital
- Transit Operations

The program recommendation includes categories of projects, such as feasibility studies for capital projects, bicycle and/or pedestrian master plans, and programs in order to compare and rank the similar types of projects.

The Alameda County's Bicycle and Pedestrian Advisory Committee (BPAC) also played an active role in the review process. The BPAC is made up of 11 members that represent both bicycling and pedestrian interests from all areas of the county. Since most of the BPAC members are regular users of these facilities, their input assisted in the review panel's understanding of the project. The BPAC's roles in the review process include providing comments on MTC's Complete Streets Checklist as well as providing a recommendation on the overall program as an advisory committee to the Alameda CTC.

Per MTC guidelines sponsors requesting funds programmed through the MTC need to complete an online Complete Streets checklist which must be reviewed by their respective County BPAC. This checklist review process generated multiple questions and comments that were incorporated into the overall review process. The questions from the review panel and the BPAC were submitted to application sponsors, and all responses informed the review and evaluation process.

**Revised fund estimate**

Based on the number of quality applications received and also revisiting the programming capacity for the respective local grant revenues through the mid-year budget process, staff is proposing to increase the funds available to program as detailed in the table below. The revised assumptions include programming capacity from future year Measure B and VRF revenues.

<b>Program</b>	<b>Fund Estimate (\$)</b>	<b>Revised Estimate (\$)</b>
OBAG-LSR	15,257,000	15,257,000
OBAG-PDA Supportive Transportation Investments	38,702,000	38,702,000
Measure B Bike/Ped CDF	2,500,000	3,000,000
VRF Bike/Ped	1,500,000	1,500,000
VRF Transit	5,000,000	10,000,000
Measure B Express Bus	2,200,000	2,200,000
<b>Total</b>	<b>65,159,000</b>	<b>70,659,000</b>

**Draft FY 2012-13 Coordinated Program**

The Draft FY 2012-13 Coordinated Program detailed below assumes the availability of the revised fund estimate revenues (also see Attachment E and Attachment F)

**Local Streets and Roads (LSR) (\$15.2 Million available)**

Alameda CTC received 15 applications requesting \$15.2 million OBAG-LSR funds. The FY draft 2012-13 Coordinated Program includes approximately \$15.2 million of federal OBAG STP funds towards fifteen (15) LSR projects.

The LSR funding was sub-allocated to the cities and County based on a 50% Population and 50% Lane Miles formula. The target programming generated as a result of this formula was the maximum LSR funds that a jurisdiction received. The minimum LSR funds a jurisdiction received was \$100,000. The resulting programming action will support the “fix it first” strategy as well as address the LSR maintenance shortfall within Alameda County.

**PDA Supportive Transportation Investments (\$38.7 Million available)**

Alameda CTC received 20 applications requesting \$83.6 million OBAG-PDA Supportive funds. The draft FY 2012-13 Coordinated Program includes approximately \$38.7 million of federal funds towards ten (10) PDA Supportive Transportation Investment projects. The projects include bicycle, pedestrian, station improvements, station access, bicycle parking, complete streets improvements that encourage bicycle and pedestrian access, and streetscape projects focusing on high-impact, multi-modal improvements.

The projects selected are consistent with the goal of this program which is to decrease automobile usage and thereby reduce both localized and area wide congestion and air pollution. This program of projects will aim to improve, expand and enhance bicycle and pedestrian access, safety, convenience and usage in Alameda County. It will also make it easier for drivers to use public transportation, make the existing transit system more efficient and effective, and improve access to schools and jobs.

**Bicycle Pedestrian Projects requesting Measure B / VRF Funds (\$4.5 Million available)**

Alameda CTC received 29 applications requesting \$18.2 million Measure B/VRF Bike and Ped funds. The draft FY 2012-13 Coordinated Program includes approximately \$3.7 million of Measure B/ VRF Bike Ped funds towards nine (9) Bike and Ped projects. The draft program includes:

- Five (5) Capital projects representing 87% of Measure B/ VRF Bike Ped funds,
- One (1) Feasibility Study representing 3% of Measure B/ VRF Bike Ped funds,
- One (1) Master Plan representing 3% of Measure B/ VRF Bike Ped funds, and
- One (1) Program representing 7% of Measure B/ VRF Bike Ped funds.

At its December 2012 meeting, the Commission previously approved Measure B/ VRF Bike Ped funds to be used as local match for the Federal Countywide Safe Routes to School Program (SR2S) program.

**Transit Projects requesting Measure B / VRF Funds (\$12.2 Million available)**

Alameda CTC received 5 applications requesting approximately \$4 million Measure B /VRF Transit funds. The draft FY 2012-13 Coordinated Program includes approximately \$12.2 million of Measure B/ VRF funds towards seven (7) projects. The draft program includes:

- Three (3) PDA supportive capital projects (transit elements) representing 79% of Measure B / VRF Transit funds, and
- Four (4) Transit Operation projects representing 21% of Measure B / VRF Transit funds.

