



**Alameda County Transportation Commission**  
meeting as a committee of the whole as the

**PLANNING, POLICY AND LEGISLATION COMMITTEE**

**MEETING NOTICE**

**Monday, October 08, 2012, 11:00 A.M.**

1333 Broadway, Suite 300, Oakland, California 94612

(see map on last page of agenda)

**Commission Chair**

Mark Green, Mayor – Union City

**Commission Vice Chair**

Scott Haggerty, Supervisor – District 1

**AC Transit**

Greg Harper, Director

**Alameda County**

Supervisors

Richard Valle – District 2

Wilma Chan – District 3

Nate Miley – District 4

Keith Carson – District 5

**BART**

Thomas Blalock, Director

**City of Alameda**

Rob Bonta, Vice Mayor

**City of Albany**

Farid Javandel, Mayor

**City of Berkeley**

Laurie Capitelli, Councilmember

**City of Dublin**

Tim Sbranti, Mayor

**City of Emeryville**

Ruth Atkin, Councilmember

**City of Fremont**

Suzanne Chan, Councilmember

**City of Hayward**

Marvin Peixoto, Councilmember

**City of Livermore**

John Marchand, Mayor

**City of Newark**

Luis Freitas, Councilmember

**City of Oakland**

Councilmembers

Larry Reid

Rebecca Kaplan

**City of Piedmont**

John Chiang, Mayor

**City of Pleasanton**

Jennifer Hosterman, Mayor

**City of San Leandro**

Michael Gregory, Vice Mayor

**Executive Director**

Arthur L. Dao

**Chair:**

Greg Harper

**Vice Chair:**

Tim Sbranti

**Members:**

Mark Green

Keith Carson

John Marchand

Marvin Peixoto

Scott Haggerty

Jennifer Hosterman

Michael Gregory

**Staff Liaisons:**

Beth Walukas, Tess Lengyel

**Executive Director:**

Arthur L. Dao

**Clerk of the Commission:**

Vanessa Lee

**AGENDA**

*Copies of Individual Agenda Items are Available on the:  
Alameda CTC Website -- [www.AlamedaCTC.org](http://www.AlamedaCTC.org)*

**1 PLEDGE OF ALLEGIANCE**

**2 ROLL CALL**

**3 PUBLIC COMMENT**

Members of the public may address the Committee during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Only matters within the Committee’s jurisdictions may be addressed. Anyone wishing to comment should make their desire known by filling out a speaker card and handing it to the Clerk of the Commission. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes.

**4 CONSENT CALENDAR**

4A. Minutes of September 08, 2012 – **Page 1**

**A**

**5 LEGISLATION AND POLICY**

5A. Legislative Update – **Page 3**

**A**

**6 PLANNING**

- 6A. Review of Congestion Management Plan (CMP): Draft 2012 Conformity Requirements– **Page 9** **I**
- 6B. Approval of Final Draft Countywide Bicycle and Pedestrian Plans– **Page 13** **I**
- 6C. Review of Safe Routes to Schools Program 2011-2012 Year-End Report and Update – **Page 39** **I**

**7 ONE BAY AREA GRANT PROGRAM**

- 7A. Approval of Final Draft Alameda CTC Complete Streets Policy Elements – **Page 55** **A**
- 7B. Approval of Priority Development Area (PDA) Readiness Criteria – **Page 71** **I**
- 7C. Approval of Draft One Bay Area Grant (OBAG) Program Guidelines Elements – **Page 97** **A**

**8 COMMITTEE MEMBER REPORTS (VERBAL)****9 STAFF REPORTS (VERBAL)****10 ADJOURNMENT/NEXT MEETING: NOVEMBER 19, 2012**

Key: A- Action Item; I – Information Item; D – Discussion Item

\* Materials will be provided at meeting

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

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH ENVIRONMENTAL SENSITIVITIES MAY ATTEND*

*Alameda County Transportation Commission  
1333 Broadway, Suites 220 & 300, Oakland, CA 94612  
(510) 208-7400 (New Phone Number)  
(510) 836-2185 Fax (Suite 220)  
(510) 893-6489 Fax (Suite 300)  
[www.alamedactc.org](http://www.alamedactc.org)*

