



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Rebecca Kaplan, City of Oakland

Commission Vice Chair

Supervisor Richard Valle, District 2

AC Transit

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Alameda County

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Mayor Jerry Thome

City of San Leandro

Mayor Pauline Cutter

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Bicycle and Pedestrian Community Advisory Committee

Thursday, February 9, 2017, 5:30 p.m.

**1111 Broadway, Suite 800
Oakland, CA 94607**

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

Glossary of Acronyms

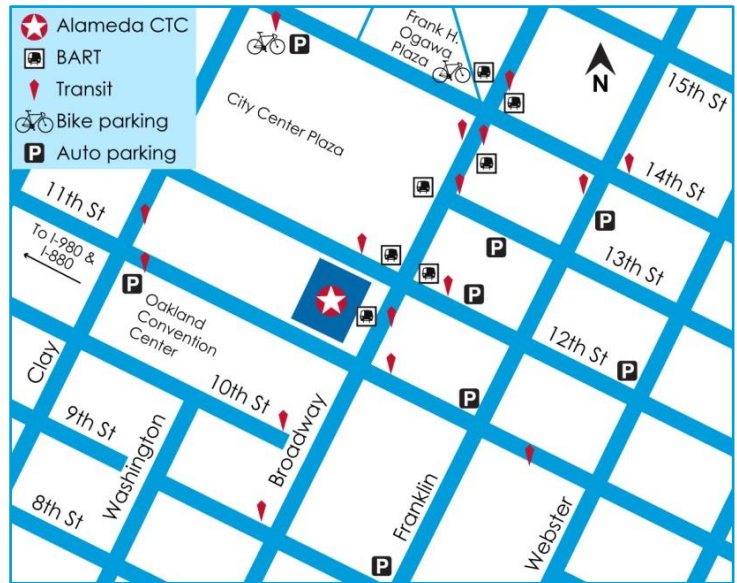
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

Alameda CTC

1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org). **There is bicycle**



parking inside of the garage located off of 11th Street. Press the white button on the call box to inform security of the meeting you are attending at Alameda CTC. Once approved, security will open the gate and there is bicycle parking straight ahead.

Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street.

To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

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youtube.com/user/AlamedaCTC

7:30 p.m.

9. Adjournment

Matt Turner

Next meeting: May 4, 2017

All items on the agenda are subject to action and/or change by the Committee.



Bicycle and Pedestrian Advisory
Committee Meeting Minutes
Thursday, December 14, 2016, 5:30 p.m.

3.1

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

1. Welcome and Introductions

BPAC Chair Matt Turner called the meeting to order at 5:30 p.m. The meeting began with introductions, and the chair confirmed a quorum. All BPAC members were present, except for Lucy Gigli and Ben Schweng.

Ben Schweng arrived during agenda item 4.0.

2. Public Comment

JoAnne Lauer with Bike Walk Castro Valley stated her concerns that Alameda County Public Works Agency has not submitted any applications from Castro Valley for Measure BB funding since the measure passed.

Tyler Dragoni of Ashland stated that in promotion of Eden Area Municipal Advisory Council (MAC) he is urging the supervisors to draw up the legislation to form a MAC in the Eden Area.

3. Approval of July 7, 2016 Minutes

Jeremy Johansen noted the misspelling of David Fishbaugh name.

Matt Turner moved to approve the July 7, 2016 minutes with the above correction. Dave Murtha seconded the motion. The motion passed with the following votes:

Yes: Fishbaugh, Johansen, Marleau, Murtha, Tabata, Turner

No: None

Abstain: Brisson, Jordan, Shaw

Absent: Gigli, Schweng

4. Status Report on East Bay Greenway: Lake Merritt BART to South Hayward BART Project

Matt Bomberg introduced himself as Alameda CTC's deputy project manager of the East Bay Greenway (EBGW) project. He also introduced Minyoung Kim the project engineer with the prime consultant, HNTB. Matt presented on the Alameda CTC-sponsored portion of the East Bay Greenway which extends from Lake Merritt BART Station to South Hayward BART Station.

Questions/feedback from members:

- How wide is the multi-use trail? Matt Bomberg responded that there are multiple widths depending on surrounding land use and the width is influenced by right-of-way availability.

- Is there a minimum width for multi-use trails? Minyoung Kim responded that Caltrans require 8-foot path with 2-foot shoulders on each side. She noted that the EBGW project is following the American Association of State Highway and Transportation Officials standards that are 10-foot path and 2-foot shoulders on each side. Matt stated that at a future date, he will come back to BPAC with a more detailed presentation that includes widths of particular segments.
- A member of the public asked a question regarding the section of railroad track between 37th and 47th Avenue shown as abandoned. Matt clarified that the Oakland subdivision doesn't exist anymore between 37th and 47th Avenue but connects to the overall rail network at 47th Avenue.
- A member stated that the federal government minimal requirements for rail setback is 6 1/2-feet and it's up to the individual railways to determine their safety width. The Port of Oakland has established their safety width at 10-feet. Matt Bomberg noted that 10-feet is a California Public Utilities Commission standard.
- What funding did EBGW get from Measure BB? Matt Bomberg said the funding is secured for the environmental phase only. The project received an Active Transportation Program grant with matching funds from Measure B and Measure BB.
- What avenues has Alameda CTC pursued to get UPRR to relinquish their right-of-way? Carolyn Clevenger responded that UP is aware of EBGW project and when Alameda CTC has something more specific we'll pursue the conversation further.
- Has Alameda CTC gotten East Bay Regional Parks District (EBRPD) involved? Matt Bomberg responded that EBRPD is part of the project development team and provides valuable expertise on day-to-day operations of trail facilities.
- A suggestion was made to have a linear regional park instead of a multi-jurisdictional effort for the EBGW.
- Matt Turner stated that a new effort underway involving every agency in the county (federal, state and local) to develop a new watershed and trail master plan. It would be good to have the EBGW project part of this plan. He noted that Bill Quirk is heading up this effort.
- A member suggested that the pathway should be moved adjacent to the street for safety reasons for the initial project. The member noted that as part of the updates to the Ohlone Greenway in Albany many community members advocated for the trail to be closer to the street for safety purposes, and that this could be a win-win from a standpoint of not requiring UP right-of-way. The member suggested building the initial segments first and building remaining mileage that does not require UP right-of-way later. The need for landscaping was suggested.
- A member noted that some of the examples of trail facilities next to rail lines in the examples cited are very nice facilities.
- What points of leverage do we have over UP? Carolyn stated that Alameda CTC is working with UP on freight related projects but has not yet had a lot of bicycle and pedestrian trail related discussion.
- How enthusiastic are the project partners? Matt Bomberg said that all the cities are enthusiastic; however, they are cautious about the ongoing maintenance.
- A member attended the San Leandro Creek Trail meeting and requested the partners to talk with Alameda CTC because at some point the EBGW will intersect with the San Leandro Creek Trail. Matt Bomberg said that the project team

received the city draft report and it appears that the section that will cross EBGW will deviate from the creek.

- As part of the scope, are the rail crossings being looked at in Hayward especially on Whitman Street? It was also noted that the existing crossings over UP are not ADA compliant. A suggestion was made to include the Hayward crossings in the scope.
- A year ago, Oakland present the Fruitvale undercrossing project to BPAC. It was noted that it's a very narrow space for bicyclists. A suggestion was made that if some of the railway could be used for this project it would solve many of the problems. An inquiry was made regarding how decisions are made to determine when to look at working with UP on usage of railway.
- What are the chances for the EBGW south of the South Hayward BART station to the southern part of the county? Matt Bomberg responded that Fremont is working on some of the sections in Fremont on an abandoned line. Another section is a cycle track design. Through Union City and some of Hayward (south of South Hayward BART) the alignment is very conceptual.
- The Iron Horse Trail has so many crossings that the signal cycles should give priority to trail users. A suggestion was made that EBGW should look at cyclists having signal priority.

Public comment:

Bernadette Jurich with Cherryland Association echoed the suggestion to have a linear regional park with EBRPD handling the ongoing maintenance and care instead of a multi-jurisdictional effort for the EBGW. She noted the UP hasn't been very cooperative on other matters. Has anyone considered approaching the private sector to sponsor the EBGW project and approach UP?

Tyler Dragoni of Ashland stated that approximately six months ago Facebook was looking at ways to lessen congestion in the Dumbarton Corridor, which includes the freeway and the bridge. Another aspect is they will look at the Dumbarton rail corridor and how much it will cost to revive the rail corridor. He asked who would facilitate that and the rail corridor would end in Hayward. Matt responded that Alameda CTC is tracking the Dumbarton Corridor study.

Bruce Dughi with Bike Walk Castro Valley echoed the suggestion to limit the number of crossings on the EBGW, and cited the Alameda Creek Trail as a great example.

5. Report on Central County Complete Streets Implementation Project

Matt Bomberg provided a brief overview on this topic and introduced Laurence Lewis, consultant project manager with Kittelson Associates, Inc. Laurence gave a presentation on Central County Complete Streets Implementation Project. The jurisdictions involved in the project are the City of Hayward, the City of San Leandro and Alameda County. It was noted that this project developed tools and processes to support the jurisdictions in implementing complete streets. Two of the tools developed through the Central County Complete Streets Implementation Project have potential to be adapted and applied beyond Central County.

Questions/feedback from the members:

- A member asked will the police and fire departments be involved as stakeholders since they are responsible for safety. Laurence stated that consultation took place with the fire departments and they noted some concerns with fire departments standards. Matt said that police, fire and maintenance departments had concerns with the complete streets polices and requirements. The maintenance departments had concerns about costs.
- Will information and tools be shared with ACTAC and developers? Carolyn said that this item will go before ACTAC in January. Laurence stated that it's up to each jurisdiction to provide the developers with a checklist for review. He noted that San Leandro wants to use the checklist as a tool with developers as part of the pre-application process.
- What is the relationship between complete streets and private streets? Laurence said jurisdictions could choose to apply complete streets requirements to private streets.
- Are there incentives to enforce complete streets standards? Will end users be involved in training sessions? Matt Bomberg responded that training is for agency staff to educate them on applying the design guidelines and project checklist. Carolyn stated that the Design Guidelines and the Complete Streets Checklist are beginning to institutionalize the steps that should be taken on every project. Implementing the new tools is a ground-up effort that will provide large dividends.
- How were the design guidelines customized from the National Association of City Transportation Officials (NACTO)? Laurence stated that the guidelines refer back to the existing design guidelines and there are several details or dimensions from NACTO that are referenced. The project team did not revisit NACTO standards and the customized design detail provide more specificity than some of NACTOs guidelines. The additional work was creating the CAD (computer aided drafting) level design details.

Public comments:

JoAnne Lauer with Bike Walk Castro Valley stated that accountability is needed for someone to verify that the cities are in fact using the checklist during project development.

Bruce Dughi with Bike Walk Castro Valley stated that he would like to see more transparency and would like to know where to find all of the documents discussed during this topic. He also suggested that as part of training to have ACPWA ride bikes on the streets that they design. He also asked about the modal priorities that are used in the design guidelines, and staff clarified that these were determined as part of Alameda CTC's Multimodal Arterial Plan which is a separate plan that was adopted by the Commission in summer 2016.

6. Staff Reports

6.1. 2018 Comprehensive Investment Plan Call for Projects and Metropolitan Transportation Commission Complete Streets Checklist Review

Matt Bomberg stated that Alameda CTC is in the middle of the 2018 Comprehensive Investment Plan (CIP) development process. He noted that the CIP is a method through which Alameda CTC programs federal, state, regional and local transportation funding. A

call for projects that was open between September and October 2016 for funding available over a 5-year window. Alameda CTC received 230 applications totaling \$2.8 Billion in project request. The project requests are for many different categories. As part of the CIP, Alameda CTC will program federal One Bay Area Grant (OBAG) Cycle II funds. The OBAG portion of the funds are split two ways where 30 percent goes to cities by formula for streets and roads and 70 percent is awarded on a competitive basis for projects in priority development areas. For OBAG funds, the Metropolitan Transportation Commission (MTC) requires Projects Sponsors to complete the MTC Complete Streets Checklist. On page 27 in the packet is a list of the different complete streets checklists that the cities submitted for local streets and roads projects. He informed the committee that the checklists can be found on MTC's website. Matt told the committee that he will provide the group with instructions how to access the checklist. He requested the committee to copy him when comments are made to project sponsors.

Preston Jordan proposed BPAC to create a subcommittee to change the process for Pavement Management System. Matt Turner said this item must be on the agenda for an action to be taken. Preston requested to place this item on the next agenda.

6.2. Receive an update on implementation of the Countywide Bicycle and Pedestrian Plans

Matt Bomberg stated that it is now year five since the adoption of the 2012 Countywide Bicycle and Pedestrian Plans. He encouraged the committee to review the implementation progress report included in the packet.

6.3. Receive an update on Bicycle and Pedestrian Count Program

Matt Bomberg reminded the committee that Alameda CTC restarted the Bicycle and Pedestrian Count Program and increased the number of locations to 150. He informed the committee that the first 75 locations have been counted.

6.4. Receive an update on Active Transportation Program Cycle III

Matt Bomberg stated that the Active Transportation Program Cycle III state awards were announced and three projects in Alameda County: Fruitvale Alive Gap Closure, 14th Street Bikeway in Oakland and Central Avenue in Alameda received funding. He noted that the regional recommendations for funding will come in January.

7. BPAC Member Reports

7.1. BPAC Calendar

The committee calendar is in the agenda packet for review purposes.

7.2. BPAC Roster

The committee roster is in the agenda packet for review purposes.

8. Meeting Adjournment

The meeting adjourned at 7:50 p.m. The next meeting is scheduled for February 9, 2017 at the Alameda CTC offices.

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Bicycle and Pedestrian Countywide Discretionary Grant Fund Programs

Active Grant Progress Reports and Final Reports

Reporting Period Ending December 31, 2016

Submissions

Grant Number	Project Name	Sponsor	Progress Report	Final Report
A09-0022	Newark Pedestrian and Bicycle Master Plan	City of Newark		X
A13-0061	Bay Trail – Gilman to Buchannan	East Bay Regional Park District	X	
A13-0062	Cross Alameda Trail (Ralph Appezatto Memorial Parkway, Webster to Poggi)	City of Alameda	X	
A13-0063	Buchanan/Marin Bikeway	City of Albany	X	
A13-0064	W. Juana Ped Improvements	City of San Leandro		X
A13-0065	Fruitvale Alive Gap Closure Streetscape Project (Fruitvale Ave E.12th to Estuary)	City of Oakland		X
A13-0067	Bike-Go-Round (education/safety program)	Cycles of Change		X
A15-0045	Bicycle Facility for Kains and Adams	City of Albany	X	
A15-0046	Horton Street Bicycle Boulevard Experimental Traffic Calming Project	City of Emeryville		X
A15-0047	Iron Horse Trail Arroyo Mocho Overcrossing Feasibility Study	City of Pleasanton	X	

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CITY OF NEWARK, CALIFORNIA

37101 Newark Boulevard • Newark, California 94560-3796 • (510) 578-4000 • FAX (510) 578-4306

**ALAMEDA CTC
GRANT PROJECT FINAL REPORT**

<u>PROJECT SPONSOR:</u>	City of Newark
<u>PROJECT TITLE:</u>	Newark Pedestrian and Bicycle Master Plan
<u>ALAMEDA CTC</u>	A09-022
<u>PROJECT No:</u>	
<u>PROJECT No (APN):</u>	n/a
<u>TOTAL MEASURE B AND/OR VRF FUNDS AWARDED TO PROJECT:</u>	\$ 119,000
<u>FINAL MEASURE B AND/OR VRF GRANT AMOUNT EXPENDED:</u>	\$ 113,000
<u>TOTAL PROJECT COST (All funding sources):</u>	\$ 171,000
<u>COMPLETION/APPROVAL DATE:</u>	Pending

FINAL PROJECT DESCRIPTION:

Provide a brief description of services provided, improvements constructed, and/or implemented in accordance with the grant funding agreement.

This project provides Newark with a completed Pedestrian and Bicycle Master Plan in compliance with all current Active Transportation Program requirements and all Alameda County Transportation Commission Local Bicycle Master Plan Guidelines. Services in development of the master plan were provided by Fehr & Peers and coordinated with the local community, including the Newark Bicycle and Pedestrian Advisory Committee. In addition to specific bikeway and pedestrian elements, the plan includes a safe routes to school component and chapters on recommended support programs, prioritization of projects, and funding/implementation.

SUMMARY OF PROJECT DELIVERY MILESTONES:

Provide a brief description of actions taken and milestones reached to deliver the project.

Following award of the project grant, the City issued a request for proposals and obtained Fehr & Peers as a consultant for the program document. This was followed by creation of a local Bicycle and Pedestrian Advisory Committee and several local meetings to develop a draft master plan. Following a lengthy delay, staff has worked with Fehr & Peers to update the draft master plan to include all required Active Transportation Plan components and requirements of Alameda CTC's Local Bicycle Master Plan Guidelines.

The master plan still needs a final community review prior to approval by the City Council. The remaining close out documents, including all deliverables and a final invoice will be provided as soon as possible.

SUMMARY OF PROJECT BENEFITS:

Provide a brief description of project benefits.

The Newark Pedestrian and Bicycle Master Plan provides a planning document that will focus the City's future investments on projects and programs to improve walking and biking safety, convenience and access. The plan includes design guidelines to ensure that bicycle and pedestrian facilities along with shared roadway facilities are designed in a uniform manner in accordance with best practices. The completed document allows the City to seek discretionary fund sources for bicycle and pedestrian projects and programs.