**Next Steps:**

The Draft FY 2012/13 Coordinated Program will be presented to the Committees and Commission in the May 2013 meetings. A final program for consideration will be presented to the Committees and Commission at the June 2013 meetings.

MTC's Bridge Tolls Policy

Projects that are recommended for OBAG funding may have federal funds identified over multiple phases of project delivery (i.e. environmental, design or construction). Under MTC's Regional Toll Credit Policy, local funds used in initial phases of a project may be eligible to be applied toward the 11.47% federal local match requirement. Thus if an agency uses 11.47% of the total project cost for environmental and design cost using local funds, they may be eligible to use 100% federal OBAG funding for the Construction phase using toll credits. The 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. Caltrans Local Assistance has confirmed that as long as construction funds are programmed in MTC's Transportation Improvement Program (TIP) they will conduct the field review when needed for the PE phase even if there are no federal funds in the PE (Environmental and Design) phase. This should significantly reduce the number of fund authorizations (E-76) processed by Caltrans, which can benefit the local sponsors project delivery schedule as well as the Caltrans Local Assistance resource requirements. Staff will also work with local jurisdiction if a project is a candidate for this option.

**Fiscal Impact**

This item is for information only. There is no fiscal impact at this time.

**Attachments**

- Attachment A: "Active" PDAs in Alameda County
- Attachment B: OBAG - LSR Shares
- Attachment C: Final OBAG Selection/ Scoring Criteria
- Attachment D: Final Local Funds Selection / Scoring Criteria
- Attachment E: Draft FY 2012/13 Coordinated Funding Program
- Attachment F: Draft FY 2012/13 Coordinated Funding Program (Sorted by Project type)



**“ACTIVE” PDAs in Alameda County**

<b>Planning Area</b>	<b>Priority Development Area</b>
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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**OBAG - Local Streets and Roads**  
**50% Population + 50% Lane Miles**

Jurisdiction in Alameda County	Population	% Population	Lane Mileage	% Lane Mileage	50 % Population + 50% Lane Miles	LSR 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
<b>COUNTY TOTAL</b>	<b>1,532,137</b>	<b>100.00%</b>	<b>7,954</b>	<b>100.00%</b>	<b>100.00%</b>	<b>\$ 15,257,000</b>

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

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Index	Final OBAG Selection / Scoring Criteria	Proposed Weight
<i>Delivery Criteria</i>		
1	Transportation Project Readiness <ul style="list-style-type: none"> <li>• Funding plan, budget and schedule</li> <li>• Implementation issues</li> <li>• Agency governing body approvals</li> <li>• Local community support</li> <li>• Coordination with partners</li> <li>• Identified stakeholders</li> </ul>	25
2	Transportation Project is well-defined and results in a usable segment <ul style="list-style-type: none"> <li>• Defined scope</li> <li>• Useable segment.</li> <li>• Project study report / equivalent scoping document</li> </ul>	10
3	Transportation project need / benefit / effectiveness (includes Safety) <ul style="list-style-type: none"> <li>• Defined project need</li> <li>• Defined benefit</li> <li>• Defined safety and/or security benefits</li> </ul>	15
4	Sustainability (Ownership / Lifecycle / Maintenance) <ul style="list-style-type: none"> <li>• Identify funding and responsible agency for maintaining the transportation project</li> <li>• Transportation Project identified in a long term development plan</li> </ul>	5
5	Matching Funds <ul style="list-style-type: none"> <li>• Direct Project Matching above Minimum required Local Match</li> </ul>	5
<i>Subtotal</i>		<b>60</b>

<i>Land Use Criteria (Mandated by OBAG)</i>		
6	PDA Supportive Investments (Includes Proximate Access) <ul style="list-style-type: none"> <li>• Transportation Project supports connectivity to Jobs/ Transit centers / Activity Centers for a PDA</li> <li>• Transportation Project provides multi modal travel options</li> </ul>	5
7	Transportation Investment addressing / implementing planned vision of PDA <ul style="list-style-type: none"> <li>• PDA transportation facility will be X% complete with project</li> </ul>	4
8	High Impact project areas.	

	a	Housing Growth <ul style="list-style-type: none"> <li>• Projected growth of Housing Units in PDA</li> </ul>	2
	b	Jobs Growth <ul style="list-style-type: none"> <li>• Projected growth of Jobs in PDA</li> </ul>	2
	c	Improved transportation choices for all income levels <ul style="list-style-type: none"> <li>• Proximity of alternative transportation mode project to a major transit or high quality transit corridor stop</li> </ul>	6
	d	PDA parking management and pricing policies <ul style="list-style-type: none"> <li>• Parking Policies</li> <li>• Other TDM strategies</li> </ul>	3
	e	PDA affordable housing preservation and creation strategies <ul style="list-style-type: none"> <li>• Inclusionary zoning ordinance or in-lieu fee</li> <li>• Land banking</li> <li>• Housing trust fund</li> <li>• Fast-track permitting for affordable housing</li> <li>• Reduced, deferred or waived fees for affordable housing</li> <li>• Condo conversion ordinance regulating the conversion of apartments to condos</li> <li>• SRO conversion ordinance</li> <li>• Demolition of residential structures ordinance</li> <li>• Rent control</li> <li>• Just cause eviction ordinance</li> <li>• Others</li> </ul>	9
9		Communities of Concern (C.O.C.) <ul style="list-style-type: none"> <li>• Transportation project mitigates the transportation need of the C.O.C.</li> <li>• Relevant planning effort documentation</li> </ul>	4
10		Freight and Emissions <ul style="list-style-type: none"> <li>• 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</li> </ul>	5
<b><i>Subtotal</i></b>			<b><i>40</i></b>
<b><i>Total</i></b>			<b>100</b>