## Glossary of Acronyms

|                 |  |                   |  |
|-----------------|--|-------------------|--|
| <b>ABAG</b>     | Association of Bay Area Governments  | <b>MTC</b>        | Metropolitan Transportation Commission                           |
| <b>ACCMA</b>    | Alameda County Congestion Management Agency                                    | <b>MTS</b>        | Metropolitan Transportation System                               |
| <b>ACE</b>      | Altamont Commuter Express  | <b>NEPA</b>       | National Environmental Policy Act                                |
| <b>ACTA</b>     | Alameda County Transportation Authority (1986 Measure B authority)             | <b>NOP</b>        | Notice of Preparation  |
| <b>ACTAC</b>    | Alameda County Technical Advisory Committee                                    | <b>PCI</b>        | Pavement Condition Index   |
| <b>ACTC</b>     | Alameda County Transportation Commission                                       | <b>PSR</b>        | Project Study Report   |
| <b>ACTIA</b>    | Alameda County Transportation Improvement Authority (2000 Measure B authority) | <b>RM 2</b>       | Regional Measure 2 (Bridge toll)                                 |
| <b>ADA</b>      | Americans with Disabilities Act  | <b>RTIP</b>       | Regional Transportation Improvement Program                      |
| <b>BAAQMD</b>   | Bay Area Air Quality Management District                                       | <b>RTP</b>        | Regional Transportation Plan (MTC's Transportation 2035)         |
| <b>BART</b>     | Bay Area Rapid Transit District  | <b>SAFETEA-LU</b> | Safe, Accountable, Flexible, Efficient Transportation Equity Act |
| <b>BRT</b>      | Bus Rapid Transit  | <b>SCS</b>        | Sustainable Community Strategy                                   |
| <b>Caltrans</b> | California Department of Transportation  | <b>SR</b>         | State Route  |
| <b>CEQA</b>     | California Environmental Quality Act   | <b>SRS</b>        | Safe Routes to Schools   |
| <b>CIP</b>      | Capital Investment Program   | <b>STA</b>        | State Transit Assistance   |
| <b>CMAQ</b>     | Federal Congestion Mitigation and Air Quality                                  | <b>STIP</b>       | State Transportation Improvement Program                         |
| <b>CMP</b>      | Congestion Management Program  | <b>STP</b>        | Federal Surface Transportation Program                           |
| <b>CTC</b>      | California Transportation Commission   | <b>TCM</b>        | Transportation Control Measures                                  |
| <b>CWTP</b>     | Countywide Transportation Plan   | <b>TCRP</b>       | Transportation Congestion Relief Program                         |
| <b>EIR</b>      | Environmental Impact Report  | <b>TDA</b>        | Transportation Development Act                                   |
| <b>FHWA</b>     | Federal Highway Administration   | <b>TDM</b>        | Travel-Demand Management   |
| <b>FTA</b>      | Federal Transit Administration   | <b>TEP</b>        | Transportation Expenditure Plan                                  |
| <b>GHG</b>      | Greenhouse Gas   | <b>TFCA</b>       | Transportation Fund for Clean Air                                |
| <b>HOT</b>      | High occupancy toll  | <b>TIP</b>        | Federal Transportation Improvement Program                       |
| <b>HOV</b>      | High occupancy vehicle   | <b>TLC</b>        | Transportation for Livable Communities                           |
| <b>ITIP</b>     | State Interregional Transportation Improvement Program                         | <b>TMP</b>        | Traffic Management Plan  |
| <b>LATIP</b>    | Local Area Transportation Improvement Program                                  | <b>TMS</b>        | Transportation Management System                                 |
| <b>LAVTA</b>    | Livermore-Amador Valley Transportation Authority                               | <b>TOD</b>        | Transit-Oriented Development                                     |
| <b>LOS</b>      | Level of service   | <b>TOS</b>        | Transportation Operations Systems                                |
|                 |  | <b>TVTC</b>       | Tri Valley Transportation Committee                              |
|                 |  | <b>VHD</b>        | Vehicle Hours of Delay   |
|                 |  | <b>VMT</b>        | Vehicle miles traveled   |

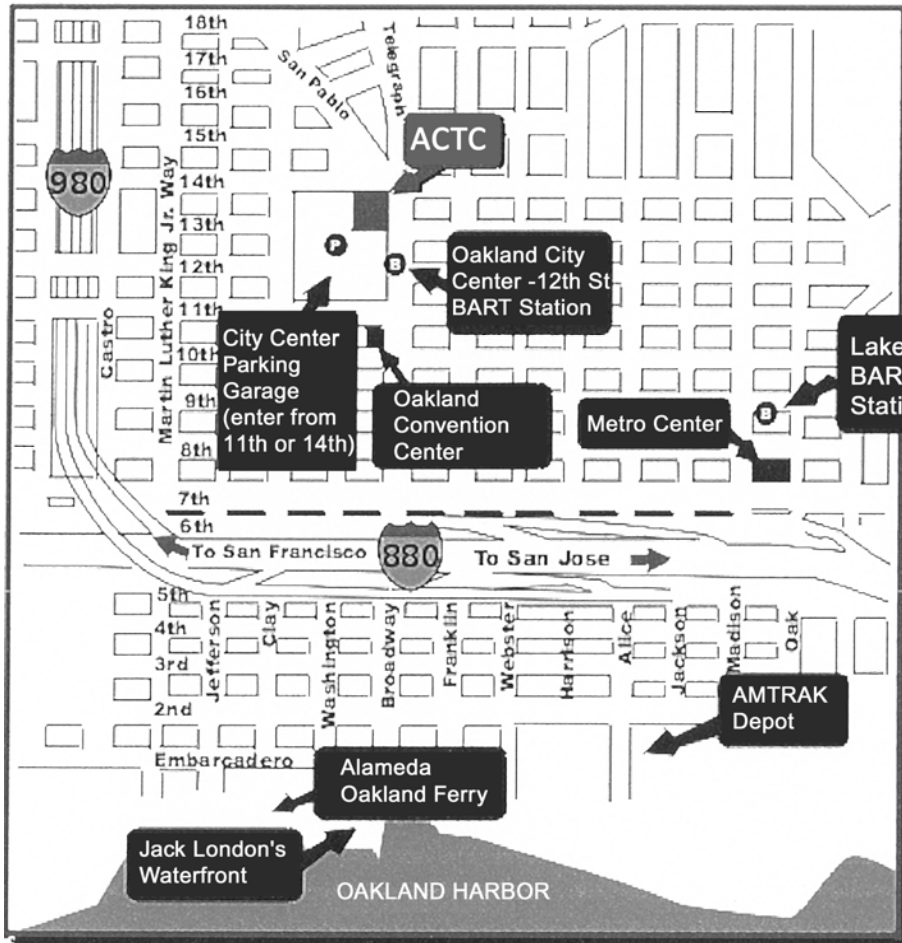


1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

[www.AlamedaCTC.org](http://www.AlamedaCTC.org)