FINAL COSTS AND FUNDING SOURCES:

*In addition to submitting a **final Alameda CTC Grant Reimbursement Request** summarize the total project costs by task. List Measure B and/or VRF grant funding expenses and other funding expenses, including Measure B and/or VRF pass-through expenses(if applicable).*

Task No. <i>(from Table A-1)</i>	Task Description	Measure B and/or VRF Grant Expended	PROJECT SPONSOR'S Matching Other Funds Expended	Total Project Expenditures
1	Issue RFP and execute contracts	\$0	\$6,000.00	\$6,000.00
2	Form local BPAC	\$3,000.00	\$3,804.55	\$6,804.55

3	Prepare Draft Master Plan	\$110,000.00	\$28,290.67	\$138,290.67
4	Adopt Final Master Plan	\$0	\$0	\$0
5	Oversee consultant work/BPAC	\$0	\$13,456.40	\$13,456.40
6	Project Closeout*	\$0	\$0	\$0
TOTAL		\$113,000.00	\$51,551.62	\$164,551.62

Funding Sources	Total Amount Awarded/Committed	Amount Expended	Amount Remaining
Measure B and/or VRF Grant	\$119,000	\$113,000	\$6,000
	\$	\$	
	\$	\$	
	\$	\$	
TOTAL	\$119,000	\$113,000	

PROJECT CLOSE-OUT:

(Check Box) The PROJECT SPONSOR agrees to disencumber the remaining/unspent Measure B and/or VRF amount noted in the above table.
 *Final Invoice to be provided upon project closeout

PUBLICITY

Project information was available during the duration of the Alameda CTC grant, with a link to the Alameda CTC website, at the following web address:
<http://www.newark.org/departments/public-works/engineering-division/pedestrian-bicycle-master-plan/>

Articles were published annually, highlighting this Project,

Date: <i>Summer 2016</i>	publication(s): Newark News
Date: <i>Winter 2014/15</i>	publication(s): Newark News
Date: <i>Spring 2014</i>	publication(s): Newark News
Date: <i>Summer 2013</i>	publication(s): Newark News

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 is attached to this Final Report.
- Project Performance Measures Progress Report is not included/completed. No Performance Measures associated with this project.

PERFORMANCE MEASURES FINAL REPORT

Project Performance Measures: Evaluate the PROJECT using the outcome-based performance measures set forth in Table D-1 (AGREEMENT Attachment D) to demonstrate that the PROJECT is meeting its objectives.

Performance Measures Final Report			
No.	Performance Measure Target ⁽¹⁾	Cumulative Performance for Grant Period	Performance Measure Achieved? <i>If not, provide explanation.</i>
1			
2			
3			
4			
5			
6			

Notes:

1. List all performance measures included in application for PROJECT submitted by PROJECT SPONSOR to ALAMEDA CTC.

ALAMEDA CTC
GRANT PROJECT PROGRESS REPORT

PROJECT PROGRESS REPORT No.: 7

REPORTING PERIOD: **From:** July 1, 2016 **To:** December 31, 2016

PROJECT SPONSOR: East Bay Regional Park District

PROJECT TITLE: Bay Trail - Gilman to Buchanan Project

AGREEMENT NO.: A13-0061

STATUS:

The project is in the design and permitting phase and construction is planned for 2018.

ACTIONS (in this reporting period):

The project team completed 30% schematic design, cost estimates and met with Bay Conservation and Development Commission staff to verify regulatory barriers to delivering the project. A public meeting was held on December 2, 2016 to provide a project update and an overview of the 30% design.

ANTICIPATED ACTIONS (in next reporting period):

Continue design and permitting. 60% plans are anticipated in the first quarter of 2017. Permits from the Bay Conservation and Development Commission (BCDC) and a City of Albany Grading Permit will be secured and 90% plans complete at mid-year. These are the only two permits required for the project.

GENERAL:

- At this time we anticipate no problems on the project.
- We anticipate problems in the land tenure and have requested a time extension.
- We anticipate problems in the following area(s) and would appreciate any assistance you could offer:

SCHEDULE, SCOPE, AND BUDGET:

- The project schedule, scope, task budgets, and performance measures remain unchanged, as shown in Attachments A, B, C, and D of the Grant Funding Agreement or previously approved amendment.
- There are proposed changes to the project schedule, scope, task budgets, and/or performance measures. *(If checked, proceed to the section below)*
 - A Grant Amendment Request was previously submitted on *May 18, 2015* and has been approved.
 - Revisions to the following area(s) are being proposed and a Grant Amendment Request is attached for review and approval. *(Check all that apply)*
 - Project Scope
 - Task Budgets
 - Project Schedule
 - Project Performance Measures

EXPENDITURES

- A Request for Reimbursement is included with this Progress Report.
- No Request for Reimbursement is included with this Progress Report. *(If checked, proceed to section below.)*
 - A Request for Reimbursement was submitted within the last six months on *September and December 2016*.
 - No Request for Reimbursement has been submitted within the last six months for the following reason(s): *Construction has not started. Construction is planned for 2018.*

PUBLICITY:

- As required per the Grant Funding Agreement, updated and accurate project information is included at the following website address, with a link to the Alameda CTC website and reference to Measure B and/or VRF fund usage:

[http://www.ebparcs.org/about/news/Major Restoration Planned for Albany Shoreline](http://www.ebparcs.org/about/news/Major_Restoration_Planned_for_Albany_Shoreline)

Attach a print-out of the website page and information.

- As required per the Grant Funding Agreement, an annual article was published in the Project's Sponsors newsletter, newspaper, or Alameda CTC's newsletter, highlighting the Project and Measure B and/or VRF fund usage.

Publication Date: *(enter publication date)*

Publication Name:

Attach a print-out of the published article(s).

- An article was included in the previous progress report. Thus, no article was published in this reporting period.

PERFORMANCE MEASURES PROGRESS REPORT:

- There were *[enter total numbers]* trips provided during the reporting period.
- There were *[enter total numbers]* people served during the reporting period.
- Project Performance Measures Progress Report is completed and attached.
- Project Performance Measures Progress Report is not included / completed because no performance measures are associated with this project.

PERFORMANCE MEASURES PROGRESS REPORT

Project Performance Measures: Evaluate the PROJECT using the outcome-based performance measures set forth in Table D-1 (AGREEMENT Attachment D) to demonstrate that the PROJECT is meeting its objectives.

Performance Measures Report			
No.	Performance Measure Target ⁽¹⁾	Progress/Activity to date	Progress/Activity this Period
1	N/A		No performance measures associated.
2			
3			
4			
5			
6			

Notes:

1. List all performance measures included in application for PROJECT submitted by PROJECT SPONSOR to ALAMEDA CTC.

- Modify the 95% construction plans, based on comments from city staff review.
- Develop final PS&E package, and prepare to release project for construction bids.

GENERAL:

- At this time we anticipate no problems on the project.
- We anticipate problems in the following area(s) but do not feel we need your assistance at this time:

Given the more extensive soil contamination issues discovered in 2015, the project has been delayed substantially. Staff hired a firm to do the additional needed soil testing and prepare a soils remediation plan, which has been under review by the County since September 2016. Staff will submit an Amendment Request within the next month or so, well before the October 31, 2017 grant expiration date.

- We anticipate problems in the following area(s) and would appreciate any assistance you could offer:

SCHEDULE, SCOPE, AND BUDGET:

- The project schedule, scope, task budgets, and performance measures remain unchanged, as shown in Attachments A, B, C, and D of the Grant Funding Agreement or previously approved amendment.
- There are proposed changes to the project schedule, scope, task budgets, and/or performance measures.
 - A Grant Amendment Request was previously submitted on ____ and is awaiting approval.
 - Revisions to the following area(s) are being proposed and a Grant Amendment Request is attached for review and approval. *(Check all that apply)*

An Amendment Request for schedule only will be submitted within approximately one month.

- Project Scope
- Task Budgets
- Project Schedule
- Project Performance Measures

EXPENDITURES

- A Request for Reimbursement is included with this Progress Report.
- No Request for Reimbursement is included with this Progress Report. *(If checked, proceed to section below.)*
 - A Request for Reimbursement was submitted within the last six months on
 - No Request for Reimbursement has been submitted within the last six months for the following reason(s):

The City has already submitted requests for reimbursement for the full amount of Task 1 (PE), and has not yet begun Task 2 (Construction), and therefore has nothing for which to request reimbursement.

PUBLICITY:

- As required per the Grant Funding Agreement, updated and accurate project information is included at the following website address, with a link to the Alameda CTC website and reference to Measure B and/or VRF fund usage:

<http://alamedaca.gov/public-works/cross-alameda-trail>

- As required per the Grant Funding Agreement, an annual article was published in the Project's Sponsors newsletter, newspaper, or Alameda CTC's newsletter, highlighting the Project and Measure B and/or VRF fund usage.

Our last article was published on February 2, 2015. We would like to publish an article in a forthcoming Alameda CTC newsletter, and will work with ACTC on this.

- An article was included in the previous progress report. Thus, no article was published in this reporting period.

PERFORMANCE MEASURES PROGRESS REPORT:

- There were [enter total numbers] trips provided during the reporting period.
- There were [enter total numbers] people served during the reporting period.
- Project Performance Measures Progress Report is completed and attached.
- Project Performance Measures Progress Report is not included / completed because no performance measures are associated with this project.

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Urban Village by the Bay

ALBANY CALIFORNIA

CITY OF ALBANY



COMMUNITY DEVELOPMENT

1000 SAN PABLO AVENUE

ALBANY, CA 94706

510 528-5760

www.AlbanyCA.org/cd

ALAMEDA CTC GRANT PROJECT PROGRESS REPORT

PROJECT PROGRESS REPORT No.: 6

REPORTING PERIOD: From: 07/01/2016 To: 12/31/2016

PROJECT SPONSOR: City of Albany

PROJECT TITLE: Buchanan Marin Bikeway Phase III

AGREEMENT NO.: A13-0063_636 6

PROJECT NUMBER (APN): A13-0063

STATUS:

The Project is out to bid. Construction bids are due on 2/21/2017

ACTIONS (in this reporting period):

In May 2016 the City issued a Request for Construction Bids and received three bids. The three bids were significantly over the engineer's estimate and the City does not have the additional funds required to build this project at the proposed cost.

The City Council rejected the bids received in July 2016 and asked staff to include alternative bid items for rebidding in October 2016.

Staff split the project in two phases: Phase III, Improvements east of San Pablo Avenue and Phase IV, improvements west of San Pablo Avenue. The Project request for construction bids includes the new Phase III only (improvements east of San Pablo Avenue). The City anticipates construction of Phase IV in approximately two years as funding becomes available.

ANTICIPATED ACTIONS (in next reporting period):

Construction bid award is expected in March 2017

Construction is scheduled to start in March/April 2017.

GENERAL:

- At this time we anticipate no problems on the project.
- We anticipate problems in the following area(s) but do not feel we need your assistance at this time: *It seems that with the deferred schedule, the City will be able to meet the fund expiration deadline of October 2017. We may have to request an extension of the grant agreement.*
- We anticipate problems in the following area(s) and would appreciate any assistance you could offer:

SCHEDULE, SCOPE, AND BUDGET:

- The project schedule, scope, task budgets, and performance measures remain unchanged, as shown in Attachments A, B, C, and D of the Grant Funding Agreement or previously approved amendment.
- There are proposed changes to the project schedule, scope, task budgets, and/or performance measures. *(If checked, proceed to the section below)*
 - A Grant Amendment Request was previously submitted on *(enter date)* and is awaiting approval.
 - Revisions to the following area(s) are being proposed and a Grant Amendment Request is attached for review and approval. *(Check all that apply)*
 - Project Scope
 - Task Budgets
 - Project Schedule
 - Project Performance Measures

EXPENDITURES

- A Request for Reimbursement is included with this Progress Report.
- No Request for Reimbursement is included with this Progress Report. *(If checked, proceed to section below.)*
 - A Request for Reimbursement was submitted within the last six months on *(enter date)*.
 - No Request for Reimbursement has been submitted within the last six months for the following reason(s): *Construction tasks have not started yet. They are expected to start in March/ April 2017 and an invoice will be submitted as soon as possible.*

PUBLICITY:

- As required per the Grant Funding Agreement, updated and accurate project information is included at the following website address, with a link to the Alameda CTC website and reference to Measure B and/or VRF fund usage:

<http://albanyca.org/index.aspx?page=1285>

Attach a print-out of the website page and information.

- As required per the Grant Funding Agreement, an annual article was published in the Project's Sponsors newsletter, newspaper, or Alameda CTC's newsletter, highlighting the Project and Measure B and/or VRF fund usage.

Publication Date: Publication Name: *Attach a print-out of the published article(s).*

- An article was included in the previous progress report. Thus, no article was published in this reporting period.

The City did not published an article in the newsletter because the construction of this project did not start as anticipated (summer of 2016). Staff decided to wait until construction starts to publicize the project.

PERFORMANCE MEASURES PROGRESS REPORT:

- There were *[enter total numbers]* trips provided during the reporting period.
- There were *[enter total numbers]* people served during the reporting period.
- Project Performance Measures Progress Report is completed and attached.
- Project Performance Measures Progress Report is not included / completed because no performance measures are associated with this project.

PERFORMANCE MEASURES PROGRESS REPORT

Project Performance Measures: Evaluate the PROJECT using the outcome-based performance measures set forth in Table D-1 (AGREEMENT Attachment D) to demonstrate that the PROJECT is meeting its objectives.

Performance Measures Report			
No.	Performance Measure Target ⁽¹⁾	Progress/Activity to date	Progress/Activity this Period
1			
2			
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Notes:

1. List all performance measures included in application for PROJECT submitted by PROJECT SPONSOR to ALAMEDA CTC.

**ALAMEDA CTC
GRANT PROJECT FINAL REPORT**

PROJECT SPONSOR: City of San Leandro

PROJECT TITLE: West Juana Pedestrian Improvements Project

ALAMEDA CTC PROJECT No: A13-0064

PROJECT No (APN): 636.7

TOTAL MEASURE B AND/OR VRF FUNDS AWARDED TO PROJECT: \$ 346,000

FINAL MEASURE B AND/OR VRF GRANT AMOUNT EXPENDED: \$ 346,000

TOTAL PROJECT COST (All funding sources): \$ 816,262.12

COMPLETION/APPROVAL DATE: 6/6/16

FINAL PROJECT DESCRIPTION:

Provide a brief description of services provided, improvements constructed, and/or implemented in accordance with the grant funding agreement.

The project enhanced crosswalks with sidewalk bulb-outs, colored concrete, and decorative stamped asphalt crosswalks between the San Leandro BART station and downtown on West Juana Ave at the intersections of Carpentier, Clarke and Hays.

SUMMARY OF PROJECT DELIVERY MILESTONES:

Provide a brief description of actions taken and milestones reached to deliver the project.

CEQA Filed 8/21/14
Bids Opened 4/20/15
Council Awarded Project 6/1/15
Construction Begins 8/12/15
Substantially Complete 12/23/15
Council Accepts Project 6/6/16

SUMMARY OF PROJECT BENEFITS:

Provide a brief description of project benefits.

The project provides increased safety and comfort for pedestrians. The bulb outs enhance the pedestrian experience and usability for those that have difficulty crossing busing streets. The improvements serve as traffic calming devices and increase visibility, providing pedestrian safety measures currently not in place.

FINAL COSTS AND FUNDING SOURCES:

*In addition to submitting a **final Alameda CTC Grant Reimbursement Request** summarize the total project costs by task. List Measure B and/or VRF grant funding expenses and other funding expenses, including Measure B and/or VRF pass-through expenses(if applicable).*

Task No. <i>(from Table A-1)</i>	Task Description	Measure B and/or VRF Grant Expended	PROJECT SPONSOR's Matching Other Funds Expended	Total Project Expenditures
1	Preliminary Engineering	\$30,761.11	\$33,617.66	64,374.77

Project Performance Measures Progress Report is not included/completed. No Performance Measures associated with this project.

PERFORMANCE MEASURES FINAL REPORT

Project Performance Measures: Evaluate the PROJECT using the outcome-based performance measures set forth in Table D-1 (AGREEMENT Attachment D) to demonstrate that the PROJECT is meeting its objectives.

Performance Measures Final Report			
No.	Performance Measure Target ⁽¹⁾	Cumulative Performance for Grant Period	Performance Measure Achieved? <i>If not, provide explanation.</i>
1			
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Notes:

1. List all performance measures included in application for PROJECT submitted by PROJECT SPONSOR to ALAMEDA CTC.

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CITY OF OAKLAND

250 FRANK H. OGAWA PLAZA OAKLAND, CALIFORNIA 94612-2033

Oakland Public Works Department / *Transportation Planning and Funding*
Brooke A. Levin
Director

(510) 238-2139
FAX (510) 238-6428
TDD (510) 238-7644

**ALAMEDA CTC
GRANT PROJECT FINAL REPORT**

PROJECT SPONSOR: City of Oakland
PROJECT TITLE: Fruitvale Alive Gap Closure Streetscape Project - Feasibility Study
ALAMEDA CTC A13-0065-A1
PROJECT No:
PROJECT No (APN): 636.8

TOTAL MEASURE B AND/OR VRF FUNDS AWARDED TO PROJECT: \$ 113,000
FINAL MEASURE B AND/OR VRF GRANT AMOUNT EXPENDED: \$ 95,482
TOTAL PROJECT COST (All funding sources): \$ 276,279
COMPLETION/APPROVAL DATE: 10/7/2016

FINAL PROJECT DESCRIPTION:

Provide a brief description of services provided, improvements constructed, and/or implemented in accordance with the grant funding agreement.

The Fruitvale Alive Gap Closure Streetscape Project – Feasibility Study successfully developed conceptual design alternatives and subsequently advanced the preferred alternative design to 35% engineering design. As part of the conceptual design development, the Project developed a topographic survey, obtained traffic counts, and prepared an extensive traffic analysis technical memorandum. The community was engaged through two community meetings held blocks away from the Project location. Additionally, the Project was presented at an ACTC BPAC meeting and a City of Oakland BPAC meeting. All of the major stakeholders have been involved and integral to the Project development. The Project met its final goal of providing 35% engineering plans and estimate.

SUMMARY OF PROJECT DELIVERY MILESTONES:

Provide a brief description of actions taken and milestones reached to deliver the project.

- Created Project scope, released RFP, and subsequently selected Project design team.
- Held Community Meeting #1.
- Completed Draft Feasibility Study, which included Draft Conceptual Plan Alternatives and Estimates.
- Held Community Meeting #2.
- Completed Final Feasibility Study, which included Conceptual Plan.
- Completed 35% Engineering Plans and Estimate.

SUMMARY OF PROJECT BENEFITS:

Provide a brief description of project benefits.

The Fruitvale Alive Gap Closure Streetscape Project – Feasibility Study successfully completed the initial design on a feasible project that will increase the safety and accessibility of the corridor for pedestrians and bicyclists. This was achieved through the design including features such as protected bike lanes (raised cycle track), pedestrian scaled lighting, reduced curb radii and bulb-outs, landscaping amenities, HAWK beacon, improved bus stops, and conversion of slip-right turn lanes into bicycle only features. These improvements will promote alternative modes of transportation such as walking, bicycling, and mass transit in this highly used corridor.