*Approved by Alameda CTC Board on 12/06/12*

<b>Index</b>	<b>Final Local Funds Selection / Scoring Criteria</b>	<b>Proposed Weight</b>
1	Transportation Project Readiness <ul style="list-style-type: none"> <li>• Funding plan, budget and schedule</li> <li>• Implementation issues</li> <li>• Agency governing body approvals</li> <li>• Local community support</li> <li>• Coordination with partners</li> <li>• Identified stakeholders</li> </ul>	40
2	Transportation Project is well-defined and results in a usable segment <ul style="list-style-type: none"> <li>• Defined scope</li> <li>• Useable segment.</li> <li>• Project study report / equivalent scoping document</li> </ul>	20
3	Transportation project need / benefit / effectiveness (includes Safety) <ul style="list-style-type: none"> <li>• Defined project need</li> <li>• Defined benefit</li> <li>• Defined safety and/or security benefits</li> </ul>	25
4	Sustainability (Ownership / Lifecycle / Maintenance) <ul style="list-style-type: none"> <li>• Identify funding and responsible agency for maintaining the transportation project</li> <li>• Transportation Project identified in a long term development plan</li> </ul>	10
5	Matching Funds	5
<b><i>Total</i></b>		<b><i>100</i></b>

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**FY 2012/13 COORDINATED FUNDING PROGRAM  
DRAFT PROGRAM**

\$ X 1,000													
Index#	Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes
1	Alameda County PWA	Pavement Rehabilitation in Unincorporated Alameda Cty		NA	\$ 1,888	\$ 1,665	\$ 1,665					\$ 1,665	
2	City of Alameda	Alameda City Pavement Rehabilitation - FY 2014/15		NA	\$ 829	\$ 635	\$ 635					\$ 635	
3	City of Albany	Santa Fe Avenue Pavement Rehabilitation		NA	\$ 344	\$ 149	\$ 149					\$ 149	
4	City of Berkeley	Hearst Ave Complete Streets		NA	\$ 1,136	\$ 1,006	\$ 1,006					\$ 1,006	Coordinated with PDA Supportive project
5	City of Dublin	Dublin Boulevard Street Resurfacing		NA	\$ 729	\$ 470	\$ 470					\$ 470	
6	City of Emeryville	Emeryville Street Rehabilitation		NA	\$ 712	\$ 100	\$ 100					\$ 100	
7	City of Fremont	Fremont 2014 Pavement Rehabilitation		NA	\$ 3,912	\$ 2,105	\$ 2,105					\$ 2,105	
8	City of Hayward	Pavement Rehabilitation - Industrial Blvd	55	NA	\$ 1,489	\$ 1,335	\$ 1,335					\$ 1,335	
9	City of Livermore	2014 Arterial Street Rehabilitation		NA	\$ 1,366	\$ 1,053	\$ 1,053					\$ 1,053	
10	City of Newark	Enterprise Drive Pavement Rehabilitation		NA	\$ 760	\$ 454	\$ 454					\$ 454	
11	City of Oakland	Oakland Pavement Rehabilitation		NA	\$ 4,351	\$ 3,851	\$ 3,851					\$ 3,851	
12	City of Piedmont	City of Piedmont Pavement Rehabilitation Project		NA	\$ 586	\$ 129	\$ 129					\$ 129	
13	City of Pleasanton	Valley Avenue & Hopyard Road Rehabilitation		NA	\$ 1,070	\$ 832	\$ 832					\$ 832	
14	City of San Leandro	San Leandro Boulevard Reconstruction		NA	\$ 1,153	\$ 804	\$ 804					\$ 804	
15	City of Union City	Pavement Rehabilitation - Whipple Road (Ithaca to Amaral)		NA	\$ 736	\$ 669	\$ 669					\$ 669	
		<b>Total LSR Recommended</b>			<b>\$ 21,061</b>	<b>\$ 15,257</b>	<b>\$ 15,257</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 15,257</b>	