**Directions to the Offices of the Alameda County Transportation Commission:**

**1333 Broadway, Suite 220  
Oakland, CA 94612**

**Public Transportation Access:**

**BART:** City Center / 12<sup>th</sup> Street Station

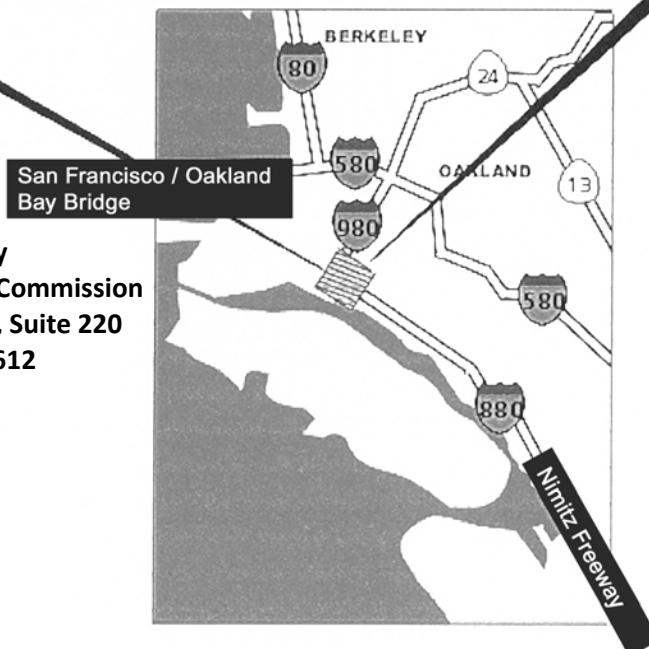
**AC Transit:**

Lines 1, 1R, 11, 12, 13, 14, 15, 18, 40, 51, 63, 72, 72M, 72R, 314, 800, 801, 802, 805, 840

**Auto Access:**

- Traveling South: Take 11<sup>th</sup> Street exit from I-980 to 11<sup>th</sup> Street
- Traveling North: Take 11<sup>th</sup> Street/Convention Center Exit from I-980 to 11<sup>th</sup> Street
- Parking:  
City Center Garage –  
Underground Parking,  
(Parking entrances located on 11<sup>th</sup> or 14<sup>th</sup> Street)

**Alameda County  
Transportation Commission  
1333 Broadway, Suite 220  
Oakland, CA 94612**





**Alameda County Transportation Commission  
PLANNING, POLICY AND LEGISLATION COMMITTEE  
MINUTES OF SEPTEMBER 10, 2012**

Alameda CTC Chair Mayor Green convened the meeting at 11:00 AM. Chair Green appointed Mayor Sbranti as Vice Chair of the Planning, Policy and Legislation Committee.

**1. PLEDGE OF ALLEGIANCE**

**2. PUBLIC COMMENT**

There was no public comment.

**3. CONSENT CALENDAR**

**3A. Minutes of July 09, 2012**

**3B. Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Prepared by Local Jurisdictions**

Supervisor Haggerty motioned to approve the Consent Calendar. Mayor Green seconded the motion. The Consent Calendar was passed 8-0.

**4. PLANNING AND POLICY**

**4A. Legislative Update**

Tess Lengyel updated the Committee on state and federal legislative initiatives. At the state level, Ms. Lengyel informed the Committee that this was the end of session activities on legislation in Sacramento and updated the Committee on statewide and local ballot measures specifically the CEQA reform and state worker pension reforms. She stated that there were twenty-two measures that will appear on the ballot for Alameda County.

On the federal side, Ms. Lengyel updated the Committee on actions made by Congress prior to their recess in early August and gave an update on actions taken by the president specifically sequestration.

This Item was for information only.

**4B. Review of Metropolitan Transportation Commission (MTC) Resolution 4035 and One Bay Area Grant Program (OBAG) Implementation in Alameda County**

An overview of the Metropolitan Transportation Commission (MTC) Resolution 4035 and One Bay Area Grant Program (OBAG) Implementation in Alameda County was given to the Committee. Tess Lengyel touched lightly on the complete streets program, which she stated was scheduled to be addressed in more detail in the following agenda item. Ms. Lengyel described the outreach efforts that have been done and the implementation schedule. Beth Walukas reviewed the definition of a Priority Development Areas (PDA), spectrum, types, job development within the PDA and life cycle development. Mike Todd reviewed the programming of OBAG funds in Alameda County. Mr. Todd outlined the criteria for programming the funds and he concluded by giving an overview of the

different funding categories. Ms. Lengyel stated that next month, staff would be bringing the draft program guidelines and a draft strategic plan.