FINAL COSTS AND FUNDING SOURCES:

*In addition to submitting a **final Alameda CTC Grant Reimbursement Request** summarize the total project costs by task. List Measure B and/or VRF grant funding expenses and other funding expenses, including Measure B and/or VRF pass-through expenses (if applicable).*

Task No. <i>(from Table A-1)</i>	Task Description	Measure B and/or VRF Grant Expended	PROJECT SPONSOR'S Matching Other Funds Expended	Total Project Expenditures
1	Preliminary Engineering (PE) Phase – Feasibility Study; and the Final Report	\$95,482.09	\$180,797.10	\$276,279.18
2	N/A			
3	N/A			
4	N/A			
TOTAL		\$95,482.09	\$180,797.10	\$276,279.18

Funding Sources	Total Amount Awarded/Committed	Amount Expended	Amount Remaining
Measure B and/or VRF Grant	\$113,000.00	\$95,482.09	\$17,517.91
	\$	\$	
	\$	\$	
	\$	\$	
TOTAL	\$113,000.00	\$95,482.09	

PROJECT CLOSE-OUT:

(Check Box) The PROJECT SPONSOR agrees to disencumber the remaining/unspent Measure B and/or VRF amount noted in the above table.

PUBLICITY

Project information was available during the duration of the Alameda CTC grant, with a link to the Alameda CTC website, at the following web address:

www.oaklandnet.com/fruitvalealive

Articles were published annually, highlighting this Project,

Date: [enter date]	publication(s):
Date: [enter date]	publication(s):
Date: [enter date]	publication(s):
Date: [enter date]	publication(s):

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 is attached to this Final Report.
- Project Performance Measures Progress Report is not included/completed. No Performance Measures associated with this project.

PERFORMANCE MEASURES FINAL REPORT

Project Performance Measures: Evaluate the PROJECT using the outcome-based performance measures set forth in Table D-1 (AGREEMENT Attachment D) to demonstrate that the PROJECT is meeting its objectives.

Performance Measures Final Report			
No.	Performance Measure Target ⁽¹⁾	Cumulative Performance for Grant Period	Performance Measure Achieved? <i>If not, provide explanation.</i>
1	N/A	N/A	N/A
2			
3			
4			
5			
6			

Notes:

1. List all performance measures included in application for PROJECT submitted by PROJECT SPONSOR to ALAMEDA CTC.

Sincerely,



Nick Cartagena, P.E., T.E.
Civil Engineer

cc: Bruce Williams, Funding Program Manager, City of Oakland

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1246 23rd Ave Oakland, CA 94606 | (510) 842-1006 | www.cyclesofchange.org | info@cyclesofchange.org

**ALAMEDA CTC
GRANT PROJECT FINAL REPORT**

<u>PROJECT SPONSOR:</u>	Cycles Of Change
<u>PROJECT TITLE:</u>	Upcycle Program (formerly Bike-Go-Round Program)
<u>ALAMEDA CTC PROJECT No:</u>	A13-0067
<u>PROJECT No (APN):</u>	637.0

<u>TOTAL MEASURE B AND/OR VRF FUNDS AWARDED TO PROJECT:</u>	\$ 240,000
<u>FINAL MEASURE B AND/OR VRF GRANT AMOUNT EXPENDED:</u>	\$ 240,000
<u>TOTAL PROJECT COST (All funding sources):</u>	\$
<u>COMPLETION/APPROVAL DATE:</u>	9/30/16

FINAL PROJECT DESCRIPTION:

Provide a brief description of services provided, improvements constructed, and/or implemented in accordance with the grant funding agreement.

In the period between 4/1/14 and 9/30/16, the Upcycle program outfitted 608 low-income residents from a 2-mile radius from West Oakland, Fruitvale, and Coliseum BART stations with commuter bicycles and equipment, as well as a mandatory initial safety training followed by optional maintenance and repair trainings. The program also provided follow-up services including free to discounted repairs, referral incentives, and access to tools and recycled bicycle parts a total of 3,475 area residents. The number of safety and repair classes provided totaled 54.

SUMMARY OF PROJECT DELIVERY MILESTONES:

Provide a brief description of actions taken and milestones reached to deliver the project.

Actions taken:

April 2014- Implementation, at half-scale because of match fund delays.

September 2014- Ramp up to full scale operation

December 2014- 100+ bicycles distributed

Summer 2015- Delivered support (tools, instruction, supplies) to 1775 local bicycle commuters

December 2015- 400+ bicycles distributed

May 2016- Implemented new safety class and bike distribution format, hosting large community bicycle events at local parks.

September 2016- Milestone: gave away 608th bicycle, completing program performance measure. Also gave away 1000th bicycle in 7 year history of program.

SUMMARY OF PROJECT BENEFITS:

Provide a brief description of project benefits.

Benefits of bike commuting:

1. Faster and often safer than walking, especially at night.
2. Often less costly than individual car or public transportation.
3. Healthy exercise, disease prevention.
4. Can be used in tandem with transit agencies to arrive anywhere in the bay area and beyond.
5. Less greenhouse emissions, good for environment.

FINAL COSTS AND FUNDING SOURCES:

*In addition to submitting a **final Alameda CTC Grant Reimbursement Request** summarize the total project costs by task. List Measure B and/or VRF grant funding expenses and other funding expenses, including Measure B and/or VRF pass-through expenses(if applicable).*

Task No. <i>(from Table A-1)</i>	Task Description	Measure B and/or VRF Grant Expended	PROJECT SPONSOR's Matching	Total Project Expenditures
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			Other Funds Expended	
1	1st Half Yr One Ops (1/1/14 to 6/30/14)	\$22,153.53	\$2,076.45	\$24,229.98
2	2nd Half Yr One Ops (7/1/14 to 12/31/14)	\$48,608.63	\$23,674.29	\$72,282.92
3	1st Half Yr Two Ops (1/1/15 to 6/30/15)	\$56,210.13	\$57,605.96	\$113,816.09
4	2nd Half Yr Two Ops / (7/1/15 to 12/31/15)	\$54,264.08	\$70,622.81	\$124,886.89
5	1st Half Yr Three Ops/ (1/1/16 to 6/30/16)	\$48,761.58	\$63,463.01	\$112,224.59
6	Remainder/ Final Report (7/01/16-9/30/16)	\$10,002.05	\$14,860.41	\$24,862.46
TOTAL		240,000	\$232,302.93	\$472,302.93

Funding Sources	Total Amount Awarded/Committed	Amount Expended	Amount Remaining
Measure B and/or VRF Grant	\$ 240,000	\$240,000	\$0
MTC	\$360,000	\$223,428.42	\$136,571.58
Individual and Business Contributions	\$ 110,000	\$ 8874.51	\$1,125.49
		\$0	
TOTAL	\$610,000	\$ \$472,302.93	\$137,697.07

PROJECT CLOSE-OUT:

<i>(Check Box)</i> <input checked="" type="checkbox"/>	The PROJECT SPONSOR agrees to disencumber the remaining/unused Measure B and/or VRF amount noted in the above table.
---	--

PUBLICITY	
<input checked="" type="checkbox"/>	Project information was available during the duration of the Alameda CTC grant, with a link to the Alameda CTC website, at the following web address: <i>http://www.cyclesofchange.org/programs/oakland-upcycle/</i>
<input checked="" type="checkbox"/>	Articles were published annually, highlighting this Project, Date: 12/10/14 publication(s): <i>San Francisco Chronicle/SFgate.com</i> http://www.sfgate.com/outdoors/bikeabouttown/article/Donated-bikes-help-Oakland-community-programs-5948300.php Date: 6/30/15 publication(s): <i>Cycles of Change Newsletter</i> Date: 7/8/16 publication(s): <i>Cycles of Change Newsletter</i>

PERFORMANCE MEASURES (cumulative)	
<input type="checkbox"/>	There were <i>[enter total numbers]</i> trips provided during the grant funding period.
<input type="checkbox"/>	There were <i>[enter total numbers]</i> people served during the grant funding period.
<input checked="" type="checkbox"/>	A final Performance Measures Report is attached to this Final Report.
<input type="checkbox"/>	Project Performance Measures Progress Report is not included/completed. No Performance Measures associated with this project.

PERFORMANCE MEASURES FINAL REPORT

Project Performance Measures: Evaluate the PROJECT using the outcome-based performance measures set forth in Table D-1 (AGREEMENT Attachment D) to demonstrate that the PROJECT is meeting its objectives.

Performance Measures Final Report			
No.	Performance Measure Target ^(a)	Cumulative Performance for Grant Period	Performance Measure Achieved? <i>If not, provide explanation.</i>

1	54	54	YES
2	600	608	YES
3	3,000	3,475	YES
4			
5			
6			

Notes:

1. List all performance measures included in application for PROJECT submitted by PROJECT SPONSOR to ALAMEDA CTC.

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ALBANY CALIFORNIA

CITY OF ALBANY



COMMUNITY DEVELOPMENT

1000 SAN PABLO AVENUE

ALBANY, CA 94706

510 528-5760

www.AlbanyCA.org/cd

ALAMEDA CTC GRANT PROJECT PROGRESS REPORT

PROJECT PROGRESS REPORT No.: 3

REPORTING PERIOD: From: 7/1/2016 To: 12/31/2016

PROJECT SPONSOR: City of Albany

PROJECT TITLE: Bicycle Facility for Kains and Adams

AGREEMENT NO.: A15-0045

PROJECT NUMBER (APN): A15-0045

STATUS:

The City issued a Request for Proposals with a due date of February 27, 2017.

ACTIONS (in this reporting period):

An administrative amendment to the agreement for time extension was executed in December 2016.

ANTICIPATED ACTIONS (in next reporting period):

Consulting firm selection, Execution of Agreement and project commencement: February, 2017

Project commencement in March/April 2017.

GENERAL:

- At this time we anticipate no problems on the project.
- We anticipate problems in the following area(s) but do not feel we need your assistance at this time:
- We anticipate problems in the following area(s) and would appreciate any assistance you could offer: *There is only one transportation staff person in Albany. At this time, this staff person does not have capacity to manage another project. It is hoped that once some construction projects are completed in the summer of 2016, there will be more capacity to concentrate on this project. Therefore, it is anticipated that a release of a request for cost proposals from the list of qualified firms that the Alameda CTC established for the Technical Assistance Program, will be ready in October 2016.*

SCHEDULE, SCOPE, AND BUDGET:

- The project schedule, scope, task budgets, and performance measures remain unchanged, as shown in Attachments A, B, C, and D of the Grant Funding Agreement or previously approved amendment.
- There are proposed changes to the project schedule, scope, task budgets, and/or performance measures. *(If checked, proceed to the section below)*
 - A Grant Amendment Request was previously submitted on *(enter date)* and is awaiting approval.
 - Revisions to the following area(s) are being proposed and a Grant Amendment Request is attached for review and approval. *(Check all that apply)*
 - Project Scope
 - Task Budgets
 - Project Schedule – Please see attached proposed schedule.
 - Project Performance Measures

EXPENDITURES

- A Request for Reimbursement is included with this Progress Report.
- No Request for Reimbursement is included with this Progress Report. *(If checked, proceed to section below.)*
 - A Request for Reimbursement was submitted within the last six months on *(enter date)*.
 - No Request for Reimbursement has been submitted within the last six months for the following reason(s): *Project has not started yet.*

PUBLICITY:

- As required per the Grant Funding Agreement, updated and accurate project information is included at the following website address, with a link to the Alameda CTC website and reference to Measure B and/or VRF fund usage:
<http://www.albanyca.org/index.aspx?page=799>

Attach a print-out of the website page and information.

In anticipation of the project, the City included a description of the process and funding on the website section of the Active Transportation Plan. Once the project starts in full in the Winter/Spring of 2017, the project will have its own section on the City website.

- As required per the Grant Funding Agreement, an annual article was published in the Project's Sponsors newsletter, newspaper, or Alameda CTC's newsletter, highlighting the Project and Measure B and/or VRF fund usage.

Publication Date: *An article will be published once project starts.*

Publication Name: *(enter name of newsletter, newspaper, publication, etc.).*

Attach a print-out of the published article(s).

- An article was included in the previous progress report. Thus, no article was published in this reporting period.

PERFORMANCE MEASURES PROGRESS REPORT:

- There were *[enter total numbers]* trips provided during the reporting period.
- There were *[enter total numbers]* people served during the reporting period.
- Project Performance Measures Progress Report is completed and attached.
- Project Performance Measures Progress Report is not included / completed because no performance measures are associated with this project.

PERFORMANCE MEASURES PROGRESS REPORT

Project Performance Measures: Evaluate the PROJECT using the outcome-based performance measures set forth in Table D-1 (AGREEMENT Attachment D) to demonstrate that the PROJECT is meeting its objectives.

Performance Measures Report			
No.	Performance Measure Target ⁽¹⁾	Progress/Activity to date	Progress/Activity this Period
1			
2			
3			
4			
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Notes:

1. List all performance measures included in application for PROJECT submitted by PROJECT SPONSOR to ALAMEDA CTC.



City of Emeryville

INCORPORATED 1896
1333 Park Avenue
Emeryville, California 94608-3517
Tel: (510) 596-4300 | Fax: (510) 596-4389

4.2H

ALAMEDA CTC GRANT PROJECT FINAL REPORT

PROJECT SPONSOR: City of Emeryville

PROJECT TITLE: Horton Street Bicycle Boulevard Experimental Traffic Calming Project

ALAMEDA CTC PROJECT No: A15-0046

PROJECT No (APN): 690.0

TOTAL MEASURE B AND/OR VRF FUNDS AWARDED TO PROJECT: \$ 36,800.00

FINAL MEASURE B AND/OR VRF GRANT AMOUNT EXPENDED: \$ 36,800.00

TOTAL PROJECT COST (All funding sources): \$ 36,800.00

COMPLETION/APPROVAL DATE: 10/31/2016

FINAL PROJECT DESCRIPTION:

Provide a brief description of services provided, improvements constructed, and/or implemented in accordance with the grant funding agreement.

This project was conceived to design and provide construction details for traffic calming treatment(s) on Horton Street between 45th and 53rd Streets in Emeryville. Horton Street is a bicycle boulevard, and increasing volumes of vehicle traffic have been observed. This project is designed to discourage high-speed traffic on the route, and thereby to lessen volume, making it a more comfortable and appropriate bicycle boulevard.

The consultant, Alta Planning + Design, met frequently with City staff and produced concept plans, preliminary plans, and final plans and specs for the project. As part of the effort, Alta Planning + Design conducted outreach with the Bicycle and Pedestrian Advisory Committee and with the public. The final design includes speed humps, bollards, signage, and striping. Construction is expected to be done in winter 2016/17.

The City of Emeryville installed speed capture signs on the roadway to facilitate data collection before and after the installation of the experimental traffic calming features.

SUMMARY OF PROJECT DELIVERY MILESTONES:

Provide a brief description of actions taken and milestones reached to deliver the project.

Existing data and studies were reviewed

Design standards were developed

Field assessments were conducted

Concept plans and cost estimates were produced for temporary installation

Four alternatives were presented to the public for their input

A preferred alternative was developed and designed

Materials were investigated and chosen, and revisions were made due to unforeseen impacts to the street surface of some potential alternatives

Preliminary plans and details were developed for the City's review

Final plans and details were produced for the temporary installation

Concept plans and cost estimates were produced for potential permanent installation

SUMMARY OF PROJECT BENEFITS:

Provide a brief description of project benefits.

The installation of traffic calming on Horton Street will, ideally, slow the speed of traffic on the street, making it an undesirable "cut through" for freeway traffic. The end result is hoped to be reduced volume of traffic on the roadway, preserving its utility as Emeryville's only north/south bike boulevard.

The quality of life in the neighborhood and the usability of the street for cyclists of all abilities would be enhanced, as the effects of pollutants from vehicles would be reduced.

FINAL COSTS AND FUNDING SOURCES:

*In addition to submitting a **final Alameda CTC Grant Reimbursement Request** summarize the total project costs by task. List Measure B and/or VRF grant funding expenses and other funding expenses, including Measure B and/or VRF pass-through expenses (if applicable).*

Task No. <i>(from Table A-1)</i>	Task Description	Measure B and/or VRF Grant Expended	PROJECT SPONSOR's Matching Other Funds Expended	Total Project Expenditures
1	Project initiation and management	\$2,035.00		\$2,035.00
2	Background and base information	\$2,505.50		\$2,505.50
3	Development of Concepts	\$6,271.00		\$6,271.00
4	Refinement of Concepts	\$5,216.18		\$5,216.18
5	Preliminary Construction Documents	\$10,930.00		\$10,930.00
6	Final Construction Documents	\$9,842.32		\$9,842.32
TOTAL		\$36,800.00		\$36,800.00

Funding Sources	Total Amount Awarded/Committed	Amount Expended	Amount Remaining
Measure B and/or VRF Grant	\$36,800	36,800	0
	\$	\$	
	\$	\$	
	\$	\$	
TOTAL	\$	\$	

PROJECT CLOSE-OUT:

(Check Box) The PROJECT SPONSOR agrees to disencumber the remaining/unspent Measure B and/or VRF amount noted in the above table.

PUBLICITY

- Project information was available during the duration of the Alameda CTC grant, with a link to the Alameda CTC website, at the following web address:
http://www.emeryville.org/1073/Horton-Street-Traffic-Calming-Project

- Articles were published annually, highlighting this Project,
Date: April 6, 2016 publication: Emeryville Activity Guide

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 is attached to this Final Report.
- Project Performance Measures Progress Report is not included/completed. No Performance Measures associated with this project.

PERFORMANCE MEASURES FINAL REPORT

Project Performance Measures: Evaluate the PROJECT using the outcome-based performance measures set forth in Table D-1 (AGREEMENT Attachment D) to demonstrate that the PROJECT is meeting its objectives.

Performance Measures Final Report			
No.	Performance Measure Target ⁽¹⁾	Cumulative Performance for Grant Period	Performance Measure Achieved? <i>If not, provide explanation.</i>
1			
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Notes:

1. List all performance measures included in application for PROJECT submitted by PROJECT SPONSOR to ALAMEDA CTC.

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ALAMEDA CTC ADMINISTERED FUNDS

PROJECT PROGRESS REPORT

PROJECT TITLE:	Pleasanton, Iron Horse Trail Arroyo Mocho Overcrossing Feasibility Study
PROJECT SPONSOR:	Pleasanton
PROJECT NUMBER:	A15-0047
REPORTING PERIOD: <i>(M/D/Y to M/D/Y)</i>	7/1/16 to 12/31/16

1. CURRENT STATUS

- No current issues with the project.** *Describe general project status below.*
- Project is on schedule to be completed by March 2017
- We anticipated issues but do not need Alameda CTC's assistance at this time.** *Describe below*
-
- We anticipate issues and may require Alameda CTC's assistance.** *Describe below*
-

2. ACTIONS *(in this reporting period)*

1. **Bridge site and type selection, right-of-way evaluation, select preferred alternative, and conceptual plans and estimates**

3. ANTICIPATED ACTIONS *(in this reporting period)*

1. **Bridge site and type selection, right-of-way evaluation, select preferred alternative, and conceptual plans and estimates**

4. AMENDMENTS TO SCOPE, COST, SCHEDULE, PERFORMANCE MEASURES

- No changes or amendments required to the funding agreement.**
- Changes are required to the following:**
 - Scope
 - Budget / Cost
 - Schedule
 - Performance Measures
- Amendment Request previously submitted or attached.**

For any areas marked as requiring changes, include an Amendment Request for review and approval. For scope changes, include contract, change orders (CCO's) over \$20,000 on construction and professional service contracts.