FY 2012/13 COORDINATED FUNDING PROGRAM  
DRAFT PROGRAM

\$ X 1,000													
Index#	Jurisdiction	Project	Category	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes
1	City of Berkeley	Shattuck Reconfiguration & Ped Safety		81.5	\$ 3,152	\$ 2,777	\$	\$ 2,777				\$ 2,777	
2	City of Oakland	7th St W Oakland Transit Village Phase II		80.7	\$ 4,066	\$ 3,288		\$ 3,288				\$ 3,288	
3	City of Berkeley	Berkeley BART Plaza & Transit Area Improvements		80.6	\$ 10,456	\$ 7,784		\$ 4,066			\$ 3,718	\$ 7,784	
4	City of Oakland	Lakeside Green Street Project (at Lakeside/Harrison)		80.0	\$ 11,505	\$ 7,000		\$ 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				\$ 2,979	Evaluated application components separately
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		\$ 8,692			\$ 5,730	\$ 14,422	Evaluated application components separately
7	City of Berkeley	Hearst Ave Complete Streets	PDA SUPPORTIVE	78.5	\$ 2,865	\$ 1,150	\$ 1,006	\$ 1,150				\$ 2,156	Coordinated with LSR Project
8	City of Oakland	Bike Lane Component (of Lake Merritt BART Bikeways App.)		77.7	\$ 2,640	\$ 2,112		\$ 422				\$ 422	Conditional upon identifying other funds for the rehabilitation component of the project
9	City of Oakland	MLK Way Improvements Component (of MLK Jr. Way & Peralta Phase I App.)		76.9	\$ 2,795	\$ 2,473		\$ 2,473				\$ 2,473	Assume bike lane component is 20% of request (\$422k of total \$2,112k)
10	City of Emeryville	Christie Ave Bay Trail Gap Closure		75.5	\$ 550	\$ 550			\$ 550			\$ 550	Evaluated application components separately
11	City of Fremont	Fremont City Center multi-Modal Improvements		71.3	\$ 14,340	\$ 6,360		\$ 5,853				\$ 5,853	Proposed for Local Bike/Ped funds
12	AC Transit	East Bay Bus Rapid Transit Bike/Ped Elements		69.1	\$ 7,189	\$ 7,189				\$ 200		\$ 200	Assumes Fremont would need to provide \$507 in additional Funds
13	EBRPD	Bay Trail - Gilman to Buchanan		81.2	\$ 4,851	\$ 1,000			\$ 1,000			\$ 1,000	Funds approved would be considered to against overall ACTC BRT commitments
14	City of Alameda	Cross Alameda Trail (Ralph Appazatto Memorial Parkway, Webster to Poggi)	BIKE/PED PROJ (PRIORITY NETWORK)	77.9	\$ 991	\$ 793			\$ 793			\$ 793	Contingent on providing detailed scope of locations for improvements
15	City of Albany	Buchanan/Marin Bikeway		77.8	\$ 1,225	\$ 536			\$ 536			\$ 536	
16	City of San Leandro	W Juana Ped Improvements		74.8	\$ 724	\$ 724			\$ 346			\$ 346	Assumes S Leandro will provide \$378 K in additional Funds
17	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project (Fruitvale Ave E. 12th to Estuary)	FEAS. STUDY	28.0	\$ 2,062	\$ 206			\$ 113			\$ 113	Reduced Scope to Feasibility Study
18	City of Piedmont	Piedmont Pedestrian and Bicycle Master Plan	B/P PLAN	31.8	\$ 120	\$ 102			\$ 102			\$ 102	About 3-4% of Bike/Ped Funds
19	Cycles of Change	Bike Go Round (education/safety Program)	B/P OPS	74.8	\$ 840	\$ 360			\$ 240			\$ 240	Program / Operations
20	City of Alameda	Estuary Crossing Shuttle	TRANSIT OPS	74.0	\$ 941	\$ 489					\$ 200	\$ 200	Would provide 2 years of operations
21	City of Oakland	Broadway Shuttle		72.2	\$ 2,670	\$ 546					\$ 352	\$ 352	About 7.5% of local Bike/Ped funding
22	LAVTA	Route 10 & Rapid Route Operations		71.2	\$ 7,333	\$ 1,000			\$ 1,000			\$ 1,000	Would provide 2 years of operations
23	LAVTA	Route 12v, 20x and 70x Operations		71.0	\$ 3,905	\$ 1,000			\$ 1,000			\$ 1,000	Would provide 2 years of operations
<b>SubTotal</b>												<b>\$ 55,586</b>	
					<b>\$ 114,618</b>	<b>\$ 64,840</b>	<b>\$ 1,006</b>	<b>\$ 38,700</b>	<b>\$ 3,680</b>	<b>\$ 2,200</b>	<b>\$ 10,000</b>	<b>\$ 55,586</b>	
<b>Total Recommended</b>					<b>\$ 135,679</b>	<b>\$ 80,097</b>	<b>\$ 15,257</b>	<b>\$ 38,700</b>	<b>\$ 3,680</b>	<b>\$ 2,200</b>	<b>\$ 10,000</b>	<b>\$ 69,837</b>	

