


## FY 2012-2013 Coordinated Funding Program


Presented May 23, 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, **\$65.2 million** in funding was 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 (**\$2.5 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 (**\$5.0 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)*
- The formula's target numbers represent the maximum LSR funds that may be received by a jurisdiction
- The minimum LSR funds a jurisdiction may receive is \$100,000

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## Local Streets and Roads (LSR) Preservation

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
<b>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>

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

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## OBAG Program Guidelines

- The OBAG Programming Guidelines were approved by the Commission (December 2012 meeting)
- Provided that local fund sources be considered in coordination with the OBAG funds focus on:
  - *PDA Supportive Transportation Investment*
  - *Safe Routes to School (SR2S)*

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## OBAG Eligibility, Screening and Selection Methodology

- The approved OBAG Programming Guidelines include:
  - *Programming categories*
  - *Program eligibility*
  - *Screening criteria*
  - *Project selection criteria*
    - Project deliverability criteria
    - Land use criteria (mandated by OBAG)

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## OBAG Eligibility, Screening and Selection Methodology

OBAG Selection/Scoring Criteria	Weight
<i>Delivery Criteria</i>	
Transportation Project Readiness	25
Transportation Project is well-defined and results in a usable segment	10
Transportation Project need/benefit/effectiveness (Includes Safety)	15
Sustainability (Ownership / Lifecycle/Maintenance)	5
Matching Funds	5
<b>SUBTOTAL</b>	<b>60</b>

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## OBAG Eligibility, Screening and Selection Methodology

OBAG Selection/Scoring Criteria	Weight
<i>Land Use Criteria</i>	
PDA Supportive Investments (Includes Proximate Access)	5
Transportation Investment addressing/implementing planned vision of PDA	4
High Impact Projects and Areas	22
Communities of Concern (C.O.C)	4
Freight and Emissions	5
<b>SUBTOTAL</b>	<b>40</b>

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## OBAG Eligibility, Screening and Selection Methodology

OBAG Selection/Scoring Criteria	Weight
<i>High Impact Project Areas</i>	
Housing Growth	2
Jobs Growth	2
Improved transportation choices for all income levels	6
PDA Parking management and pricing policies	3
PDA affordable housing creation strategies	3
PDA affordable housing preservation strategies	3
PDA affordable housing anti-displacement policies	3
<b>SUBTOTAL</b>	<b>22</b>

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## OBAG

## Eligibility Principles (Highlights)

- Complete Streets Resolutions (or compliant General Plan) by April 1, 2013
- Certification of agency housing element
- Local Agency Certification Checklist
- Transportation projects required to be consistent with:
  - *Regional Transportation Plan*
  - *Alameda Countywide Transportation Plan*
  - *Countywide Bicycle and/or Pedestrian Plans*
- Transportation projects required to be eligible for funding

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## OBAG

## Eligibility Principles (Highlights continued)

- Transportation projects within the 17 "Active" PDAs
- Transportation projects with proximity access to "Active" PDA's
- Ability to apply for OBAG, Local or a combination of OBAG and Local funds

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## Measure B and Vehicle Registration Fee (VRF) Local Funds

- Measure B Bicycle and Pedestrian Countywide Discretionary Fund (CDF) Program
- Measure B Countywide Express Bus Service Fund
- VRF Pedestrian and Bicyclist Access and Safety Program
- VRF Transit for Congestion Relief Program

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## Local Funds Eligibility, Screening and Selection Methodology

Local Selection/scoring Criteria	Weight
<i>Delivery Criteria</i>	
Transportation Project Readiness	40
Transportation Project is well-defined and results in a usable segment	20
Transportation Project need/benefit/effectiveness (includes Safety)	25
Sustainability (Ownership / Lifecycle/Maintenance)	10
Matching Funds	5
<b>SUBTOTAL</b>	<b>100</b>

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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

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## FY 2012-13 Coordinated Program Revised Fund Estimate

Program	Fund Estimate (\$)	Revised Estimate (\$)
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>

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## Draft FY 2012-13 Coordinated Program

- The Draft FY 2012-13 Coordinated Program detailed below assumes the availability of the revised fund estimate revenues

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## LSR Category Draft 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
<b>Total LSR Recommended</b>				<b>\$ 21,061</b>	<b>\$ 15,257</b>	<b>\$ 15,257</b>

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## PDA Category Draft 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 Draft 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
<b>SubTotal</b>					<b>\$ 114,618</b>	<b>\$ 64,840</b>	<b>\$ 55,586</b>

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## Draft 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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## Draft 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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## Draft 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 ACTAC Comments

- Questions and clarifications about the overall evaluation process including the review and scoring process
- ACTAC members expressed interested in a debriefing process and requested project level feedback that would enable sponsors to improve application submittals in future cycles

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## FY 2012-13 Coordinated Program BPAC Comments

- BPAC expressed concerns about the cost, need, effectiveness and design details of City of Fremont's City Center Multi-Modal Improvements Project and City of Berkeley's BART Plaza and Transit Area Improvements Project.
- BPAC also had questions regarding why projects were not funded in the Draft program of projects including:
  - *East Bay Bus Rapid Transit Bike/Ped Elements (AC Transit)*
  - *Bike Lane Component (of Lake Merritt BART Bikeways) (Oakland)*
  - *Line 51 Corridor GPS-based Transit Signal Priority (AC Transit)*
- Expressed concern regarding the lack of projects selected from the East County

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## FY 2012-13 Coordinated Program PPC Comments

- Concerns about MTC's Resolution 4035 requirement of 70% funding towards PDAs
- Questions about how to advance projects not included in the proposed program
- Questions about details of proposed LSR projects

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## FY 2012-13 Coordinated Program PAPCO Comments

- Expressed that evaluation of complete streets needs to consider all users, including Seniors and people using mobility devices

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## FY 2012-13 Coordinated Program Next Steps

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

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# Questions / Comments

*Presented May 13, 2013*



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