5. POTENTIAL CLAIMS

- There are no Notices of Potential Claim on File.
- We anticipate a claim regarding the following:
 - 1.
 - 2.
- There are presently [Enter Number] Notice(s) of Potential Claim on file. Those not previously forwarded are attached for review and comment.

6. EXPENDITURES AND REIMBURSEMENTS

No.	Status (Approved/ Pending Payment)	Period (M/D/Y to M/D/Y)	Alameda CTC Administered Funds	Other Matching Funds	TOTAL
1	Approved	7/1/16 to 7/31/16		7658.60	7658.60
2	Approved	8/1/16 to 8/31/16		6727.00	6727.00
3	Approved	9/1/16 to 9/30/16		4217.00	4217.00
4	Approved	10/1/16 to 12/30/16		10742.50	10742.50
5					
6					
7					
8					
9					
10					
TOTAL			\$	\$29345.10	\$29345.10

7. PUBLICITY REQUIREMENTS

- Project information is currently available online, at the following web address: [Enter link].
- Project signage is posted as required by the funding agreement.
- Project information is published at least annually highlighting the project, as listed below.

Date of Publication	Name of Publication
10/2016	Public Utility Bill

Exhibits to document the completion of these requirements are attached to this progress report i.e. screenshots, copies of articles, photos of signage.

- If any of the items were not completed, explain below:

8. PERFORMANCE MEASURES PROGRESS REPORTING

- Project Performance Measures are completed in the Table 1 below.
- Project Performance Measures Progress Report is not included / completed because no Performance Measures Targets are associated with this project.

Table 1 - Performance Measures Report				
No.	Performance Measure	Target	Progress/Activity to date	Progress/Activity this Period
1				
2				
3				
4				
5				
6				

1. List all performance measures and targets included in funding agreement for PROJECT.

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Memorandum

5.0

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 2, 2017

SUBJECT: Update on Regional Bikeshare Activities

RECOMMENDATION: Receive an update on regional bikeshare activities

Summary

In May 2015, the Metropolitan Transportation Commission (MTC) approved an agreement with Motivate International, Inc. (Motivate) to deliver, install, and operate a 7,000-bicycle bike share system. This system will expand the existing 700-bicycle Bay Area Bike Share pilot program that has been operating since August 2013. The expanded program will provide 7,000 bikes in Berkeley, Emeryville, Oakland, San Francisco, and San Jose beginning in 2017 without the need for public funding. 1,400 of these bikes are to be in the East Bay.

The full agreement between MTC and Motivate covers a wide range of topics such as exclusivity, Key Performance Indicators, marketing/advertising, equity requirements, system buy-in by other jurisdictions not included in the expansion, and pricing. Attachment A, included for informational purposes, is the final Motivate-MTC contract term sheet.

Since the 2015 agreement was approved, Motivate, in conjunction with MTC and staff from expansion cities, have been working on numerous aspects of program implementation, including station siting and development of an equity program. Motivate has now released draft locations for a proposed three phase expansion, with each phase including stations in the East Bay. Attachment B includes maps of the proposed East Bay station locations. In addition, Motivate and MTC announced details of an equity program, which is summarized in Attachment C.

As a stipulation of the agreement, Motivate is responsible for identifying sponsors and developing a system name. Motivate and MTC announced in September 2016 that Ford Motor Company has reached an agreement with Motivate to be the title sponsor for seven years. As part of this agreement, the system will be rebranded as Ford GoBike.

The May 2015 MTC action also set aside \$4.5 million for bikeshare capital costs associated with bike share expansion in emerging communities. MTC staff subsequently released a solicitation for Letters of Interest from cities interested in these funds. Up to \$2.5 million is

available in the first phase of this grant program. The solicitation required respondents to identify how they would pay for system planning and ongoing operations and maintenance costs. A total of five applications were submitted to this Call for LOIs, including two from Alameda County (City of Alameda and City of Fremont). All applicants have been invited to submit a full application to the call for projects, which is expected to happen in early 2017.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. MTC/Motivate Bike Share Contract Term Sheet
- B. Bikeshare Proposed East Bay Station Locations
- C. Bikeshare Equity Program Press Release

Staff Contact

[Carolyn Clevenger](#), Director of Planning

[Matthew Bomberg](#), Associate Transportation Planner

Attachment A

Motivate-MTC Proposed Term Sheet

This term sheet is intended to be used to facilitate discussions between the Metropolitan Transportation Commission (“MTC”) and Motivate International Inc. (“Motivate”) in order to develop a contract for the acquisition, launch and operation of a bike share system in the Bay Area.

Contract Topic	Contract Terms
Equipment Ownership	<p>If required by the FHWA, Motivate will be obligated to purchase the equipment initially acquired with federal funds according to the terms of the FHWA agreement.</p> <p>As currently outlined in the FHWA agreement, any item with a current per-unit FMV of less than \$5,000 will be transferred to Motivate at no cost. For items with a current per-unit FMV of more than \$5,000, the purchase price will be based on the share of federal funding for the project multiplied by the equipment’s FMV, as established by past sales of comparable equipment.</p>
System Size	<p>7,000-7,055 bikes total</p> <ul style="list-style-type: none"> • 4,500 in SF • 1,000 in San Jose • 1,400 in East Bay (850 in Oakland, 100 in Emeryville, 400 in Berkeley, 50 TBD based on additional system planning analysis) • Between 100 and 155 to be determined: <ul style="list-style-type: none"> - If Mountain View, Palo Alto, and Redwood City all decide to agree with Motivate and continue bike share, Motivate will provide 155 bikes among the three cities. - If one or two of the three pilot cities listed above decide to continue bike share, Motivate will provide enough bikes to maintain a 2:1 dock to bike ratio with the docks currently stationed in each city. If this is less than 100 bikes, Motivate will deliver enough bikes to another city to reach a program total of at least 7,000. - If none of the three pilot cities listed above decides to continue bike share, 100 bikes to be determined among SF, San Jose, and the East Bay.
Launch Dates	<p>Sites representing 25% of the total bikes for San Jose, East Bay and San Francisco should be approved and permitted by December 30, 2015. Motivate will install these bikes by June 1, 2016.</p> <p>Sites representing an additional 15% of bikes for San Jose, East Bay and SF should be approved and permitted by April 30, 2016. Motivate will install these bikes by October 1, 2016.</p>

Contract Topic	Contract Terms
<p>Launch Dates (continued)</p>	<p>Sites representing the remaining 60% of bikes for the East Bay should be approved and permitted by July 30, 2016. Motivate will install these bikes by January 1, 2017.</p> <p>Sites representing an additional 30% of bikes for San Jose and SF should be approved and permitted by November 30, 2016. Motivate will install these bikes by April 1, 2017.</p> <p>Sites for the remaining bikes in San Jose and SF should be approved and permitted by May 31, 2017. The remainder of bikes shall be installed no later than November 1, 2017.</p> <p>Delays in receiving permitted and approved sites by specified dates will result in extension of the installation dates in an amount equal to the delay.</p> <p>The above dates are based on completion of the contract with the MTC by July 31, 2015. If Motivate is negotiating in good faith and the contract signing occurs after July 31, 2015, the above dates will be extended by a duration equal to the difference between the contract signing date and July 31, 2015.</p>
<p>Term</p>	<p>10 year term, reduced to 5 years if Motivate does not achieve the aggregate bike target numbers described above (includes provisions for force majeure and siting issues) or if Motivate is in persistent and material breach of its contractual obligations as of the time renewal is considered in the fourth year.</p> <p>The contract may be extended for two additional five-year terms upon mutual agreement of the MTC and Motivate. If Motivate is in substantial compliance with the terms of the contract, MTC will engage in good faith negotiations to renew the contract on substantially equivalent terms one year prior to the expiration of the current term.</p> <p>MTC will provide notification of non-renewal no later than six months prior to the end of the term. If neither party provides no notice of non-renewal by six months, the contract should be extended for five years on the same terms.</p>
<p>Exclusivity</p>	<p>During the Term of this Agreement, Motivate shall have the exclusive right to operate a bike sharing program that utilizes public property and public right of way anywhere within San Francisco, Berkeley, Oakland, San Jose and Emeryville.</p>

Contract Topic	Contract Terms
Exclusivity (continued)	<p>The exclusivity provision does not apply to an existing pilot electric bike share program, facilitated by City CarShare and planned for Berkeley and San Francisco. The approximately 90 electric bikes at 25 planned stations will be available only to members of City CarShare.</p>
System Buy-In	<p>San Jose, San Francisco, Berkeley, Emeryville, and Oakland may contribute public funding for additional bikes and stations that are interoperable with the existing system. Costs to cities for purchasing, installing and operating the equipment is as follows:</p> <ul style="list-style-type: none"> • Capital Equipment: Aggregate pricing for bike share solution as specified in the Air District contract + 10%. Adjusted annually by the producer price index. • Installation: \$4,000 per station, including site planning and drawings, growing at CPI. • Operations and maintenance of the equipment: \$100 per dock per month, growing at CPI <ul style="list-style-type: none"> - Operations and maintenance costs will be \$0 for new equipment installed in the contiguous service area. • Motivate is obligated to maintain equipment purchased by the cities in a state-of-good repair throughout the term. At the end of the term, Motivate shall return the equipment to the city in good working order acknowledging that there is expected to be normal wear and tear from use. <p>San Mateo and existing pilot cities other than San Francisco and San Jose that want to continue and/or expand existing system operations after the expiration of the BAAQMD contract can develop a new service agreement with Motivate using their own sources of funds. Costs to cities for purchasing, installing and operating the equipment is as follows:</p> <ul style="list-style-type: none"> • Existing equipment upgrade cost: \$12.50 per dock per month, growing at PPI. • New capital equipment: Aggregate pricing for bike share solution as specified in the Air District contract + 10%. Adjusted annually by the producer price index. • Installation of new equipment: \$4,000 per station, including site planning and drawings, growing at CPI • Operations and maintenance of the equipment: \$100 per dock per month, growing at CPI. <ul style="list-style-type: none"> - Price is reduced to \$75 per dock, adjusted by CPI, if an average of 1 ride per bike per day citywide occurs for a 12 month period - Price is reduced to \$50 per dock, adjusted by CPI, if an average of 1.5 rides per bike per day citywide occurs for a 12 month period

Contract Topic	Contract Terms
<p>System Buy-In (continued)</p>	<ul style="list-style-type: none"> - Price is reduced to \$0 per dock, adjusted by CPI, if an average of 3 rides per bike per day citywide occurs for a 12 month period • Motivate is obligated to maintain equipment purchased by the cities in a state-of-good repair throughout the term. At the end of the term, Motivate shall return the equipment to the city in good working order, acknowledging that there is expected to be normal wear and tear from use. • Cities are able to raise sponsorship to offset the costs of purchasing and operating the bike share system in their locality. Local sponsorship packages may include recognition of the sponsor on one side of one ad panel on the station. System naming rights, bike branding, and other branding of physical assets will be determined by Motivate in conjunction with title sponsor and in compliance with local advertising regulations. Local sponsors cannot be in the same category as the title sponsor, unless approved by Motivate. • Motivate will operate the current configurations of stations and docks, following the expiration of the BAAQMD contract, with enough bikes to provide a 2:1 ratio of bikes to docks, at no cost until December 31, 2015. • MTC will pay \$100 per dock per month to Motivate from January 1, 2016 through June 30, 2016 to maintain operations in the pilot cities. • Cities must decide whether or not to continue and/or expand bike share by May 31, 2016. Motivate will begin relocating equipment in cities that decide not to continue in July 2016. <p>Subsequent to deployment of 7,000 bikes within San Francisco, San Jose, Oakland, Berkeley and Emeryville, other cities in the MTC region that want to participate in the regional bike share system can develop a service agreement with Motivate using their own sources of funds. Costs to cities for purchasing, installing and operating the equipment is as follows:</p> <ul style="list-style-type: none"> • New capital Equipment: Aggregate pricing for bike share solution as specified in the Air District contract + 10%. Adjusted annually by the producer price index. • Installation: \$4,000 per station, including site planning and drawings, growing at CPI • Operations and maintenance of the equipment: \$130 per dock per month, growing at CPI. <ul style="list-style-type: none"> - Price is reduced to \$97.50 per dock, adjusted by CPI, if an average of 1 ride per bike per day citywide occurs for a 12 month period

Contract Topic	Contract Terms
<p>System Buy-In (continued)</p>	<ul style="list-style-type: none"> - Price is reduced to \$65 per dock, adjusted by CPI, if an average of 1.5 rides per bike per day citywide occurs for a 12 month period - Price is reduced to \$0 per dock, adjusted by CPI, if an average of 3 rides per bike per day citywide occurs for a 12 month period • Motivate is obligated to maintain equipment purchased by the cities in a state-of-good repair throughout the term. At the end of the term, Motivate shall return the equipment to the city in good working order, acknowledging that there is expected to be normal wear and tear from use. • Cities are able to raise sponsorship to offset the costs of purchasing and operating the bike share system in their locality. Local sponsorship packages may include recognition of the sponsor on one side of one ad panel on the station. System naming rights, bike branding, and other branding of physical assets will be determined by Motivate in conjunction with title sponsor and in compliance with local advertising regulations. Local sponsors cannot be in the same category as the title sponsor, unless approved by Motivate. <p>In addition, Motivate has the right to contract with private entities that want to provide funding for stations and bikes that are situated on privately-owned property.</p>
<p>Pricing</p>	<p>\$149 annual pass that can be increased no more than CPI + 2% annually.</p> <p>Annual pass can be paid in 12-monthly installments of no more than \$15.00</p> <p>All other pricing can be set at Motivate’s discretion.</p> <p>Motivate will offer a discounted pass set at 40% of the annual price. The discount will be available to customers who are eligible and enrolled in Bay Area utility lifeline programs. If participation in the discounted program is below expectations, Motivate and MTC may mutually agree on other eligibility criteria so long as the eligibility is determined by a third-party.</p>
<p>Revenue Share</p>	<p>User Revenue: 5% of user revenue above \$18,000,000 earned by Motivate (in accordance with GAAP) in any year will be paid to MTC. Amounts owed will be paid within 120 days of the end of the calendar year.</p>

Contract Topic	Contract Terms
Revenue Share (continued)	<p>Sponsorship Revenue: 5% of sponsorship revenue in excess of \$7,000,000 earned by Motivate (in accordance with GAAP) in any year will be paid to MTC. Amounts owed under the sponsorship revenue share agreement in years 1-5 will be deferred and paid in equal installments in years 6-10. For years 6-10, amounts owed under the sponsorship revenue share agreement will be paid within 120 days of the end of the calendar year.</p> <p>The revenue share hurdle will be adjusted for CPI starting in year 2.</p>
Brand Development and Sponsorship	<p>Motivate is responsible for identifying sponsors and developing system name, color, logo and placement of system assets. MTC, in consultation with the cities, will have approval rights over title sponsorship and branding.</p> <p>Motivate will abide by cities' existing guidelines and restrictions with regards to outdoor advertising. Motivate will not choose sponsors that are in age-restricted categories (alcohol, tobacco or firearms), products banned by the local government, or deemed offensive to the general public. Rejection of proposed sponsors by municipalities are limited to the grounds above.</p>
Advertising	<p>Motivate will have the right to sell advertising on physical and digital assets. Advertising on physical assets are subject to local restrictions on outdoor advertising.</p>
Siting	<p>Motivate to develop site locations, which will be prioritized based on demand. Motivate will also use city analyses and recommendations already developed where possible.</p> <p>If a city does not approve a proposed site location, they must provide an alternative within one-block.</p> <p>Motivate to provide a 20% minimum placement in communities of concern system-wide. Participating cities may designate other areas for 20% minimum placement instead of communities of concern.</p> <p>Motivate will work together with cities on community engagement and outreach as part of the station siting process, including necessary business associations and city meetings.</p> <p>Motivate can relocate or resize underperforming stations while maintaining minimum placements in communities of concern.</p>

Contract Topic	Contract Terms
Siting (continued)	<p>Motivate will hire planning and engineering firms to minimize the cities' costs and resources related to planning. Motivate will discuss staff time requirements with each city and determine ways to reduce demands on staff. If staff time exceeds estimates due to errors or omissions or by Motivate or its contractors, Motivate will reimburse cities for reasonable and documented direct staff time related to these issues.</p> <p>Cities to provide estimates on costs of permits within seven days of signing term sheet. If costs of permits are significant, Motivate will seek a waiver on permit costs given the public benefits of the project. If Motivate and Cities cannot reach agreement on a waiver, Motivate may consider reimbursing actual direct costs incurred by the city to provide the permit (e.g., a field visit by an inspector).</p>
Security Fund	<p>Motivate will provide \$250,000 into a Security Fund account controlled by MTC prior to the installation of the first new station. The Security Fund shall serve as security for the faithful performance by Motivate of all obligations under the contract.</p> <p>MTC may make withdrawals from the Security Fund of such amounts as necessary to satisfy (to the degree possible) Motivate's obligations under this Agreement that are not otherwise satisfied and to reimburse the MTC or cities for costs, losses or damages incurred as the result of Motivate's failure to satisfy its obligations.</p> <p>MTC shall not make any withdrawals by reason of any breach for which Motivate has not been given notice and an opportunity to cure in accordance with the Agreement.</p> <p>If funds are withdrawn from the Security Fund, Motivate will be required to replenish the Security Fund to an amount equal to \$250,000 on a quarterly basis.</p> <p>Interest in account accrues to Motivate.</p> <p>90 days after the end of the term, any remaining funds will be returned to Motivate.</p>
Liability	<p>Motivate shall defend, indemnify and hold MTC and its officers and employees harmless, to the fullest extent permitted by law, etc. Similar indemnities for cities.</p>
Default	<p>Termination and default clauses include the option to require Motivate to remove equipment, assign or transfer equipment and IP to a third party. IP assignment is limited to the extent needed for a third-party to maintain and operate the system.</p>