**FY 2012/13 COORDINATED FUNDING PROGRAM  
DRAFT PROGRAM**

\$ X 1,000														
Index#	Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes	
1	City of Oakland	Coliseum BART Corridor and Infrastructure Connections	PDA SUPPORTIVE	65.7	\$ 2,823	\$ 2,321								
2	City of Livermore	Segment 1 of the Iron Horse Trail, a Class I Multi-Use Trail (Isabel through Murrieta)		65.3	\$ 1,841	\$ 1,630								Also Scored in Bike/Ped Category
3	City of Union City	Decoto Road and Decoto Rail Xing Improvement Component (of BART Phase 2 & Decoto Rd. Complete Streets App.)		64.5	\$ 6,505	\$ 5,312								Evaluated application components seperately
4	City of Oakland	Tyrone Carney Park/105th Reconfiguration		64.3	\$ 1,972	\$ 1,571								
5	City of Dublin	Anador Plaza Road Complete Street Improvements		58.1	\$ 5,437	\$ 4,813								
6	City of Pleasanton	I-580 At Foothill Road Interchange Improvements		57.1	\$ 4,560	\$ 1,630								Also Scored in Bike/Ped Category
7	Alameda County PWA	"A" Street Class II Bike Lane	BIKE/PED PROJECTS (PRIORITY NETWORK)	72.8	\$ 244	\$ 54								
8	Alameda County PWA	"A" Street Ped Safety		72.2	\$ 1,245	\$ 400								
9	City of Livermore	Segment 1 of the Iron Horse Trail, a Class I Multi-Use Trail (Isabel through Murrieta)		70.3	\$ 1,841	\$ 1,630								Also Scored in PDA Supportive Category
10	Alameda County PWA	Fairmont Dr Bike Lane		64.1	\$ 380	\$ 380								
11	City of San Leandro	E 14th St S Area Streetscape		63.0	\$ 6,320	\$ 5,630								
12	City of Albany	Albany Bike/Ped Wayfinding		62.6	\$ 311	\$ 280								
13	City of Pleasanton	Microwave Ped & Bike Detection in Hacienda		61.8	\$ 205	\$ 205								
14	City of Hayward	Main St Complete St		59.7	\$ 2,127	\$ 2,027								
15	City of Pleasanton	I-580 At Foothill Road Interchange Improvements		59.6	\$ 4,560	\$ 1,630								Also Scored in PDA Supportive Category
16	City of Pleasanton	Foothill Road - Bicycle Lane Gap Closure		55.6	\$ 1,035	\$ 915								
17	City of Hayward	Update of Citywide Bicycle MP, Prep of Ped MP, SR2S	B/P PLAN	24.6	\$ 300	\$ 300								
18	City of Oakland	Lake Merritt Chanel Bike/Ped Bridge	FEASIBILITY STUDY	29	\$ 15,000	\$ 400								
19	City of Dublin	Iron Horse Trail/BART Connectivity Feasibility Study		25.8	\$ 350	\$ 309								
20	City of Oakland	Park Blvd Path Feasibility Study		23.2	\$ 395	\$ 197								
21	City of Pleasanton	Feasibility Study for Ped & Bike Bridges		19.6	\$ 50	\$ 25								
22	EBRPD	Niles Canyon Regional Trail Feasibility Study		18.4	\$ 150	\$ 75								
23	AC Transit	Line 51 Corridor GPS-based Transit Signal Priority		TRANS. CAP	74	\$ 11,515	\$ 1,000							
24	Alameda County PWA	Niles Canyon Road Ped Safety	BIKE/PED PROJECTS (VISION NETWORK)	See Notes	\$ 140	\$ 95							Project in Vision Network; Considered Tier 2	
25	Alameda County PWA	Mabel Ave Ped Safety		See Notes	\$ 1,035	\$ 445							Project in Vision Network; Considered Tier 2	
26	Alameda County PWA	E Castro Valley Blvd Bike Lane		See Notes	\$ 540	\$ 480							Project in Vision Network; Considered Tier 2	
27	Alameda County PWA	Mines Rd Bike Lane		See Notes	\$ 56	\$ 50							Project in Vision Network; Considered Tier 2	
28	City of Dublin	Village Parkway Bicycle & Pedestrian Improvements		See Notes	\$ 2,862	\$ 2,533							Project in Vision Network; Considered Tier 2	
29	City of Livermore	Arroyo Las Positas Class I Multi-Use Trail		See Notes	\$ 3,771	\$ 2,918							Project in Vision Network; Considered Tier 2	
30	City of Pleasanton	Bernal Avenue Bridge Over Arroyo de la Laguna		See Notes	\$ 2,200	\$ 500							Project in Vision Network; Considered Tier 2	
31	City of San Leandro	W San Leandro Bikeways		See Notes	\$ 569	\$ 569							Project in Vision Network; Considered Tier 2	
32	EBRPD	Shadow Cliffs to Del Valle Trail		See Notes	\$ 1,430	\$ 1,200							Project in Vision Network; Considered Tier 2	
33	LARPD	Sycamore Grove Park Trail Renovation		See Notes	\$ 1,852	\$ 1,717							Project in Vision Network; Considered Tier 2	
34	City of San Leandro	San Leandro Downtown Parking Mgmt	See Notes	\$ 332	\$ 332							Project not Eligible for OBAG funding; Sponsor requested to consider applying for SC-TAP Funds		
35	EBRPD	Iron Horse Trail - Dublin/Pleasanton BART to Santa Rita	See Notes	\$ 4,320	\$ 750							Project fully funded; Ground Breaking Event Held on May 1st		
					\$ 81,872	\$ 41,063	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