Director Ortiz wanted a definition of the term 'transportation project' as used in the staff report. Art Dao informed the Committee that the term refers to specific transit capital projects.

Mayor Sbranti wanted to know if the Commission would be creating the criteria for prioritizing the PDA's at the next Commission Meeting. Mr. Dao informed him that the prioritizing will come in October.

Supervisor Carson wanted to know what Oakland Departments ACTC staff was working with. Beth Walukas informed the Committee that staff had been working with the Department of Public Works, Housing Department and the Affordable Housing Department.

Councilmember Peixoto wanted clarification on the connection between housing and OBAG funds. Art Dao informed the Committee that OBAG funds can only be used for transportation projects which include projects that support housing.

Art Dao informed the Committee that Ezra Rapport from ABAG will be at the September Commission meeting to provide an overview and review of the overall regional planning process and ask for input from the Commission.

This Item was for information only.

#### **4C. Review of Draft Alameda CTC Complete Streets Policy Elements**

Tess Lengyel provided a review of the Draft Alameda CTC Complete Streets Policy Elements. Ms. Lengyel stated that MTC established a requirement for local jurisdictions to adopt a complete streets policy, by January 31, 2013, which is five months before the Alameda CTC requirement. She went over the Alameda CTC and MTC Complete Streets requirements and timing for policy Adoption. She concluded by stating that Alameda CTC has written its policy elements to also incorporate the MTC required elements, so that local jurisdictions may adopt one resolution that meets both MTC and Alameda CTC agency requirements. A draft Resolution was presented to the Committee.

This Item was for information only.

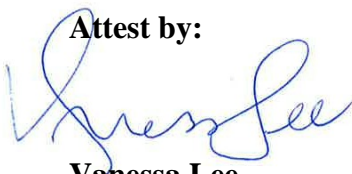
#### **5 STAFF AND COMMITTEE MEMBER REPORTS**

There were no staff or committee member reports.

#### **7 ADJOURNMENT/NEXT MEETING: OCTOBER 08, 2012**

The meeting was adjourned at 12:25 p.m.

**Attest by:**



**Vanessa Lee**  
**Clerk of the Commission**

## **Memorandum**

**DATE:** September 26, 2012

**TO:** Planning, Policy and Legislation Committee

**FROM:** Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation

**SUBJECT:** Legislative Update

### **Recommendations**

Staff recommends that the Commission send letters to all Alameda County federal delegation members urging action to develop thoughtful and comprehensive federal deficit reduction and revenue enhancement mechanisms to address the nation's debt and funding needs, and to ensure that sequestration is not implemented beginning in January 2013 as written in current law. Sequestration is discussed in further detail below under the federal update.

### **Summary**

This memo provides an update on federal, state and local legislative activities including the federal appropriations continuing resolution, sequestration, state bill status and Alameda CTC engagement in state legislative efforts, and an update on the 2012 Transportation Expenditure Plan, known as Measure B1 on the November 6, 2012 ballot.

### **Background**

The following summarizes legislative information at the federal, state and local levels.

### ***Federal Update***

The following updates provide information on activities and issues at the federal level and include information contributed from Alameda CTC's lobbyist team (CJ Lake/Len Simon).

#### Appropriations Continuing Resolutions

The Senate and House approved a six month continuing resolution (CR) to fund the federal government at FY 2012 levels. The CR extends funding through March 27, 2013.

Passage of the federal surface transportation bill, MAP-21, authorized spending increases to adjust for inflation in both years of the bill through federal fiscal year 2014. The six-month CR does not include these amounts. This discrepancy is anticipated to be addressed when Congress deals with the remaining six months of the FY 2013 budget, after the elections. The Department of Transportation is expected to publish the formula apportionments for FY 2013 in October; however the discretionary amounts may not become available until Congress addresses the full year appropriations amounts. This means that there may not be any

discretionary grant opportunities until after March 2013.

### Sequestration

While Congress was able to address the continuing resolution to fund the federal government during its brief two-week work period in Washington, D. C. between summer recess and its current recess through the November elections, it was not able to address sequestration.

Sequestration is the result of the failure of the Joint Select Committee on Deficit Reduction, known as the “Super Committee” to propose, and for Congress to enact deficit reducing legislation by the \$1.2 trillion amount as required by the Budget Control Act of 2011. Sequestration requires automatic, across-the-board cuts totaling \$109 billion per year, beginning January 2013, implemented over a nine-year period.

The leadership in both parties has supported changing the law to avoid the cuts required by sequestration. Differing solutions have been proposed by each party whereby Democrats have pushed for a mix of spending cuts and revenue increases, while Republicans have supported replacing across the board cuts with specific, targeted spending reductions and major restructuring of some programs.