Contract Topic	Contract Terms
Data	<p>All data owned by Motivate. Cities granted a non-exclusive, royalty free, perpetual license to use all non-personal data.</p> <p>Monthly Reports shall be provided for each of the above KPIs and other system data, to be determined.</p>
Responsibilities of Motivate	<p>Brand development, station siting, design, permitting, purchase of equipment and software, installation of bikes and stations, station relocation, equipment replacement, bike share safety training, monthly operating meetings with MTC and cities, marketing, sales and sponsorship, operations and maintenance of system including customer service.</p> <p>Station relocation by public agencies will require reimbursement of costs incurred by Motivate. However, if a newly installed station is found to be unsuitable by a city for its location, the city may request within 30 days of installation the relocation of a station at Motivate’s cost. The number of available free station moves is equal to 10% of the installed station base less any prior moves. For example, if a city has 100 stations installed, they have a total of 10 free station moves less any free station moves used to date. If the system grows to 200 stations, they then have 20 station moves less any station moves used to date.</p>
Site Design and Planning	<p>Motivate will hire a planning and engineering firm with experience in the specific locality to do surveying, site design and permit submission. Motivate will solicit input from each city to help determine its planning and engineering partners.</p> <p>Motivate will hire a community relations firm to assist with organizing and hosting community meetings and to conduct outreach to local residents and businesses.</p> <p>Motivate will use commercially reasonable efforts to subcontract the work to DBEs where possible.</p> <p>Each municipality should provide a point of contact to coordinate the community engagement efforts and the permitting process.</p>
Marketing	<p>MTC, in consultation with the cities, has final approval of marketing plans and activities.</p> <p>MTC, in consultation with the cities has approval over marketing and outreach plans for low-income communities, non-native English speaking populations, and disadvantaged communities. Motivate must do outreach and marketing in Spanish, Chinese and Vietnamese. MTC retains the ability to conduct outreach and</p>

	<p>program support in low-income and Limited English Proficiency neighborhoods.</p> <p>Motivate’s other marketing activities must comply with MTC and local standards for decency and not offend the general public. Motivate will not advertise or promote any products in prohibited categories (tobacco, alcohol, etc.).</p>
Contract Topic	Contract Terms
Parking Meter Revenue	Motivate must make best effort to avoid taking metered parking spaces. If a city requires reimbursement of lost parking meter revenue for a given site, the city must also provide an alternative site location within one city block that is not sited in metered parking areas. Motivate can choose to locate in either site.
KPIs	<p>Key Performance Indicators:</p> <ol style="list-style-type: none"> 1. Rebalancing: no station will remain full or empty for more than 3 consecutive hours between 6AM and 10PM. 2. Bicycle Availability: the number of bikes available for rent on an average, monthly basis shall be at least 90% of all bikes in service. 3. Station Deactivation, Removal, Relocation, and Reinstallation: as notified by MTC, perform the necessary action within the number of days in the established schedule for each task. 4. Station/Bike Maintenance, Inspection & Cleaning: check each bike and station at least once per month and resolve each issue within a given time frame. 5. Program, Website, and Call Center Functionality: the system, website, and call center shall each be operational and responsive 24/7, 365 days a year. <p>Liquidated damages related to KPIs may not exceed 4% of annual user revenue for the year.</p>
Transition of Project from Bay Air Quality Management District (BAAQMD) to MTC	Subject to Air District Board approval, BAAQMD, MTC and Motivate will cooperatively develop a plan to effectuate the transfer of the project from the BAAQMD to MTC. The plan will provide for the implementation of new pricing, the continuation of existing memberships, the transfer of system data, the transfer of assets, and any other provision to ensure a seamless transfer and provide Motivate with the ability to operate the system under the MTC contract.
Resolution of Terms with BAAQMD	<p>Resolution includes:</p> <ul style="list-style-type: none"> • Motivate will settle all outstanding claims with the Air District for the amount of \$150,000.

Contract Topic	Contract Terms
Resolution of Terms with BAAQMD (continued)	<ul style="list-style-type: none"> • Air District agrees to release funds withheld for billed expenses and to pay all legitimate past and documented unbilled expenses totaling \$582,872 less the \$150,000 settlement amount. • On a go-forward basis, Motivate will be paid for all eligible reimbursable costs per month to the maximum amount of one twelfth of the Annual Operations Fee, or \$136,638.67 per month. Cost caps within categories will not be relevant. • This agreement will resolve prior SLA claims and any other prior potential claims that could be asserted through the date of Settlement
Americans with Disability Act (ADA) Provisions	<p>In implementing and operating the bicycle sharing system, Motivate shall comply with all applicable requirements of the Americans with Disabilities Act, Section 508 of the Rehabilitation Act of 1973, and all other applicable federal, state and local requirements relating to accessibility for persons with disabilities, including any rules or regulations promulgated thereunder. Such compliance shall extend to the location and design of system equipment and related facilities as well as the system website and any mobile application for the system.</p>

PHASE 3 PROPOSED EXPANSION SITES

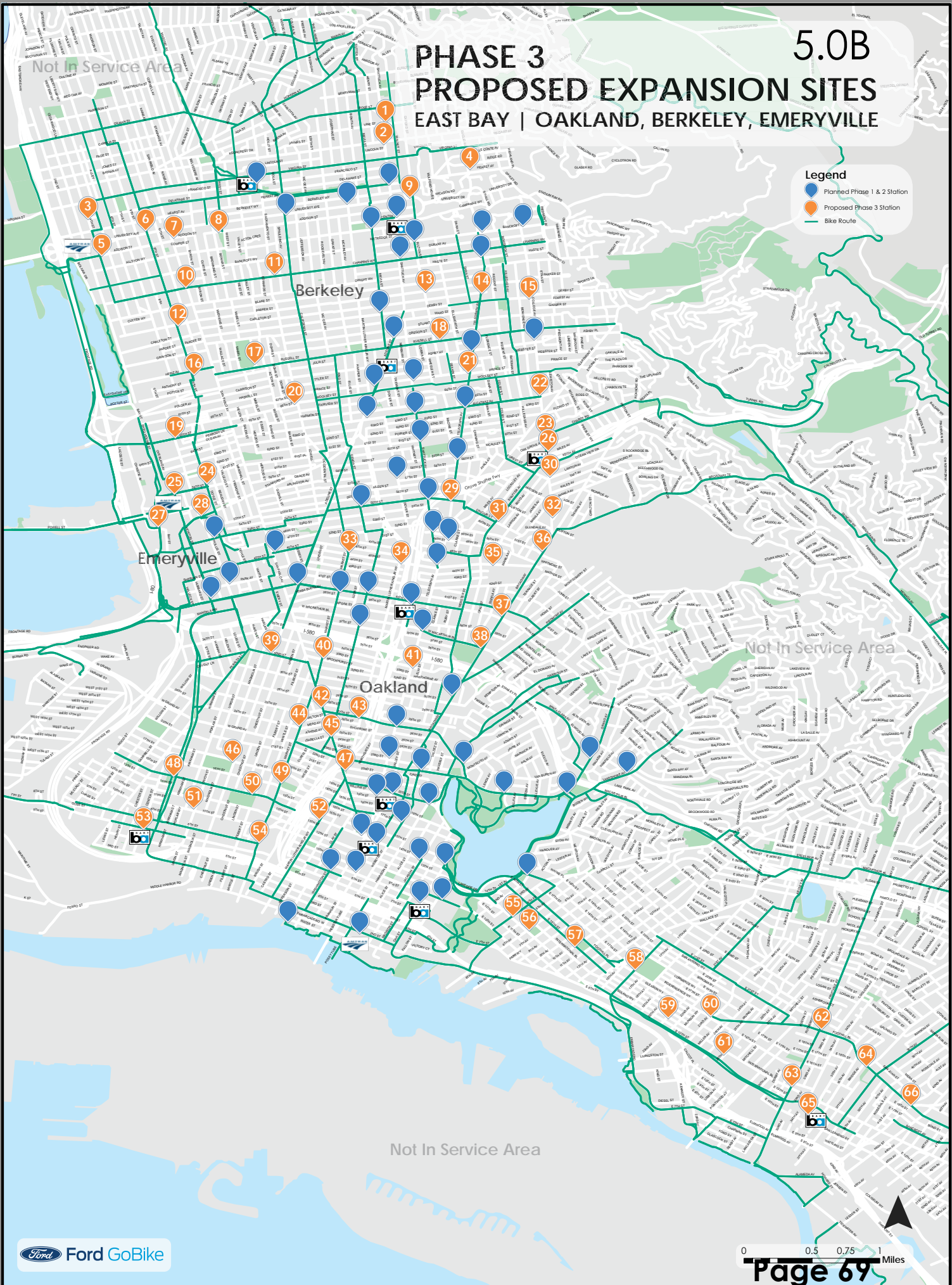
EAST BAY | OAKLAND, BERKELEY, EMERYVILLE

5.0B

Not In Service Area

Legend

-  Planned Phase 1 & 2 Station
-  Proposed Phase 3 Station
-  Bike Route

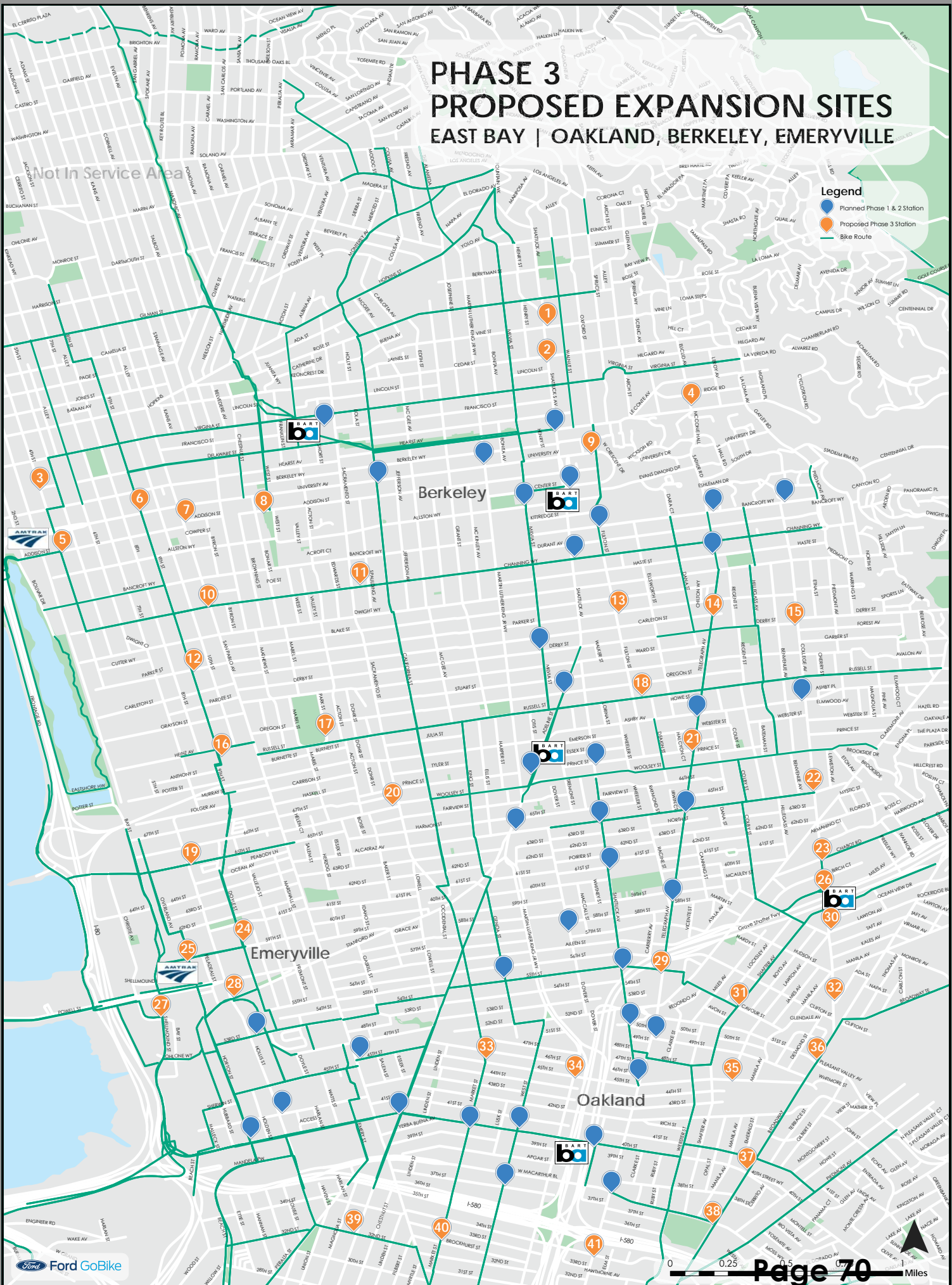


PHASE 3 PROPOSED EXPANSION SITES EAST BAY | OAKLAND, BERKELEY, EMERYVILLE

Not In Service Area

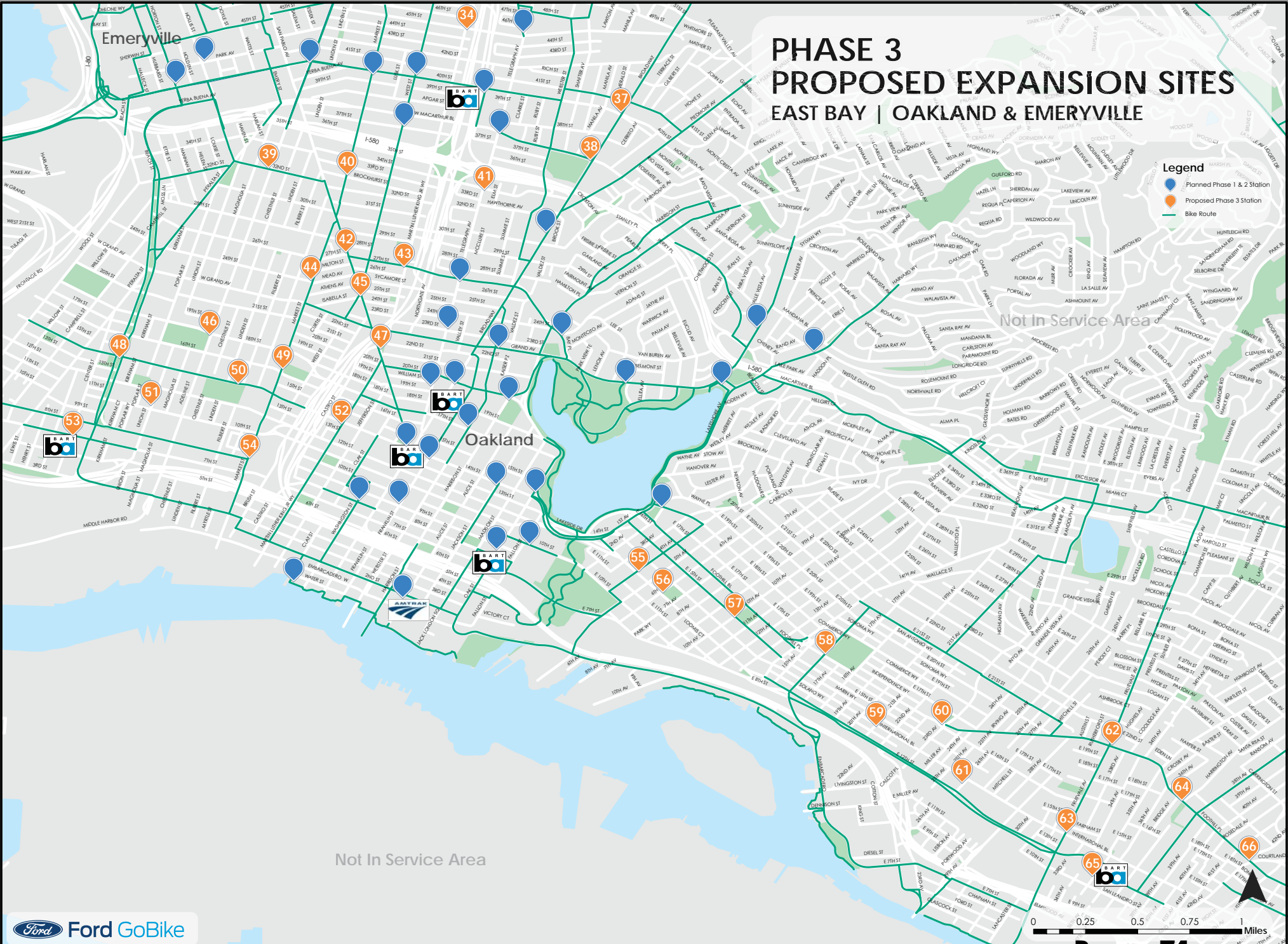
Legend

-  Planned Phase 1 & 2 Station
-  Proposed Phase 3 Station
-  Bike Route



PHASE 3 PROPOSED EXPANSION SITES EAST BAY | OAKLAND & EMERYVILLE

- Legend**
- Planned Phase 1 & 2 Station
 - Proposed Phase 3 Station
 - Bike Route



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NEWS RELEASE

Motivate and MTC Announce Expanded Bike Share Equity Program

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Ford GoBike will offer \$5 first-year membership and cash transactions for low-income residents, and broaden community outreach when expansion program launches in Spring 2017



Tuesday, October 18, 2016

Contact:

Dani Simons, Bay Area Bike Share (347) 916-0215; Brenda Kahn, MTC (415) 778-6773

SAN FRANCISCO, CA — Motivate and the Metropolitan Transportation Commission (MTC) today announced a bold commitment to ensure that bike sharing is accessible to all Bay Area residents. As part of the tenfold bike share expansion from 700 to 7,000 bikes across San Francisco, the East Bay and San Jose, Motivate will offer a \$5 introductory rate for Annual Membership to low-income Bay Area residents, available for the life of the program, which customers will be able to pay in cash instead of using a credit or debit card. MTC and Motivate also announced \$260,000 in new funding for community-based organizations to conduct outreach and education for low-income and minority residents in the bike share service area.

Source: <http://mtc.ca.gov/whats-happening/news/motivate-and-mtc-announce-expanded-bike-share-equity-program>

The expansion of bike sharing in the Bay Area was made possible by [a new public-private partnership with Motivate, who announced in September that the Ford Motor Company](#) has signed on to support the program which will be renamed Ford GoBike.