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FY 2012/13 COORDINATED FUNDING PROGRAM

DRAFT PROGRAM

(Sorted by Project Type)

\$ X 1,000													
Index#	Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes
<b>LSR Projects</b>													
1	Alameda County PWA	Pavement Rehabilitation in Unincorporated Alameda Cty		NA	\$ 1,888	\$ 1,665	\$ 1,665					\$ 1,665	
2	City of Alameda	Alameda City Pavement Rehabilitation - FY 2014/15		NA	\$ 829	\$ 635	\$ 635					\$ 635	
3	City of Albany	Santa Fe Avenue Pavement Rehabilitation		NA	\$ 344	\$ 149	\$ 149					\$ 149	
4	City of Berkeley	Hearst Ave Complete Streets		NA	\$ 1,136	\$ 1,006	\$ 1,006					\$ 1,006	Coordinated with PDA Supportive project
5	City of Dublin	Dublin Boulevard Street Resurfacing		NA	\$ 729	\$ 470	\$ 470					\$ 470	
6	City of Emeryville	Emeryville Street Rehabilitation		NA	\$ 712	\$ 100	\$ 100					\$ 100	
7	City of Fremont	Fremont 2014 Pavement Rehabilitation		NA	\$ 3,912	\$ 2,105	\$ 2,105					\$ 2,105	
8	City of Hayward	Pavement Rehabilitation - Industrial Blvd		NA	\$ 1,489	\$ 1,335	\$ 1,335					\$ 1,335	
9	City of Livermore	2014 Arterial Street Rehabilitation		NA	\$ 1,366	\$ 1,053	\$ 1,053					\$ 1,053	
10	City of Newark	Enterprise Drive Pavement Rehabilitation		NA	\$ 760	\$ 454	\$ 454					\$ 454	
11	City of Oakland	Oakland Pavement Rehabilitation		NA	\$ 4,351	\$ 3,851	\$ 3,851					\$ 3,851	
12	City of Piedmont	City of Piedmont Pavement Rehabilitation Project		NA	\$ 586	\$ 129	\$ 129					\$ 129	
13	City of Pleasanton	Valley Avenue & Hopyard Road Rehabilitation		NA	\$ 1,070	\$ 832	\$ 832					\$ 832	
14	City of San Leandro	San Leandro Boulevard Reconstruction		NA	\$ 1,153	\$ 804	\$ 804					\$ 804	
15	City of Union City	Pavement Rehabilitation - Whipple Road (Ithaca to Amara)		NA	\$ 736	\$ 669	\$ 669					\$ 669	
<b>Subtotal</b>					<b>\$ 21,061</b>	<b>\$ 15,257</b>	<b>\$ 15,257</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 15,257</b>	

FY 2012/13 COORDINATED FUNDING PROGRAM

DRAFT PROGRAM

(Sorted by Project Type)