In early August, the Sequestration Transparency Act of 2012 was approved which required the President to detail budget reductions by program, project and activity level as a result of the across the board cuts required by sequestration. The Office of Management and Budget released its 394 page report on September 14<sup>th</sup>. The report provides preliminary details on sequestration cuts from 1,200 separate accounts. The report highlights the process by which sequestration was created, and clearly states that sequestration was never intended to go into effect; rather, it was a tool included in the 2011 Budget Control Act to spur Congressional action on bi-partisan deficit reduction proposals. Because Congress was not able to act, and unless the current law is changed by Congress prior to January 2013, it will go into effect and will have across the board cuts to both defense and domestic spending. According to the report, the following excerpt highlights the significant negative effects to the economy, safety and security of the United State:

“While the Department of Defense would be able to shift funds to ensure war fighting and critical military readiness capabilities were not degraded, sequestration would result in a reduction in readiness of many non-deployed units, delays in investments in new equipment and facilities, cutbacks in equipment repairs, declines in military research and development efforts, and reductions in base services for military families.

On the nondefense side, sequestration would undermine investments vital to economic growth, threaten the safety and security of the American people, and cause severe harm to programs that benefit the middle-class, seniors, and children. Education grants to States and local school districts supporting smaller classes, afterschool programs, and children with disabilities would suffer. The number of Federal Bureau of Investigation agents, Customs and Border Patrol agents, correctional officers, and federal prosecutors would be slashed. The Federal Aviation Administration’s ability to oversee and manage the Nation’s airspace and air traffic control would be reduced. The Department of Agriculture’s efforts to inspect food processing plants and prevent foodborne illnesses would be curtailed. The Environmental Protection Agency’s ability to protect the water we drink and the air we breathe would be

degraded. The National Institutes of Health would have to halt or curtail scientific research, including needed research into cancer and childhood diseases. The Federal Emergency Management Agency's ability to respond to incidents of terrorism and other catastrophic events would be undermined. And critical housing programs and food assistance for low-income families would be cut."

The lame duck session is the only time in which Congress will be able to change the sequestration triggers. It is anticipated that if sequestration goes into effect, it will have a negative impact in the economic recovery of the nation. It is recommended that the Alameda CTC submit a letter to our congressional delegation members urging action to disallow sequestration to proceed as currently written into law and to come up with actual deficit reduction actions and revenue generating mechanisms that do not result in across the board cuts.

### ***State Update***

At the end of session, almost 700 bills were sent to the Governor. He has until midnight, September 30 to sign, veto, or not act on these bills. As of this writing, he has signed 279 bills, vetoed 25, and has over 350 bills pending on his desk.

Chair Green submitted a letter to the Governor's office requesting a veto of AB 2200 (Ma) which would eliminate the eastbound off-peak HOV lane requirement on I-80. The Commission took an oppose position on this bill earlier this year since there would be no congestion improvement as a result of the bill and because Alameda CTC will begin construction on an \$87 million state bond funded project in October for the I-80 Integrated Corridor Mobility program. Governor Brown vetoed the bill on September 23<sup>rd</sup>, noting that it was not moving carpooling in the right direction.

Passage of the new federal transportation bill, MAP-21, in July 2012 included elimination of certain programs and modifications to distribution formulas for others. MAP-21 will officially take effect in October 2012. In order to ensure that projects in the current pipeline continue to receive federal funding, the Governor Brown's Administration proposes to maintain a "status quo" approach to the implementation of MAP-21 in California. This includes maintaining the current split of the total estimated federal funds for California in FY 2013 of \$3.5 billion at 62% for the state (\$2.2 billion) and 38% for regions/locals (\$1.3 billion). This method allows for a transition period recognizing that both the state and regions/locals have many projects programmed under the existing rules. While the Safe Routes to Schools program was eliminated in MAP-21, the state proposes to continue to fund and administer the program from other federal funds in FY 2013, the same level as in 2012. Caltrans has convened a statewide MAP-21 working group to address legislative needs for 2013 for MAP-21 implementation. Alameda CTC will participate in conference calls for this statewide effort. Final MAP-21 funding levels for the state will need to be adopted by the California Transportation Commission.

In addition to MAP-21 efforts, Alameda CTC staff are participating on two separate panels as part of the Self-Help Counties Coalition support development of the Self-Help counties legislative platform for the coming year, as well as to provide technical expertise to the Secretary of Transportation on ideas for implementation of project delivery under the new Transportation Agency that was created during the last legislative session.

### ***Local Update***

In August, Measure B1 was placed on the Alameda County ballot, and if approved by voters, will fund the 2012 Transportation Expenditure Plan (TEP) which includes \$7.8 billion in investments for transit, roads, highways, bicycle and pedestrian safety, transportation investments that link transportation, housing and jobs, and funding for transportation technological improvements. The TEP has received significant support from organizations throughout Alameda County.

By mid-September, staff provided information about the agency and the TEP to over 300 separate engagements throughout the County and more are being scheduled. The following summarizes the events through September 2012:

- Festivals and community events: Alameda CTC participated in and performed outreach at these types of outreach events: bicycle and pedestrian, educational, faith-based, for seniors and people with disabilities, and general events such as transportation forums.
  - Over 98 festival and community events with an estimated attendance of 947,491 people since July 2011.
- Presentations and speaking engagements: Alameda CTC presented and spoke to various groups to educate local and small businesses, community-based organizations, government agencies, and transit agencies on transportation for the 21<sup>st</sup> century, delivering transportation solutions, and the 2012 TEP. Alameda's target audiences were:
  - Businesses and Labor, including but not limited to, organizations such as chambers of commerce, the American Council of Engineering Companies, American Institute of Architects, and Design and Construction Trades, etc.:
    - 72 presentations with an estimated attendance of over 13,188 people.
  - Civic and community groups, including but not limited to, groups such as Senior, Asian, Indians groups, rotary clubs, Kiwanis clubs, Lions, etc.:
    - 33 presentations with an estimated attendance of over 4,211 people.
  - Elected officials, government agencies, and transit agencies:
    - 41 presentations.