The \$5 first-year membership will be available to all Bay Area residents who qualify for Bay Area utility lifeline programs. Residents will also have the option to pay in cash, making bike share accessible to those who do not have access to credit cards. After the first year, members receiving the discounted rate will pay only \$5/month to keep riding. This offer will be coupled with extensive outreach and education to help lower income residents map out how bike share can help meet their transportation needs.

The additions to Motivate's bike share equity program were shaped by extensive conversations with MTC, city officials and local advocates. They were also informed by best practices from bike share programs across the nation.

The newly established outreach fund will expand upon the extensive work already done by Motivate, MTC and the partner cities to engage neighbors in the planning for an expanded bike share program. The outreach to date includes 22 public workshops in expansion neighborhoods, over 120 key stakeholder meetings and presentations, over 5,000 comments on the program's Suggest-a-Station tool (suggest.bayareabikeshare.com/page/about(link is external)), and door-to-door outreach for the 225 planned stations thus far.

"We strive to create bike share programs that reflect the great diversity of the communities we serve," said Motivate President & CEO Jay Walder. "We are grateful for the leadership of MTC and the partnership of advocates across the Bay Area who are working with us to ensure that the Ford GoBike program sets a national example for equitable, inclusive bike share."

The outreach fund, \$140,000 of which is being provided by Motivate, will support communitybased organizations in educating neighborhoods new to bike sharing about the planning for and use of the bike share system in advance of and during expansion in spring 2017. These outreach efforts will include walking potential users through the station siting process, explaining the benefits of biking and bike share, and demystifying the membership requirements and signup process. Early feedback from this outreach will also be used to inform future phases of the system expansion.

The outreach programs will be spearheaded by TransForm, a nonprofit that promotes walkable communities with excellent transportation choices to connect people of all incomes to opportunity and help solve the climate crisis.

Source: <http://mtc.ca.gov/whats-happening/news/motivate-and-mtc-announce-expanded-bike-share-equity-program>

MTC took action on October 12, 2016, to approve the low-income membership incentives and to allocate funding to TransForm for the outreach campaign. “As bike sharing expands, we’re approaching equity and inclusiveness from two angles,” said MTC Chair Dave Cortese, who also is president of the Santa Clara County Board of Supervisors. “First, we’re deeply discounting memberships for low-income users, and second, we’re putting boots on the ground in terms of getting out there in disadvantaged communities to get the word out about the benefits of bike sharing, and how to use it.”

“This investment in equity outreach will allow TransForm to partner with our local bicycle coalitions and community leaders to do the multilingual education crucial for increasing access to people of all incomes and backgrounds,” said Clarissa Cabansagan, senior community planner for TransForm. “We are thrilled that Motivate will work to ensure cash payment is available when bikes hit the ground and that the membership is only \$5 for low-income members’ first year. At that rate it should be in the hands of all who qualify, and especially for those struggling against high housing and transportation costs.”

Another key factor to encouraging bike share ridership in low-income communities is making sure bikes are accessible, with stations placed every few blocks. Through the expansion, MTC and Motivate are siting new stations in low-income communities across the five participating cities and have committed to having at least 20 percent of stations in MTC-designated “Communities of Concern,” or neighborhoods that have concentrations of low-income and minority populations. To date, over half of the 264 existing and planned stations are in Communities of Concern, and future phases will include even more stations in disadvantaged expansion website at www.bayareabikeshare.com/expansion(link is external).

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Memorandum

6.0

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 2, 2017

SUBJECT: Establishment of Ad Hoc Subcommittee on Consideration of Complete Streets in Repaving Prioritization

RECOMMENDATION: (1) Establish an ad hoc subcommittee to investigate consideration of complete streets in repaving prioritization;
(2) Identify 3 to 4 BPAC members to serve on subcommittee to be convened prior to next BPAC meeting.

Summary

At its December meeting, BPAC members expressed interest in forming a subcommittee to discuss consideration of complete streets as part of repaving prioritization. Staff recommends that the BPAC establish an ad hoc subcommittee to further investigate consideration of complete streets in repaving prioritization. Staff further recommends that the subcommittee consist of 3 to 4 BPAC members and meet prior to the next BPAC meeting.

Background

Repaving prioritization is a local decision that involves weighing many different policy considerations. While regional and county agencies provide funding for local street and road maintenance and require local jurisdictions to impose pavement condition data management and reporting requirements, the selection of particular streets has long been a matter of local control.

The BPAC has expressed interest in how complete streets policy goals can be better aligned with repaving prioritization at several prior meetings. At the request of the BPAC, staff raised this as a topic of discussion at the Pedestrian-Bicycle Working Group in October 2015 (notes included as Attachment A). More recently, at the December 2016 meeting, BPAC members requested the establishment of a subcommittee to further discuss this topic. Committee members noted a particular interest in how local jurisdictions might proactively identify streets for repaving based on multimodal needs.

The applicable sections from the BPAC Bylaws that govern establishment of subcommittees are included below:

6.1 Establishment. The Committee may establish subcommittees subject to the approved Alameda CTC overall work program and budget as approved by the

Commission to conduct an investigation or to draft a report or other document 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.

Staff recommends that the BPAC establish an ad hoc subcommittee to further investigate consideration of complete streets in repaving prioritization. Staff further recommends that the subcommittee consist of 3 to 4 BPAC members and meet prior to the next BPAC meeting, in order to keep discussion focused and to maintain consistency with the Alameda CTC's overall work program and budget (which identify staffing resources for advisory committees).

Fiscal Impact: There is no fiscal impact.

Staff Contact

[Carolyn Clevenger](#), Director of Planning

[Matthew Bomberg](#), Associate Transportation Planner

Notes from Pedestrian-Bicycle Working Group discussion in integrating complete streets projects and Pavement Management Programs (PMPs)

September 22, 2015

Attendees:

Matt Bomberg, Alameda CTC

Sui Tan, MTC

Jason Patton, City of Oakland

Eric Anderson, City of Berkeley

Reh Lin Chen, City of San Leandro

Paul Keener, Alameda County

Nancy Humphrey, City of Emeryville

Midori Tabata, Alameda CTC BPAC Chair

Matt Turner, Alameda CTC BPAC Vice-Chair

Mariana Parreiras, BART

Mollie Cohen-Rosenthal, Alameda CTC

Saravana Suthanthira, Alameda CTC

Jennifer Donlon-Wyant, Alta

Chris Kidd, Alta

Paris Latham, Alta

Questions for Discussion

- (1) What are barriers to implementing complete streets features/routine accommodation as part of existing repaving projects?
- (2) How does your jurisdiction currently determine its repaving program? What factors are considered when prioritizing streets for repaving (e.g. PCI, others)?
- (3) Has your jurisdiction considered including whether a street is a bikeway as part of repaving selection criteria? Has this been successful?

Overview of StreetSaver (from MTC)

- StreetSaver software is used by most jurisdictions in Bay Area as their Pavement Management Program
- StreetSaver requires detailed data on the condition of every segment of roadway in a city, measured using Pavement Condition Index (PCI)
- StreetSaver helps a city determine which streets to repave. It prioritizes streets primarily based on (1) the functional classification of the street (with greater weight going to arterials which carry higher traffic) and (2) if a street is a preventative maintenance candidate (with repairs that, if not addressed, will be significantly more costly to address in the future)
- StreetSaver generates a recommended list of streets, but cities can ultimately choose to use or modify this recommendation based on other factors

Oakland

- Oakland has monthly coordination meetings between bike/ped team and repaving group
- Oakland has a 5-year repaving program so there is lead time – staff knows what streets will be repaved when and can plan ahead for bikeway/complete streets implementation

- Oakland has enough deferred maintenance that there are generally more streets in need of repaving than available funds in any PCI range; therefore it is possible to use whether a street is a bikeway to pick between two streets that are equally good candidates for repaving from a Best Management Practice perspective
- Trying to implement complete streets features into a repaving project can cause the scope of the project to grow. Oakland is not set up to handle the additional design work involve with adding any features beyond simple striping modifications to a repaving project. Furthermore, even a striping change can trigger a need for community outreach that takes longer than the time available before the repaving project is set to be implemented.
- Oakland would like to better implement bikeways into its process for selecting which streets get repaved. Currently, the city looks to implement bikeways as part of repaving projects that are already slated to happen. This means that some bikeways get implemented, but not necessarily high priority bikeways. Oakland would also like to include a liability/risk overlay in its repaving prioritization to ensure that streets that could lead to high cost settlements get repaved.

Berkeley:

- Council has adopted a policy that all else equal staff should prioritize repaving bicycle and transit routes
- Berkeley also has a 5-year repaving program, however it is a “living document” that gets revisited annually, so there is no certainty or long lead time around which streets will get repaved
- Berkeley uses StreetSaver to prioritize streets for repaving. StreetSaver places emphasis on arterials which means that bike boulevards which are intentionally put on lower traffic streets do not get picked up. Berkeley knows this is an issue and tries to compensate by moving some streets up in priority as “bicycle arterials.”
- In some cases, repaving arterials has led to shifts in bicycle traffic from a lower pavement quality bike boulevard to the parallel arterial, which has then led to increased advocacy for repaving the bike boulevard
- Berkeley passed Measure M (local repaving bond) in 2010, but this measure predated adoption of complete streets policy so assumed project budgets did not assume complete streets features
- Berkeley uses some of its Measure M funds for supplemental design budget to add complete streets features to repaving projects
- Berkeley requires repaving consultant to look at bicycle/pedestrian plan for opportunities to implement features
- Berkeley also faces issues with insufficient lead time for public outreach if parking modifications are considered as part of a repaving project (e.g. moving parking away from curbside to implement a parking-protected bikeway)

Emeryville:

- As a small city, there are not enough roadway miles that selecting which streets to repave is a difficult question to answer

San Leandro:

- Transportation engineers (responsible for implementing bike plan) work closely with repaving group
- Bike plan implementation follows the repaving plan – transportation engineers get the list of which streets will be repaved, then look to the bike plan to see if there are any opportunities to implement projects
- San Leandro has looked at some opportunities to implement road diets – cases where the bike plan called for a Class III facility but the vehicle volumes would support a road diet and Class II bike lanes. Floresta Boulevard buffered bike lanes were implemented as a road diet.
- San Leandro can often do public outreach quickly and nimbly as a smaller city.

Alameda County:

- Bike plan implementation and repaving are coordinate
- County staff have good lead time and advanced knowledge if a road diet would be needed
- Repaving is prioritized by very closely following StreetSaver recommendations. Staff sometimes waits for the PCI of a road to fall in order to implement a bikeway.

Discussion:

- In addition to bike plan implementation, many jurisdictions adjust StreetSaver repaving recommendations based on knowledge of upcoming utility work
- Actual implementation of a repaving project can be very quick. Trying to wait to add bikeways or complete streets features into the project could cause the road condition to degrade and increase the maintenance cost.
- StreetSaver currently does not consider costs of non-paving features like curb ramps, signage, and sidewalks.
- Some jurisdictions supported the idea that StreetSaver should give cities greater flexibility to weight different types of streets within the framework of the software (e.g. a classification system other than functional class). One jurisdiction suggested this would be a natural outgrowth of adoption of complete streets policies.

MTC Pavement Management Program Certification Requirements

Pavement Management

A Pavement Management System (PMS) (typically utilizing pavement management software) is geared towards helping jurisdictions understand the condition of their pavement and whether current and future revenues will be sufficient to fund the pavement maintenance necessary to ensure streets and roads are at an acceptable level of quality. Every jurisdiction in the Bay Area now utilizes a pavement management system and has the ability to make informed and cost effective decisions in regard to maintaining their street networks.

Pavement Management Program Certification

In order to be eligible for regional discretionary funds, MTC requires a jurisdiction to have their Pavement Management Program (software or analysis program) certified. MTC is responsible for verifying the certification status. Most jurisdictions in the Bay Area are using StreetSaver® as the PMP. Certification must be renewed every 2 years. An extension of up to 1 year may be granted upon request and in special circumstances.

Requirements for certification:

1. The Pavement Management Program used by the jurisdiction is capable of completing all the following:
 - Storing inventory data for all roads within the jurisdiction
 - Assessing the pavement condition based on distress information
 - Identifying all pavement sections that need rehabilitation or replacement
 - Calculating budget needs for rehabilitating or replacing deficient pavement sections
2. The jurisdiction completes all the following:
 - Reviews and updates the inventory information for all roads every two years. The review will include checking for road network completeness along with checking for the accuracy of the existing management sections.
 - Completes inspection of pavement sections for arterial and collector routes in the system every two years, and residential routes every 5 years.
 - Calculates budget needs for rehabilitating or replacing deficient pavement sections for the current year and the next three years.

Importance of PMP Certification

To remain eligible for other funding opportunities it is important for jurisdictions to remain certified. Two policies in particular are:

- Under MTC Resolution 4035, (Project Selection Policies and Programming for STP and CMAQ funds) it states: *“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 (rehab, preventive maintenance, non-pavement) 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.”*
- In accordance with section 2108.1 of the Streets and Highway Code, MTC requires cities and counties submitting pavement maintenance and rehabilitation projects for funding to utilize a Pavement Management Program (PMP).Section 2108.1 of the Streets and Highway Codes says: *By July 1, 1990, the City, County, State Cooperation Committee in the department shall develop and adopt a pavement management program to be utilized on local streets or highways that receive funding under the state transportation improvement program.*

Certification Process

Submit the following documents to MTC for certification:

1. Your jurisdiction's latest updated pavement management database. If you are not using MTC’s Streetsaver software, please submit items #2 and #3 only. If you are using Streetsaver please submit all files associated with the version of StreetSaver you are using. If you need assistance in accessing these files, please contact your [PMP coordinator](#).
2. A report containing the following 3 budget scenarios: 1) a report showing sections selected for treatment over the next five years based on your jurisdiction's annual budget estimates, 2) a report showing what would need to be done to maintain your jurisdiction's existing PCI, and 3) a scenario depicting a five-point increase of your jurisdiction's current PCI over the next five years. *(These types of reports are typically generated as part of the Pavement Management Technical Assistance Program (P-TAP) projects.)*
3. A signed letter by the Public Works Director, or equivalent department head, stating that all of the requirements in parts 1 and 2 above have been met.
 - [Sample letter](#) (Word)

MTC will post certification status updates of Bay Area jurisdictions on this page the first day of every month. The updated certification will have an expiration date two years from the date when the last inspection of arterials and collectors in your network was completed.

SOURCE: http://www.mtc.ca.gov/services/pmp/pmp_cert.htm

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CALTRANS DISTRICT 4

Bicycle Plan

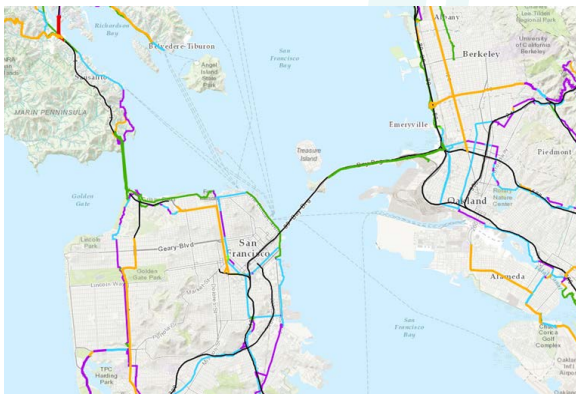


What is the Caltrans District 4 Bicycle Plan?

The Bicycle Plan is a visionary and comprehensive planning document to **improve safety and mobility for bicyclists** on and across the State highway system in District 4, which includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.

The Bicycle Plan **builds on the goals and objectives** in the California State Bicycle and Pedestrian Plan with a list of projects and strategies for District 4.

DISTRICT 4 STATE HIGHWAY SYSTEM BIKE MAP



The Bike Map shows which State routes are open or prohibited to bicyclists, and alternate routes available. Visit the [Bike Map website](#) to learn more.

Why is the Bicycle Plan important to the Bay Area?

Caltrans updated its mission and goals on safety and sustainability and set a **target to triple bicycling by 2020**.

There are more than **700 miles** of freeways and expressways and over **1500 miles** of non-freeway highways throughout District 4, which often serve as barriers to bicycling. With this Bicycle Plan, Caltrans has an opportunity to help remove these barriers. Bicycle facilities that are safe, comfortable and convenient can help:

- **Improve public health** and promote active lifestyles;
- **Create connections** that allow people to bike to work, school, or transit; and
- **Reduce traffic congestion** and greenhouse gas emissions.



Photo Credit: Bike East Bay

Who's involved in the Bicycle Plan process?

The Bicycle Plan is being prepared by Caltrans District 4 with **input from local stakeholders**, including residents, businesses and major employers, area universities, bicycle advocacy groups, and community-based organizations.

A **Technical Advisory Committee** comprised of local and regional agency and stakeholder representatives also assist in guiding the process.



How can bicycle safety and mobility be enhanced on the State highway system?

There are many potential strategies to make bicycling safer and more comfortable for those who depend on or choose to bike, such as:

- **Dedicated bikeways** and paths;
- **Traffic calming measures** to reduce automobile speeds where bicyclists are present;
- **First and last mile connections** to transit; and
- **Improved connectivity** of bike networks with enhanced crossings and intersections.



HOW TO GET INVOLVED?