\$ X 1,000													
Index#	Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes
<b>PDA Supportive Projects</b>													
1	City of Berkeley	Shattuck Reconfiguration & Ped Safety		81.5	\$ 3,152	\$ 2,777		\$ 2,777				\$ 2,777	
2	City of Oakland	7th St W Oakland Transit Village Phase II		80.7	\$ 4,066	\$ 3,288		\$ 3,288				\$ 3,288	
3	City of Berkeley	Berkeley BART Plaza & Transit Area Improvements		80.6	\$ 10,456	\$ 7,784		\$ 4,066		\$ 3,718		\$ 7,784	Have a request for sponsor to provide construction level component detail with federal and match identified.
4	City of Oakland	Lakeside Green Street Project (at Lakeside/Harrison)		80.0	\$ 11,505	\$ 7,000		\$ 7,000				\$ 7,000	Evaluated application components separately
5	City of Oakland	Peralta St Improvements Component (of MLK Jr. Way & Peralta Phase I App.)		79.7	\$ 3,365	\$ 2,979		\$ 2,979				\$ 2,979	Evaluated application components separately
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		\$ 8,692		\$ 5,730		\$ 14,422	Evaluated application components separately
7	City of Berkeley	Hearst Ave Complete Streets		78.5	\$ 2,865	\$ 1,150	\$ 1,006	\$ 1,150				\$ 2,156	Coordinated with LSR Project
8	City of Oakland	Bike Lane Component (of Lake Merritt BART Bikeways App.)		77.7	\$ 2,640	\$ 2,112		\$ 422				\$ 422	Conditional upon identifying other funds for the rehabilitation component of the project Assume bike lane component is 20% of request (\$422k of total \$2,112K)
9	City of Oakland	MLK Way Improvements Component (of MLK Jr. Way & Peralta Phase I App.)		76.9	\$ 2,795	\$ 2,473		\$ 2,473				\$ 2,473	Evaluated application components separately
10	City of Emeryville	Christie Ave Bay Trail Gap Closure		75.5	\$ 550	\$ 550			\$ 550			\$ 550	Fund with Local Bike/Ped funds
11	City of Fremont	Fremont City Center multi-Modal Improvements		71.3	\$ 14,340	\$ 6,360		\$ 5,853				\$ 5,853	Assumes Fremont would need to provide \$507 in additional Funds
12	AC Transit	East Bay Bus Rapid Transit Bike/Ped Elements		69.1	\$ 7,189	\$ 7,189				\$ 200		\$ 200	Funds approved would be considered to against overall ACTC BRT commitments Contingent on providing detailed scope of locations for improvements.
13	City of Oakland	Coliseum BART Corridor and Infrastructure Connections		65.7	\$ 2,823	\$ 2,321							
14	City of Livermore	Segment 1 of the Iron Horse Trail, a Class I Multi-Use Trail		65.3	\$ 1,841	\$ 1,630							Also Scored in Bike/Ped Category
15	City of Union City	Decoto Road and Decoto Rail Xing Improvement Component (of BART Phase 2 & Decoto Rd. Complete Streets App.)		64.5	\$ 6,505	\$ 5,312							Evaluated application components separately
16	City of Oakland	Tyrone Carney Park/105th Reconfiguration		64.3	\$ 1,972	\$ 1,571							
17	City of Dublin	Amador Plaza Road Complete Street Improvements		58.1	\$ 5,437	\$ 4,813							
18	City of Pleasanton	I-580 At Foothill Road Interchange Improvements		57.1	\$ 4,560	\$ 1,630							Also Scored in Bike/Ped Category
19	City of San Leandro	San Leandro Downtown Parking Mgmt		See Notes	\$ 332	\$ 332							Project not Eligible for OBAG funding; Sponsor requested to consider applying for SC-TAP funds
					<b>\$ 112,426</b>	<b>\$ 75,693</b>	<b>\$ 1,006</b>	<b>\$ 38,700</b>	<b>\$ 550</b>	<b>\$ 200</b>	<b>\$ 9,448</b>	<b>\$ 49,904</b>	
<b>Subtotal</b>													

FY 2012/13 COORDINATED FUNDING PROGRAM

DRAFT PROGRAM

(Sorted by Project Type)

\$ X 1,000														
Index#	Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes	
<b>Bike Ped Capital Projects</b>														
1	EBRPD	Bay Trail - Gilman to Buchanan	PLAN PRIORITY NETWORK											
2	City of Alameda	Cross Alameda Trail (Ralph Appenzatto Memorial Parkway, Webster to Poggi)			81.2	\$ 4,851	\$ 1,000			\$ 1,000			\$ 1,000	
3	City of Albany	Buchanan/Marin Bikeway			77.9	\$ 991	\$ 793			\$ 793			\$ 793	
4	City of San Leandro	W Juana Ped Improvements			77.8	\$ 1,225	\$ 536			\$ 536			\$ 536	
5	Alameda County PWA	"A" Street Class II Bike Lane			74.8	\$ 724	\$ 724			\$ 724			\$ 724	Assumes S Leandro will provide \$378 K in additional Funds
6	Alameda County PWA	"A" Street Ped Safety			72.8	\$ 244	\$ 54			\$ 54			\$ 54	
7	City of Livermore	Segment 1 of the Iron Horse Trail, a Class I Multi-Use Trail (Isabel through Murrieta)			72.2	\$ 1,245	\$ 400			\$ 400			\$ 400	
8	Alameda County PWA	Fairmont Dr Bike Lane			70.3	\$ 1,841	\$ 1,630							Also Scored in PDA Supportive Category
9	City of San Leandro	E 14th St S Area Streetscape			64.1	\$ 380	\$ 380							
10	City of Albany	Albany Bike/Ped Wayfinding			63.0	\$ 6,320	\$ 5,630							
11	City of Pleasanton	Microwave Ped & Bike Detection in Hacienda			62.6	\$ 311	\$ 280							
12	City of Hayward	Main St Complete St			61.8	\$ 205	\$ 205							
13	City of Pleasanton	I-580 At Foothill Road Interchange Improvements			59.7	\$ 2,127	\$ 2,027							
14	City of Pleasanton	Foothill Road - Bicycle Lane Gap Closure			59.6	\$ 4,560	\$ 1,630							Also Scored in PDA Supportive Category
15	Alameda County PWA	Niles Canyon Road Ped Safety			55.6	\$ 1,035	\$ 915							Project in Vision Network; Considered Tier 2
16	Alameda County PWA	Mabel Ave Ped Safety	PLAN VISION NETWORK	See Notes	\$ 140	\$ 95							Project in Vision Network; Considered Tier 2	
17	Alameda County PWA	E Castro Valley Blvd Bike Lane		See Notes	\$ 1,035	\$ 445								Project in Vision Network; Considered Tier 2
18	Alameda County PWA	Mines Rd Bike Lane		See Notes	\$ 540	\$ 480								Project in Vision Network; Considered Tier 2
19	City of Dublin	Village Parkway Bicycle & Pedestrian Improvements		See Notes	\$ 56	\$ 50								Project in Vision Network; Considered Tier 2
20	City of Livermore	Arroyo Las Positas Class I Multi-Use Trail		See Notes	\$ 2,862	\$ 2,533								Project in Vision Network; Considered Tier 2
21	City of Pleasanton	Bernal Avenue Bridge Over Arroyo de la Laguna		See Notes	\$ 3,771	\$ 2,918								Project in Vision Network; Considered Tier 2
22	City of San Leandro	W San Leandro Bikeways		See Notes	\$ 2,200	\$ 500								Project in Vision Network; Considered Tier 2
23	EBRPD	Shadow Cliffs to Del Valle Trail		See Notes	\$ 569	\$ 569								Project in Vision Network; Considered Tier 2
24	LARPD	Sycamore Grove Park Trail Renovation		See Notes	\$ 1,430	\$ 1,200								Project in Vision Network; Considered Tier 2
25	EBRPD	Iron Horse Trail - Dublin/Pleasanton BART to Santa Rita		See Notes	\$ 1,852	\$ 1,717								Project in Vision Network; Considered Tier 2
					<b>\$ 44,834</b>	<b>\$ 27,461</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,675</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,675</b>	Project fully funded; Ground Breaking Event Held on May 1st	
<b>Subtotal</b>												<b>\$ 2,675</b>		