The Alameda CTC plans to participate in over 60 more events through November 2012, including several capital project ground-breaking events.

- Material distribution: Alameda CTC created a TEP brochure in seven languages (English, Spanish, Chinese, Punjabi, Hindi, Tagalog and Vietnamese) and distributed the brochure to Alameda CTC committee members, unions, businesses, senior centers, senior housing facilities, transit agencies, universities, youth organizations, bicycle and pedestrian community, and ethnic groups. As of the time of this writing, Alameda CTC distributed:
  - 32,060 brochures in English
  - 7,980 brochures in Spanish
  - 4,535 brochures in Chinese
  - 2,350 brochures in Punjabi

- Vietnamese and Tagalog brochures are being published on-line and will be distributed electronically.

All TEP materials including fact sheets for every city, all modes, and all planning areas in the county are located on the website at [http://www.alamedactc.org/app\\_pages/view/8084](http://www.alamedactc.org/app_pages/view/8084)

- Social media coverage: Alameda CTC initiated its Facebook, Twitter and YouTube accounts in Summer 2012 to inform the public of agency activities through its Facebook and Twitter accounts.
  - On Facebook, Alameda CTC has 35 followers and follows 52 people.
  - On Twitter, Alameda CTC has 66 followers and follows 158 people/groups.

### **Alameda CTC 2013 Legislation Program**

Looking toward the coming year, staff has begun the process of coordinating with other partner agencies on development of a 2013 legislative program with the aim of coordinating transportation related legislative activities into the Alameda CTC 2013 legislative platform. A proposed legislative program will be brought to the Commission in fall.

Regarding the development of the legislative program, some of the highest priorities in 2013 will be to participate in efforts for development of the new State Transportation Agency, MAP-21 implementation in California, implementation of the region's Sustainable Communities Strategy, Cap and Trade, CEQA reform, and implementation of the 2012 TEP if it passes in November 2012.

### **Fiscal Impact**

No direct fiscal impact.

***This page intentionally left blank***



### **Memorandum**

**DATE:** September 26, 2012

**TO:** Planning, Policy and Legislation Committee

**FROM:** Beth Walukas, Deputy Director of Planning  
Saravana Suthanthira, Senior Transportation Planner

**SUBJECT: Review of Congestion Management Plan (CMP): Draft 2012 Conformity Requirements**

#### **Recommendation**

This item is for information only. No action is requested.

#### **Summary**

The legislatively mandated annual CMP Conformity Findings process began in August. Local jurisdictions are required to comply with the CMP as follows:

- 1) (a) Tier 1 Land Use Analysis Program – submit to Alameda CTC all Notice of Preparations, EIRs and General Plan amendments;  
(b) Tier 2 Land Use Forecasts- review ABAG Projections by traffic analysis zones;
- 2) Traffic Demand Management (TDM) – Complete Site Design Checklist;
- 3) Payment of Fees; and
- 4) Deficiency Plans and Deficiency Plan Progress Reports, as needed in some jurisdictions.

Letters were sent to the jurisdictions on August 15, 2012 requesting a response for items 1a) Tier 1 Land Use Analysis Program, 2) TDM Site Design Checklist, and 4) Deficiency Plan Progress Reports as required for those jurisdictions discussed below. All responses are due by October 1, 2012. Attachment A - 2012 CMP Conformance shows the response(s) received at the time of writing the staff report. An updated table incorporating the responses received by the PPLC meeting will be distributed at the meeting.

Final conformity findings will be presented to ACTAC and PPLC at their November meetings, with adoption of the 2012 Conformity Findings scheduled for the Commission's December 6, 2012 meeting.

#### **Discussion**

Regarding the requirement for some jurisdictions to submit Deficiency Plans or Deficiency Plan Progress Reports, no additional CMP roadway segments were found to be deficient in 2012 based on the select link analysis conducted using the Countywide Travel Demand Model and 2012 LOS Monitoring survey data and after applying all applicable CMP exemptions. Therefore, the preparation and submission of Deficiency Plans for 2012 is not required. However, there are

three ongoing Deficiency Plans from previous years, for which jurisdictions are required to send progress reports:

| <b>#</b> | <b><i>Name of the Deficiency Plan</i></b>                               | <b><i>Lead Jurisdiction</i></b> | <b><i>Participating Jurisdictions</i></b> |
|----------|---|---------------------------------|---|
| 1        | SR 260 Posey Tube eastbound to I-880 northbound freeway connection      | Oakland                         | Alameda, Berkeley                         |
| 2        | SR 185 northbound between 46 <sup>th</sup> and 42 <sup>nd</sup> Streets | Oakland                         | Alameda                                   |
| 3        | Mowry Avenue  | Fremont                         | Newark                                    |

A request has been sent to the cities of Fremont and Oakland and the participating jurisdictions of Newark, Alameda and Berkeley to submit their Deficiency Plan progress reports and letters of concurrence by October 1, 2012.