Caltrans will offer numerous opportunities for you to learn more and to share your ideas and input, including:



PUBLIC WORKSHOPS



FOCUS GROUPS



INTERACTIVE BIKE MAP



ONLINE SURVEY

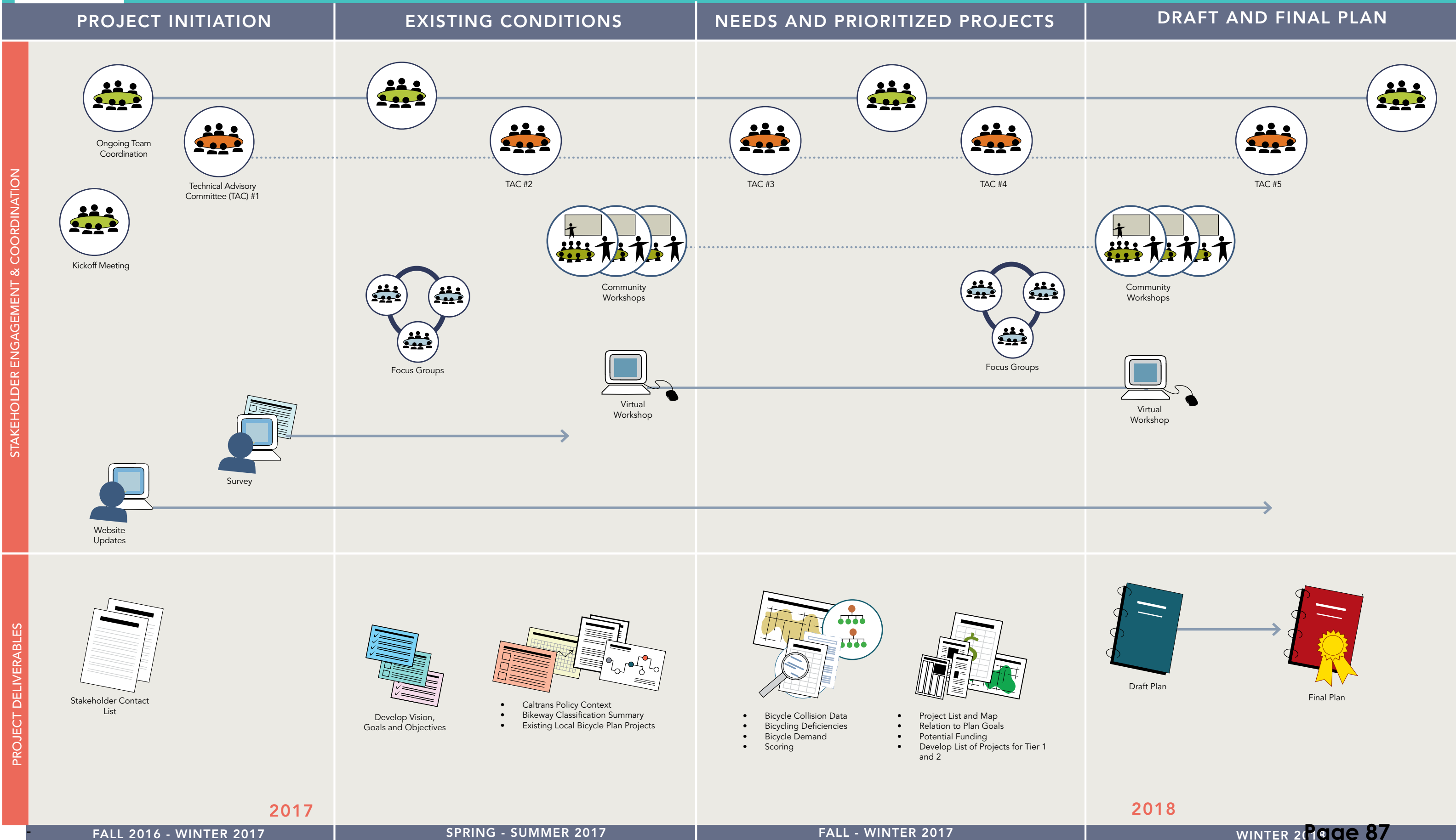


PUBLIC COMMENTS

The first round of community outreach and workshops will take place in early 2017.

Your input will help Caltrans identify community needs and the projects and strategies to address those needs.

For more information, please visit our webpage at www.dot.ca.gov/d4/bikeplan or contact Sergio Ruiz at (510) 622-5773 or by email at sergio.ruiz@dot.ca.gov



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Metropolitan Transportation Commission Programming and Allocations Committee

January 11, 2017

Item Number 4a

Resolution No. 4218, Revised

Subject: Cycle 3 Regional Active Transportation Program (ATP) of Projects

Background: The State established the Active Transportation Program (ATP) in September 2013. The ATP funding is distributed as follows:

- 50% to the state for a statewide competitive program (“Statewide Competitive ATP”);
- 10% to the small urban and rural area competitive program to be managed by the state; and
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (“Regional ATP”).

MTC is responsible for developing the region’s guidelines for the Regional ATP, and for submitting the proposed projects to the California Transportation Commission (CTC) for adoption. CTC approved MTC’s Regional ATP Guidelines in March 2016, and applications for the Regional Program were due to MTC on June 15, 2016. Roughly \$22 million is available for programming under the Cycle 3 Regional ATP.

MTC staff’s recommended regional project awards and recommended contingency projects are listed in Attachment 1.

Statewide Competitive ATP Results

The CTC adopted the Statewide Competitive ATP list of projects on December 7, 2016. The approved Bay Area projects are listed in Attachment 2. CTC funded six projects in the MTC region for a total of \$32 million, out of a statewide program of \$132 million (24%).

Revised ATP Regional Share Targets and Schedule

The CTC approved a revised ATP Fund Estimate in October that adds funding from federal sources and the State Greenhouse Gas Reduction Fund. This amount was distributed among all three ATP subprograms. The revised amount provides \$1.5 million additional funds to the MTC program, and allows MTC to program \$22.2 million in the 2017 Regional ATP. This is reflected in MTC Resolution No. 4218, Revised, Attachment A, Appendix A-2. Further, MTC staff proposes to update the ATP schedule, which is included in the same resolution as Appendix A-1.

Regional Project Selection Process

MTC received 61 applications totaling about \$166 million in response to the Regional ATP Call for Projects. Of these, Caltrans deemed one project in San Francisco ineligible for ATP funds due to scope. MTC enlisted a 18-member multi-disciplinary evaluation committee to score and rank the remaining applications (see Attachment 3). The review committee used the same evaluation form and scoring criteria from Statewide Competitive

ATP, plus an additional 10 maximum points for regional priorities, for a maximum point score of 110.

Each application was assigned to a team of three members of the evaluation committee. In order to ensure an objective review, staff assigned applications to evaluators from another county when possible, and evaluators did not review applications from their own agency. Each evaluator independently scored the applications, then met with the team to agree on a consensus score. Staff ranked all responsive applications from highest to lowest based on the consensus score.

Staff recommends fully funding 13 projects and partially funding one project for a total of \$22.2 million. Staff also recommends adoption of a list of contingency projects totaling \$18 million, ranked in order based on the project's evaluation score. MTC would fund projects on the contingency list should there be any project failures, ineligibility determinations, or savings in the Cycle 3 Regional ATP. The recommended projects are listed in Attachment 1. Note that 94% of regional ATP funding as proposed would benefit Communities of Concern, greatly exceeding the 25% target. While there is no regional target for Safe Routes to Schools (SRTS) projects, 79% of regional ATP funding would benefit SRTS type projects.

Issues:

- **Tie Score:**
Both SFMTA's Vision Zero Safer Intersection project and Suisun City's McCoy Creek Trail project scored 87.0. In order to break the tie score, staff examined three score metrics, based on State and Regional ATP Guidelines and sub-element scores, and determined Suisun City's project scored higher.
- **Partial Funding:**
The McCoy Creek Trail project sponsored by Suisun City requested \$4.1 million in ATP funds; however, only \$1.8 million of ATP remains after funding higher-scoring projects. Therefore, staff recommends partially funding the McCoy Creek Trail project at \$1.8 million. Should Suisun City not be able to scale the project to deliver the full project benefits, or to fully fund the project using other funds, staff recommends funding projects on the contingency list to fully program the remaining \$1.8 million.
- **Caltrans Eligibility Determination Pending:**
Caltrans performed an initial examination of scope eligibility and deliverability for all projects applying for ATP funds, and found that a number of projects have potential issues. Once MTC releases its staff recommendations, Caltrans will begin a more in-depth review of eligibility and deliverability, and will work with the affected project sponsors. Therefore, it is important for sponsors to note that MTC's proposed funding amounts are not final, and are subject to this review. Following review and agreement, MTC and CTC may amend the project descriptions and funding amounts.

- **Improvements for Cycle 4:**

Between the Statewide and Regional ATP, every Bay Area county received at least one project from Cycle 3. However, the funding amounts clearly emphasize certain counties over others. State law requires MTC to hold a competitive process to determine the funding program, and does not allow for geographic guarantees in the competitive process. Further, with 100% of Statewide ATP funding benefiting Disadvantaged Communities, and 94% of Regional ATP funding benefiting Communities of Concern, it is clear that projects not benefiting DACs/COCs are at a distinct disadvantage competing for ATP funds. To that end, staff will consider the following options in developing the Cycle 4 Regional Program Guidelines (in no particular order):

 - Reduce or eliminate additional points for Disadvantaged Communities, while ensuring the 25% statutory target is met;
 - Reduce or eliminate 20% funding set-aside for projects requesting under \$1 million;
 - Increase the points assigned to regional priorities;
 - Delegate review of regional priorities to MTC staff;
 - Revise evaluation process to allow for a second level review for the highest scoring third or half of applications;
 - Cap the number of applications a sponsor can submit;
 - Cap the number of projects for which a sponsor can receive ATP funds;
 - Cap the amount of ATP funds a sponsor can receive; and
 - Institute a maximum funding request amount by project and/or sponsor.

MTC anticipates the Cycle 4 process to begin in 2018. Staff will consult with stakeholders on any changes to the scoring process and will return to this committee for approval of any revised review process.

Recommendation: Refer MTC Resolution No. 4218, Revised to the Commission for approval, and direct staff to transmit the recommended project list to the CTC.

Attachments:

- Attachment 1:** Recommended 2017 Regional ATP Program of Projects and Contingency Projects
- Attachment 2:** Approved Statewide ATP Projects in the Bay Area
- Attachment 3:** List of Project Evaluators
- Attachment 4:** 2017 ATP Regional Applications (List of Received Project Applications)
- MTC Resolution No. 4218, Revised:** Attachment A, Appendices A-1 and A-2, and Attachment B

Attachment 1: Recommended 2017 Regional ATP Program of Projects (Alphabetical Order)

County	Sponsor	Project	Requested Amount (\$1,000s)	Project Description
Alameda	Alameda County Public Works	Active Oakland Comprehensive SRTS Program (Non-Infrastructure)	\$977	Active Oakland will provide a range of program services and activities for participating schools, including: educational seminars, enhanced traffic safety patrols, participatory activities (e.g. Golden Sneaker contests), and participatory learning and program leadership/design amongst middle schoolers. The project goal is to increase walking or biking by 15%.
Alameda	Alameda County Public Works	Fairview Elementary School SRTS (Final Design Only)	\$542	The D Street Safe Routes to School project will reduce injuries as well as increase walking & biking along D St. between Fairview Ave. & Hayward City Limits by installing sidewalks, curbs, gutters and crosswalks.
Alameda	Alameda County Public Works	Somerset Ave School Corridor SRTS (Final Design Only)	\$330	The Somerset Ave. School Corridor SRTS project will increase walking & biking, as well as reduce injuries along Somerset Ave. between Stanton Ave. and Redwood Rd. by installing sidewalks, curbs, gutters, crosswalks, and Class III bicycle routes.
Alameda	Alameda County Public Works	Lewelling Blvd SRTS (Final Design Only)	\$400	The Lewelling Bl. Safe Routes to School project will increase walking and biking, as well as reduce injuries along Lewelling Bl. between Meekland Ave. and E. 14th St. by installing sidewalks, curbs, gutters, sidewalks and Class II bike lanes.
Alameda	Berkeley	SRTS Improvements - John Muir Elementary	\$270	Address speeding and lack of vehicle yielding at a school crossing where recent collisions have occurred by installing speed feedback signs along Claremont south of Ashby (SR 13) and crossing improvements at Claremont Crescent, including RRFBs, signs, curb bulb-outs, and better pedestrian lighting.
Alameda	Emeryville	Bike/Ped Greenway Safety & Connectivity Improvement Project	\$265	The Emeryville Bicycle & Pedestrian Greenway Safety & Mobility Improvement Project will improve Emeryville's existing Greenway trail crossings at 65th, 66th, and 67th with raised crosswalks, RRFBs, parking adjustments and signage. The project will also add a bike share station to the existing regional bike share network and bike/ped counter.
Contra Costa	Contra Costa County Public Works	Fred Jackson Way First Mile/ Last Mile Connection	\$3,298	Construct ADA accessible sidewalks with street trees along 0.3-mile roadway from Grove Avenue to Wildcat Creek Trail. Extend an additional 0.3 miles northerly to Brookside Drive to construct sidewalk and Class II bike lanes, for a total of 0.6 miles of continuous pedestrian and bicycle access.

County	Sponsor	Project	Requested Amount (\$1,000s)	Project Description
Contra Costa	Contra Costa County Public Works	Pacheco Blvd Sidewalk Gap Closure Phase 3	\$619	Construct a pedestrian path and bike lane gap closure to connect residents east of Vine Hill Creek to Las Juntas Elementary School. This work will require a concrete box culvert extension at Vine Hill Creek. An additional 65-foot sidewalk gap east of Vine Hill Creek will also be closed.
Marin	San Rafael	Francisco Blvd East Avenue Bridge Bike Ped Connectivity	\$4,025	Promote pedestrian/bicyclist's safety and connectivity by: widening existing sidewalk and constructing a pedestrian/bicyclist bridge over the Canal Waterway and a sidewalk on the west side of Grand Avenue, installing ADA-compliant curb ramps, providing crosswalk enhancements, restriping roadway to accommodate widened sidewalk, providing streetlights and minor landscaping.
Napa	City of Napa	SR 29 Bike/Ped Undercrossing	\$531	To construct a Class I multiuse trail along the northern bank of Napa Creek, providing a needed connection across SR29 for bicyclists and pedestrians that is safe and convenient to use. This gap closure project will link the existing active transportation infrastructure network on either side of SR29.
San Francisco	SFMTA	Powell Street Safety Project	\$4,400	The Powell Street Safety Project will improve Powell Street between Ellis and Post, and will improve pedestrian safety and reduce sidewalk crowding to encourage more people to walk, especially to jobs. Moreover, it provides significant benefits to the over 20,000 at-risk residents that live in the community.
San Mateo	Woodside	Woodside Elementary School Student Pathway Phase 3	\$528	The project creates a separated, 6-foot-wide pathway for Woodside Elementary School students traveling to and from school along SR 84, paves the road shoulder for cyclists and extends an improvement project currently underway, connecting the school to Woodside's commercial center.
Solano	Vallejo	Bay Trail/Vine Trail Gap Closure	\$4,216	The Bay Trail/Vine Trail Gap Closure Project will construct Class I and Class II gap closures along the Bay Trail and Vine Trail regional networks in the City of Vallejo from the Vallejo Ferry Terminal north to the City of American Canyon.

County	Sponsor	Project	Requested Amount (\$1,000s)	Project Description
Solano	Suisun City	McCoy Creek Trail (Partial Funding)	\$1,770	Install a concrete Class I bikeway, a pedestrian/bike bridge, fencing, railing, site furnishings, monument entrance signs, wayfinding signs, educational kiosk signs, roadway signs, striping, chokers, rectangular rapid flashing beacons, utility infrastructure, landscaping and shaded vista areas.
Total			\$22,171	

Staff Recommendations for MTC 2017 Regional ATP – Contingency List (Line indicates split between Large and Small projects)

MTC Score	County	Sponsor	Project	Requested Amount (\$1,000s)
87.0	Solano	Suisun City	McCoy Creek Trail *Remaining Amount*	\$2,367
87.0	San Francisco	SFMTA	Vision Zero SF Safer Intersections	\$2,002
85.0	Contra Costa	Concord	Downtown Corridors Bike/Ped Improvement	\$3,718
84.3	San Mateo	San Carlos	Route 101 Holly Street Bike Ped Overcrossing	\$4,200
84.0	Alameda	Oakland	Oakland SRTS: Crossing to Safety	\$3,714
77.0	Napa	Napa County Office of Education	Napa County SRTS	\$437
74.7	Alameda	Alameda County Public Works	Royal Ave SRTS	\$456
74.0	Alameda	Berkeley	SRTS Improvements for Oxford & Jefferson Elementary Schools	\$267
74.0	Contra Costa	Pittsburg	Pittsburg Active Transportation & Safe Routes Plan (WalkBikePittsburg2035)	\$312
71.0	Alameda	Alameda County Public Works	Proctor Elementary School SRTS	\$600
Total				\$18,073

Attachment 2
CTC Approved 2017 Statewide ATP Projects in the Bay Area

County	Agency	Description	Funded Amount (\$1,000s)
Alameda	Alameda, City of	Central Avenue Complete Street Project	\$7,326
Alameda	Oakland	14th Street: Safe Routes in the City	\$10,578
Alameda	Oakland	Fruitvale Alive Gap Closure Project	\$5,850
Santa Clara	Sunnyvale	Sunnyvale SNAIL Neighborhood Active Transportation Connectivity Improvements	\$4,847
Solano	Fairfield	East Tabor/Tolenas Safe Routes to School Gap Closure Project	\$1,700
Sonoma	SMART	SMART Pathway - Petaluma (Payran to Southpoint)	\$1,461
Total			\$31,762

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DRAFT

Attachment 3

Metropolitan Transportation Commission
 2017 Regional Active Transportation Program - Cycle 3

List of Project Evaluators

Affiliation	Description
ABAG Bay Trail Project	Recreational Trails
AC Transit	Transit
California Walks	Safe Routes to School/ Pedestrian Safety
Castro Valley Bicycle & Pedestrian Advisory Committee	Bike & Pedestrian Safety
ChangeLab Solutions	Public Health
City of Menlo Park	City; Public Health
City of San Ramon	City
City of Santa Rosa	City
San Mateo City/County Association of Governments	Congestion Management Agency
Contra Costa Transportation Authority	Congestion Management Agency
County of Marin	County Public Works
Metropolitan Transportation Commission (1)	Metropolitan Planning Organization
Metropolitan Transportation Commission (2)	Metropolitan Planning Organization
MTC Policy Advisory Council	Policy Advisory Council/ Public Health
Petaluma Transit	Transit
Santa Clara Valley Transportation Authority (1)	Congestion Management Agency
Santa Clara Valley Transportation Authority (2)	Congestion Management Agency
San Francisco Municipal Transportation Agency	City/Transit (Sustainable Streets)

Attachment 4

Metropolitan Transportation Commission
2017 Regional Active Transportation Program - Cycle 3

List of Application Received - Scores (Descending Score Order)