**FY 2012/13 COORDINATED FUNDING PROGRAM  
DRAFT PROGRAM  
(Sorted by Project Type)**

\$ X 1,000													
Index#	Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes
<b>Bike Ped Feasibility Studies</b>													
1	City of Oakland	Lake Merritt Chanel Bike/Ped Bridge		29	\$ 15,000	\$ 400							
2	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project (Fruitvale Ave E. 12th to Estuary)		28	\$ 2,062	\$ 206			\$ 113			\$ 113	Reduce Scope to Feasibility Study About 3-4% of Bike/Ped funds
3	City of Dublin	Iron Horse Trail/BART Connectivity Feasibility Study		25.8	\$ 350	\$ 309							
4	City of Oakland	Park Blvd Path Feasibility Study		23.2	\$ 395	\$ 197							
5	City of Pleasanton	Feasibility Study for Ped & Bike Bridges		19.6	\$ 50	\$ 25							
6	EBRPD	Niles Canyon Regional Trail Feasibility Study		18.4	\$ 150	\$ 75							
<b>Subtotal</b>					<b>\$ 3,007</b>	<b>\$ 812</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 113</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 113</b>	
<b>Bike Ped Planning Documents</b>													
7	City of Piedmont	Piedmont Pedestrian and Bicycle Master Plan		31.8	\$ 120	\$ 102			\$ 102			\$ 102	Master Plan About 3-4% of Bike/Ped Funds
8	City of Hayward	Update of Citywide Bicycle MP, Prep of Ped MP, SR2S		24.6	\$ 300	\$ 300							
<b>Subtotal</b>					<b>\$ 420</b>	<b>\$ 402</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 102</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 102</b>	
<b>Bike Ped Program/Operations</b>													
9	Cycles of Change	Bike Go Round (education/safety program)		74.8	\$ 840	\$ 360			\$ 240			\$ 240	Program / Operations Would provide 2 years of operations About 7.5% of local Bike/Ped funding
<b>Subtotal</b>					<b>\$ 840</b>	<b>\$ 360</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 240</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 240</b>	
<b>Transit Capital Projects</b>													
10	AC Transit	Line 51 Corridor GPS-based Transit Signal Priority		74	\$ 11,515	\$ 1,000							
<b>Subtotal</b>					<b>\$ 11,515</b>	<b>\$ 1,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>Transit Operations Projects</b>													
11	City of Alameda	Estuary Crossing Shuttle		74	\$ 941	\$ 489					\$ 200	\$ 200	Operations Would provide 2 years of operations Operations
12	City of Oakland	Broadway Shuttle		72.2	\$ 2,670	\$ 546					\$ 352	\$ 352	Would provide 2 years of operations Operations
13	LAVTA	Route 10 & Rapid Route Operations		71.2	\$ 7,333	\$ 1,000				\$ 1,000		\$ 1,000	Operations Would provide 2 years of operations Operations
14	LAVTA	Route 12v, 20x and 70x Operations		71.0	\$ 3,905	\$ 1,000				\$ 1,000		\$ 1,000	Operations Would provide 2 years of operations Operations
<b>SubTotal</b>					<b>\$ 14,849</b>	<b>\$ 3,035</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,000</b>	<b>\$ 552</b>	<b>\$ 2,552</b>	
<b>Totals</b>					<b>\$ 202,551</b>	<b>\$ 120,760</b>	<b>\$ 15,257</b>	<b>\$ 38,700</b>	<b>\$ 3,680</b>	<b>\$ 2,200</b>	<b>\$ 10,000</b>	<b>\$ 69,837</b>	