### **Fiscal Impact**

There are no fiscal impacts at this time.

### **Attachments**

Attachment A: 2012 CMP Conformance: Land Use Analysis, Site Design Guidelines, Payment of Fees, and Deficiency Plans

**Table 1**  
**2012 CMP CONFORMANCE**  
**Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans**

|                     | Land Use Analysis Program   |                              |                             | Site Design        | Payment of Fees                | Deficiency Plans/LOS Standards                   | Meets All Requirements |
|---------------------|-----------------------------|------------------------------|-----------------------------|--------------------|--------------------------------|--|------------------------|
| Jurisdiction        | Tier 1 - Ordinance Adoption | Tier 1: GPA & NOP Submittals | Tier 2- Land Use Forecasts* | Checklist Complete | Payments thru 4th Qts FY 11/12 | Deficiency Plan Progress Reports and Concurrence |                        |
| Alameda County      | Yes                         |                              | Yes                         |                    | Yes                            | N/A  |                        |
| City of Alameda     | Yes                         |                              | Yes                         |                    | Yes                            |  |                        |
| City of Albany      | Yes                         |                              | Yes                         |                    | Yes                            | N/A  |                        |
| City of Berkeley    | Yes                         |                              | Yes                         |                    | Yes                            |  |                        |
| City of Dublin      | Yes                         |                              | Yes                         |                    | Yes                            | N/A  |                        |
| City of Emeryville  | Yes                         |                              | Yes                         |                    | Yes                            | N/A  |                        |
| City of Fremont     | Yes                         | Yes                          | Yes                         | Yes                | Yes                            |  |                        |
| City of Hayward     | Yes                         |                              | Yes                         |                    | Yes                            | N/A  |                        |
| City of Livermore   | Yes                         |                              | Yes                         |                    | Yes                            | N/A  |                        |
| City of Newark      | Yes                         |                              | Yes                         |                    | Yes                            |  |                        |
| City of Oakland     | Yes                         |                              | Yes                         |                    | Yes                            |  |                        |
| City of Piedmont    | Yes                         |                              | Yes                         |                    | Yes                            | N/A  |                        |
| City of Pleasanton  | Yes                         |                              | Yes                         |                    | Yes                            | N/A  |                        |
| City of San Leandro | Yes                         |                              | Yes                         |                    | Yes                            | N/A  |                        |
| City of Union City  | Yes                         |                              | Yes                         |                    | Yes                            | N/A  |                        |

N/A indicates that the city is not responsible for any deficiency plan in the past fiscal year.

\* This requirement has been met through the CWTP process to provide input on the development of the Sustainable Communities Strategy.

***This page intentionally left blank***



## Memorandum

**DATE:** September 26, 2012

**TO:** Planning, Policy and Legislation Committee

**FROM:** Beth Walukas, Deputy Director of Planning  
Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator

**SUBJECT:** Approval of Final Draft Countywide Bicycle and Pedestrian Plans

### Recommendation

It is recommended that the Commission approve the Final Draft Countywide Bicycle and Pedestrian Plans and incorporate them, by reference, into the Countywide Transportation Plan.

### Summary

The Final Draft Countywide Bicycle and Pedestrian Plans were released for public review and comment on September 24, 2012, and are posted on the Alameda CTC website ([www.AlamedaCTC.org](http://www.AlamedaCTC.org)). These plans, which lay out the vision and action steps for making Alameda County a safe and convenient place for walking and bicycling, incorporate comments provided in June and July 2012 on the previously released Draft Plans. The Final Draft executive summaries for both plans (Attachments A and B) provide a concise summary of each plan, including its purpose; the recommended countywide priorities for capital projects, programs and plans; total costs to implement the plan; expected revenues for the 28-year plan life; and implementation actions to begin to make the plan a reality over the next five years.

The Final Draft Plans are the culmination of two and a half years of planning and 35 public and committee meetings to gather input. In late June 2012, staff released the Draft Plans for comment and presented them to ACTAC, the Bicycle and Pedestrian Advisory Committee (BPAC), the Planning Policy and Legislation Committee (PPLC), the Paratransit Advisory Committee (PAPCO), the Alameda CTC Board, and the Bicycle and Pedestrian Plans Working Group, a technical group providing input on the plan updates. The agency received comments from over 50 individuals by the July 27, 2012 deadline, and from over 15 additional commenters after the deadline. In total over 270 specific comments were received from individuals, agencies and committees. These comments were considered and incorporated into the Final Draft Plans, as appropriate. A summary of all of the comments, along with staff responses to them, are posted on the agency website ([www.alamedactc.org/app\\_pages/view/5275](http://www.alamedactc.org/app_pages/view/5275)) due to the size of the document. Staff request any feedback on the Final Draft Plans either during the PPLC meeting, or in writing using the attached comment sheet (Attachment C; also posted on the Alameda CTC web address listed above), to be submitted to Rochelle Wheeler via email ([rwheeler@alamedaCTC.org](mailto:rwheeler@alamedaCTC.org)), by **Monday, October 15, 2012**, at 12:00 Noon.