Color Key

White on Black: Projects Funded by the Statewide ATP

Black on Green: Projects Recommended in the Regional ATP

Black Strikeout on White: Withdrawn or Ineligible Project

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score
MRN	San Rafael	Francisco Blvd East Avenue Bridge Bike Ped Connectivity	\$ 7,358	\$ 4,025	97.0
ALA	Alameda County Public Works	Active Oakland Comprehensive SRTS Program	\$ 977	\$ 977	96.0
CCC	Contra Costa County Public Works	Fred Jackson Way First Mile/ Last Mile Connection	\$ 4,298	\$ 3,298	95.3
SOL	Vallejo	Bay Trail/Vine Trail Gap Closure	\$ 5,218	\$ 4,216	93.0
ALA	Oakland	Fruitvale Alive Gap Closure Project	\$ 8,241	\$ 5,850	92.7
SON	SMART	SMART Pathway- Petaluma Payran to Southpoint	\$ 3,272	\$ 1,461	92.0
ALA	Alameda County Public Works	Fairview Elementary School SRTS	\$ 3,366	\$ 542	92.0
ALA	Alameda County Public Works	Somerset Ave School Corridor SRTS	\$ 3,652	\$ 330	90.0
ALA	Oakland	14th St Safe Routes in the City	\$ 13,939	\$ 10,578	89.7
SF	SFMTA	Powell Street Safety Project	\$ 9,309	\$ 4,400	89.7
ALA	Berkeley	SRTS Improvements - John Muir Elementary	\$ 336	\$ 270	88.7
SOL	Suisun City	McCoy Creek Trail (Partial Funding Recommended, \$1,770k)	\$ 4,287	\$ 4,137	87.0
SF	SFMTA	Vision Zero SF Safer Intersections	\$ 2,062	\$ 2,002	87.0
ALA	Alameda, City of	Central Avenue Complete Street Project	\$ 12,471	\$ 7,326	86.0
SOL	Fairfield	East Tabor/Tolenas SRTS Gap Closure	\$ 1,860	\$ 1,700	85.0
CCC	Concord	Downtown Corridors Bike/Ped Improvement	\$ 4,349	\$ 3,718	85.0
SM	Woodside	Woodside Elementary School Student Pathway Phase 3	\$ 745	\$ 528	84.7
ALA	Alameda County Public Works	Lewelling Blvd SRTS	\$ 3,065	\$ 400	84.7
SM	San Carlos	Route 101 Holly Street Bike Ped Overcrossing	\$ 5,250	\$ 4,200	84.3
ALA	Oakland	Oakland SRTS: Crossing to Safety	\$ 4,071	\$ 3,714	84.0
CCC	Contra Costa County Public Works	Pacheco Blvd Sidewalk Gap Closure Phase 3	\$ 1,239	\$ 619	83.3
MRN	Corte Madera	Central Marin Regional Pathways Gap Closure	\$ 2,968	\$ 2,626	82.7
NAP	Napa, City of	SR 29 Bike/Ped Undercrossing	\$ 742	\$ 531	82.0

Color Key

White on Black: Projects Funded by the Statewide ATP

Black on Green: Projects Recommended in the Regional ATP

Black Strikeout on White: Withdrawn or Ineligible Project

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score
ALA	ACTC	I-80 Gilman Interchange Bike/Ped Over-crossing & Access Improvements	\$ 33,016	\$ 8,418	82.0
SF	SFMTA	Play Streets Pilot SF	\$ 545	\$ 485	81.7
SON	Sonoma County/Cloverdale	Crocker Bridge Bike Ped Passage	\$ 2,292	\$ 1,946	81.0
SCL	Sunnyvale	Sunnyvale SNAIL Neighborhood Active Transportation Connectivity Program	\$ 6,059	\$ 4,847	80.0
ALA	Emeryville	Bike/Ped Greenway Safety & Connectivity Improvement Project	\$ 330	\$ 265	80.0
ALA	Berkeley	Sacramento Street Complete Streets Improvements	\$ 1,814	\$ 1,542	79.3
ALA	Oakland	West Grand Ave	\$ 10,929	\$ 8,676	79.0
SCL	Sunnyvale	Sunnyvale SRTS	\$ 2,362	\$ 1,889	79.0
SF	SFMTA	Geneva Avenue Bike Ped Safety Improvement	\$ 9,987	\$ 2,350	78.0
SCL	Santa Clara VTA	Montague Expressway Ped Overcrossing at Milpitas BART	\$ 12,818	\$ 5,000	77.7
NAP	Napa County Office of Education	Napa County SRTS	\$ 542	\$ 437	77.0
CCC	Contra Costa County Public Works	Appian Way Complete Streets	\$ 12,182	\$ 10,265	77.0
SF	San Francisco PW	Jefferson Street Improvements Phase 2	\$ 14,847	\$ 9,024	76.0
ALA	Fremont	Walnut Ave Complete Street Improvement	\$ 5,864	\$ 5,189	75.0
ALA	Alameda County Public Works	Royal Ave SRTS	\$ 636	\$ 456	74.7
ALA	Berkeley	SRTS Improvements for Oxford & Jefferson Elementary Schools	\$ 302	\$ 267	74.0
CCC	Pittsburg	Pittsburg Active Transportation & Safe Routes Plan (WalkBikePittsburg2035)	\$ 312	\$ 312	74.0
SM	Belmont	Belmont and San Carlos 4 Corners School Safety Corridor Improvements	\$ 2,781	\$ 2,031	73.0
ALA	Piedmont	Ped Safety and Bike Lane Implementation	\$ 3,313	\$ 2,933	73.0
SCL	Palo Alto	San Antonio Ave Enhanced Bikeway	\$ 2,180	\$ 1,744	72.7
CCC	Pittsburg	Railroad Ave Multi-Use Trail	\$ 1,766	\$ 1,546	72.0
ALA	Alameda County Public Works	Proctor Elementary School SRTS	\$ 6,040	\$ 600	71.0
SCL	Gilroy	Lions Creek Trail West Santa Teresa Blvd/Day Road	\$ 538	\$ 476	68.7
ALA	Hayward	Tennyson Rd Ped/ Bike Bridge Project	\$ 1,164	\$ 931	68.0
CCC	Contra Costa County Public Works	San Miguel Dr Complete Streets Improvements	\$ 1,570	\$ 1,160	68.0
SCL	Cupertino	SR2S Creating Safer Schools, Streets, and Sidewalks for Students (CSSSS)	\$ 2,554	\$ 2,116	67.0
ALA	Alameda County Public Works	Castro Valley High School SRTS	\$ 2,677	\$ 2,175	66.0
MRN	SMART	SMART San Rafael McInnis to Smith Ranch	\$ 2,468	\$ 2,050	64.0
CCC	Lafayette	Pleasant Hill Rd. Complete Street Project	\$ 3,967	\$ 3,480	64.0

Color Key

White on Black: Projects Funded by the Statewide ATP

Black on Green: Projects Recommended in the Regional ATP

Black Strikeout on White: Withdrawn or Ineligible Project

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score
CCC	Contra Costa County Public Works	Lone Tree Pt Bay Trail - Hercules to Rodeo CCC	\$ 3,359	\$ 2,492	62.0
CCC	Walnut Creek	Walnut Blvd Bike/Ped Improvements at Walnut Heights Elementary School	\$ 540	\$ 478	61.0
SCL	Gilroy	Lions Creek Trail Kern to Day Road	\$ 1,500	\$ 1,327	61.0
ALA	Alameda County Public Works	Heyer Ave School Corridor SRTS	\$ 1,990	\$ 290	57.3
ALA	East Bay Regional Parks District	Doolittle Dr Bay Trail - MLK, Jr Shoreline, Oak	\$ 7,950	\$ 4,000	54.3
SM	South San Francisco	South San Francisco Bike Trail Safety and Connectivity Improvements	\$ 1,276	\$ 1,126	51.0
ALA	San Leandro	Scramble Pedestrian Crosswalk at E 14th/San Joaquin Ave Intersection	\$ 419	\$ 369	49.0
CCC	Oakley	Laurel Rd and Rose Ave Intersection and Gap Closure Improvements	\$ 1,272	\$ 952	44.0
SM	Belmont	Ralston Ave Corridor Improvements Segments 3&4	\$ 8,337	\$ 5,280	35.0
61	Applications Received.	Totals	\$ 275,573	\$ 166,372	

DRAFT

Date: February 24, 2016
W.I.: 1515
Referred by: PAC
Revised: 05/25/16-ED
01/25/17-C

ABSTRACT

Resolution No. 4218, Revised

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 3 Guidelines and Program of Projects for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 99 and Assembly Bill 101.

This resolution includes the following attachments:

- Attachment A – Guidelines: Policies, Procedures and Project Selection Criteria
- Attachment B – Regional Active Transportation Program of Projects

This resolution was revised via Executive Director Authority on May 25, 2016 to update the funding targets identified in Attachment A, Appendix A-2, to reflect the adopted 2017 Active Transportation Program Fund Estimate adopted by the California Transportation Commission on May 18, 2016.

This resolution was amended via Commission Action on January 25, 2017 to include Attachment B, Regional Active Transportation Program of Projects, and to update various appendices in Attachment A, Guidelines: Policies, Procedures, and Project Selection Criteria.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated February 10, 2016 and January 11, 2017.

Date: February 24, 2016
W.I.: 1515
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP)
Cycle 3 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4218

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county 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/Regional Transportation Planning Agency (RTPA) of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the California State Legislature passed and the Governor signed into law Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), establishing the Active Transportation Program (ATP); and

WHEREAS, MTC adopts, pursuant to Streets and Highways Code Section 2381(a)(1), an Active Transportation Program of Projects using a competitive process consistent with guidelines adopted by the California Transportation Commission (CTC) pursuant to Streets and Highways Code Section 2382(a), that is submitted to the CTC and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with CTC, Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide

transportation planning agencies, and local governments, guidelines to be used in the development of the ATP; and

WHEREAS, a multi-disciplinary advisory group evaluates and recommends candidate ATP projects for MTC inclusion in the Active Transportation Program of Projects; and

WHEREAS, the ATP is subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC approves the Active Transportation Program of Projects, as set forth in Attachment B of this resolution, and be it further

RESOLVED that the Executive Director or designee can make technical adjustments and other non-substantial revisions; and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on February 24, 2016.

**METROPOLITAN TRANSPORTATION COMMISSION (MTC)
2017 Regional Active Transportation Program (ATP) Cycle 3
Appendix A-1: ATP Development Schedule (Subject to Change)
January 25, 2017**

January 2016	CTC releases draft ATP Guidelines
January-February 2016	Draft Regional ATP Guidelines presented to Working Groups
February 10, 2016	MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of final proposed Regional ATP Guidelines
February 24, 2016	MTC Commission scheduled adoption of Regional ATP Guidelines MTC submits adopted Regional ATP Guidelines to CTC for consideration
March 17, 2016	CTC scheduled adoption of State ATP Guidelines CTC scheduled approval of MTC's Regional ATP Guidelines
March 30, 2016	CTC scheduled release of ATP Call for Projects for Statewide Competitive Program MTC scheduled release of ATP Call for Projects for Regional Program
June 15, 2016	State ATP Applications Due to CTC (Statewide Program) Regional ATP Applications Due to MTC (Regional Program)
October 28, 2016	CTC releases staff recommendation for ATP Statewide Competitive Program
December 7, 2016	ATP Statewide Program Adoption: CTC scheduled to adopt statewide program and transmit unsuccessful projects to the Regions for consideration
December 21, 2016	MTC releases staff recommendation for ATP Regional Program
January 2017	Working Group discussions of staff recommendations
January 11, 2017	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Program
January 25, 2017	ATP Regional Program Adoption: MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
March 15-16, 2017	CTC Approval of ATP Regional Program: CTC scheduled to approve Regional Program
April 1, 2017	TIP Amendment Deadline: Successful ATP project sponsors to submit 2017 TIP Amendment, including Resolution of Local Support
May 24, 2017	MTC Commission scheduled to approve TIP Amendment to add ATP projects into federal TIP
June 30, 2017	TIP Approval: FHWA/FTA anticipated approval of ATP projects in federal TIP
November 1, 2019	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2019-20
January 31, 2020	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2019-20
November 1, 2020	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2020-21
January 31, 2021	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2020-21

Shaded Area – Actions by State, CTC or Caltrans

**Metropolitan Transportation Commission (MTC)
 2017 Regional Active Transportation Program (ATP) Cycle 3**

**Appendix A-2: MTC ATP Regional Share Targets
 FY 2019-20 and FY 2020-21
 January 2017**

ATP Regional Share

All numbers in thousands

Fund Source	FY 2019-20	FY 2020-21	Total
Federal STBG (TAP)	\$5,506	\$5,506	\$11,012
	\$6,174	\$5,506	\$11,680
Federal Other	\$1,915	\$1,915	\$3,830
State	\$2,908	\$2,908	\$5,816
	\$3,753	\$2,908	\$6,661
Total ATP Regional Share	\$11,842	\$10,329	\$22,171

State's 25% Disadvantaged Communities Minimum Requirement

Classification	FY 2019-20	FY 2020-21	Total
25% - Benefiting Disadvantaged Communities	\$2,582	\$2,582	\$5,164
	\$2,767	\$2,582	\$5,349
75% - Anywhere in the Region	\$7,747	\$7,747	\$15,494
	\$9,075	\$7,747	\$16,822
Total ATP Regional Share	\$11,842	\$10,329	\$22,171

Attachment B
Metropolitan Transportation Commission
2017 Active Transportation Program (ATP)
Cycle 3
FY 2019-20 through FY 2020-21
Regional ATP Cycle 3 List of Projects
January 2017

MTC Resolution No. 4218
Attachment B
Adopted: 02/24/16-C
Revised: 05/25/16-ED
01/25/17-C

Regional ATP Cycle 3 Projects (in county order)

County	Implementing Agency	Project	Regional ATP
Alameda	Alameda County PWA	Active Oakland Comprehensive SRTS Program	\$ 977,000
Alameda	Alameda County PWA	Fairview Elementary School SRTS	\$ 542,000
Alameda	Alameda County PWA	Somerset Ave School Corridor SRTS	\$ 330,000
Alameda	Alameda County PWA	Lewelling Blvd SRTS	\$ 400,000
Alameda	Berkeley	SRTS Improvements - John Muir Elementary	\$ 270,000
Alameda	Emeryville	Bike/Ped Greenway Safety & Connectivity Imp. Project	\$ 265,000
Contra Costa	Contra Costa County PW	Fred Jackson Way First Mile/ Last Mile Connection	\$ 3,298,000
Contra Costa	Contra Costa County PW	Pacheco Blvd Sidewalk Gap Closure Phase 3	\$ 619,000
Marin	San Rafael	Francisco Blvd East Ave Bridge Bike Ped Connectivity	\$ 4,025,000
Napa	City of Napa	SR 29 Bike/Ped Undercrossing	\$ 531,000
San Francisco	SFMTA	Powell Street Safety Project	\$ 4,400,000
San Mateo	Woodside	Woodside ES Student Pathway Ph. 3	\$ 528,000
Solano	Suisun City	McCoy Creek Trail	\$ 1,770,000
Solano	Vallejo	Bay Trail/Vine Trail Gap Closure	\$ 4,216,000
TOTAL:			\$22,171,000

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Regional ATP Cycle 3 Contingency List (in descending score order)

County	Implementing Agency	Project	Regional ATP
Solano	Suisun City	McCoy Creek Trail *Remaining Amount*	\$2,367,000
San Francisco	SFMTA	Vision Zero SF Safer Intersections	\$2,002,000
Contra Costa	Concord	Downtown Corridors Bike/Ped Improvement	\$3,718,000
San Mateo	San Carlos	Route 101 Holly Street Bike Ped Overcrossing	\$4,200,000
Alameda	Oakland	Oakland SRTS: Crossing to Safety	\$3,714,000
Napa	Napa Co. Office of Education	Napa County SRTS	\$437,000
Alameda	Alameda County PWA	Royal Ave SRTS	\$456,000
Alameda	Berkeley	SRTS Improvements for Oxford & Jefferson ES	\$267,000
Contra Costa	Pittsburg	Active Trans. & Safe Routes Plan (WalkBikePittsburg2035)	\$312,000
Alameda	Alameda County PWA	Proctor Elementary School SRTS	\$600,000
TOTAL:			\$18,073,000

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Jurisdiction	Project	Project Number	Number of Checklists
Alameda County	Pavement Preservation – Various Roadways in Rural Uninc Alameda County	838	3
Alameda County	Pavement Preservation – Various Roadways in Central Uninc Alameda County	837	1
City of Alameda	Citywide Resurfacing Project	939	2
City of Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	852	1
City of Berkeley	North Shattuck Avenue Rehabilitation	872	1
City of Dublin	City of Dublin Street Rehab	842	1
City of Emeryville	Frontage Road, 65 th St and Powell Street Slurry Seal	944	1
City of Fremont	Fremont 2018 Pavement Rehabilitation Project	841	14
City of Hayward	Winton Avenue Pavement Rehab Project	867	1
City of Livermore	Livermore Local Streets and Roads Project	836	2
City of Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	846	1
City of Oakland	Oakland OBAG 2 Various Street Resurfacing Project	840	8
City of Piedmont	Oakland Avenue Improvements	868	1
City of Pleasanton	Pavement Rehabilitation Hacienda Business Park	863	5
City of San Leandro	Washington Avenue Rehab	860	1
City of Union City	Dyer Street Pavement Rehabilitation	919	1

Access checklists online by going to completestreets.mtc.ca.gov/project/PROJECTNUMBER where **PROJECTNUMBER** is from above table.

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Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

8.1

DRAFT Meeting Schedule for 2016-2017 Fiscal Year
Updated November 3, 2016

	Meeting Date	Meeting Purpose
1	July 7, 2016	<ul style="list-style-type: none"> • SR 84/I-680 Interchange Project Review • Countywide Bike/Ped Count Program • Organizational meeting • Project review look-ahead including Measure BB projects
2	December 14, 2016	<ul style="list-style-type: none"> • East Bay Greenway: Lake Merritt to South Hayward Project Review • Complete Streets Implementation Update/Central County Complete Streets project • Annual Bike/Ped Plan Implementation Report • Report on 2018 Comprehensive Investment Program
3	February 9, 2017	<ul style="list-style-type: none"> • Project review (TBD) • Report on local sidewalk maintenance policies/practices • Report on 2018 Comprehensive Investment Program • Project close-out presentations (if any)
4	May 4, 2017	<ul style="list-style-type: none"> • Project review (TBD) • Review TDA Article 3 Projects (Info) • Report on Safe Routes to Schools, Bicycle Safety Education, and iBike Campaign

Other topics – to be scheduled:

- Driver-focused safety education
- Bay Area Bikeshare Expansion
- Detectable warning surfaces

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**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2016-2017**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '16
1	Mr.	Turner, Chair	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14		Apr-16	0
2	Ms.	Marleau, Vice Chair	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14		Dec-16	0
3	Ms.	Brisson	Liz	Oakland	Alameda County Mayors' Conference, D-5	Dec-16		Dec-18	0
4	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14	Jan-16	Jan-18	0
5	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Dec-15	Dec-17	0
6	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Oct-16	Oct-18	1
7	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15		Sep-17	0
8	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jul-15	Jul-17	0
9	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14	May-16	May-18	1
10	Ms.	Tabata	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Dec-15	Dec-17	0
11		Vacancy			Alameda County Supervisor Wilma Chan, District 3				

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