## **Background**

The Alameda CTC's predecessor agencies approved the first Countywide Pedestrian Plan and the first update to the Countywide Bicycle Plan in 2006. Since then, the priorities identified in these plans have been used to guide bicycle and pedestrian grant fund programming and the Alameda CTC bicycle and pedestrian program.

In June 2010, the agency launched a planning process to update both the Pedestrian and Bicycle Plans, focused on updating the existing conditions; reviewing how Alameda CTC policies and practices can be enhanced to address walking and bicycling; re-evaluating the Bicycle Plan priority capital projects and bringing more focus to improving bicycle access to transit; and establishing capital project priorities for the Pedestrian Plan. One over-arching goal was to make the two plans consistent, as appropriate, and parallel in their layout.

The Final Draft Countywide Bicycle and Pedestrian Plans, which meet the above objectives, each consist of seven chapters and an executive summary. Because of the close coordination of these plans, one joint Appendices document was developed. The full plans are posted online, and the tables of contents and executives summaries are attached (Attachments A and B).

### *Input during Plan Development*

During the two and a half year plan development process, 35 public and committee meetings were held to gather input on the draft chapters of the plans and the Draft Plans themselves. The Countywide BPAC and the Bicycle Pedestrian Plans Working Group (a group of agency, non-profit and advocacy group staff) were the primary two groups to review and give input on the plans. Both groups reviewed almost every chapter of the plans in their initial draft form. In addition, ACTAC, PAPCO, PPLC and the full Board, provided input on selected chapters and elements of the plans.

In addition to these meetings, Alameda CTC staff met, by planning area, with agency staff and also attended four local BPAC meetings around the county to gather input from them and the public. During the entire planning process, staff have maintained a mailing list of interested individuals and kept this group informed of opportunities for public input, and also posted information on the agency's website.

### *Public and Committee Input on Draft Plans*

The Draft Plans were released in late June 2012, and in June and July they were brought to five Alameda CTC committees and working groups, and the Alameda CTC Board, for comment. In addition, staff posted the plans on the agency's website, and notified all interested members of the public and local BPACs about the availability of the plans.

The agency received comments on the Draft Plans from over 50 individuals by the July 27, 2012 comment deadline, plus over 15 additional commenters after the deadline. In total, over 270 specific comments were received from individuals, agencies and committees. Staff reviewed and evaluated all of these comments. Due to the number of comments, especially the requested edits and updates to the bicycle and pedestrian vision maps, staff decided that more time was needed to adequately address the comments, and therefore the release of the Final Draft Plans was moved from late August to late September.

The major changes made to the Final Draft Plans to address the input on the Draft Plans are listed below. A summary of all of the comments received along with staff responses to each one is posted on the agency website ([www.alamedactc.org/app\\_pages/view/5275](http://www.alamedactc.org/app_pages/view/5275)).

- **New “Next Steps” Chapters:** Many individuals and several committees commented on the “Next Steps” section of the plans, which is the road map of implementation actions that are needed in the next four to five years to begin or continue implementing the plans. The request was for the section to be more action-oriented, including naming a responsible party for each action and a timeline for implementing it. In response to this request, many enhancements were made to the Next Steps section, as follows:
  - New stand-alone “Next Steps” Chapters were created by splitting the “Implementation” Chapters in each plan into two chapters: “Costs and Revenue” and “Next Steps.”
  - Each implementation action was evaluated, and as feasible, was made more concrete and action-oriented. New implementation actions were added, for a new total of 16 actions. The actions were aligned more closely to the countywide priorities, especially the programs, and also to the plan goals.
  - For each of 16 actions, many new sub-actions were added, for a total of 63 actions and sub-actions. To better integrate the plan actions into the work of the agency, the new actions were developed in coordination with the agency’s Planning section work plan for the next five years.
  - For each action, a year or range of years was added. This is summarized in a new table showing the timeline for the implementation of each of the actions.
- **Performance Measures and Targets:** Many individuals and several committees also requested establishing performance targets for walking and bicycling, and more performance measures, to track progress on implementing the plans.
  - While performance targets were not added to the plans, a near-term next step was added to work with local jurisdictions and other stakeholders to research and, as feasible and appropriate to a countywide agency, develop comprehensive and meaningful quantitative targets for Alameda County. Given that Alameda CTC has no direct control over local implementation of projects and programs, and mode shift is influenced by many factors, Alameda CTC must work with all local jurisdictions to establish performance targets that are achievable.
  - Three new performance measures were added, to better gauge how well the county is implementing the plans, in particular regarding educational/promotional programs. These are now listed in the new “Next Steps” chapters, rather than the “Vision and Goals” chapters.
- **Vision Map Edits:** A large number of edits and comments were received on the vision network maps for both plans, but especially on the bicycle vision network. In general, these edits were corrections needed to improve the accuracy of the maps, by reflecting the current status (i.e., existing or proposed) or class of the bikeways, to reflect local conditions and plans. All of these corrections were made. Several requests were made to show current or more realistic potential alignments for regional trails, including the East Bay Greenway and the Bay Trail. These edits were also made.
- **New mileage numbers:** Due to changes to the vision maps, the total miles of facilities were re-calculated for both plans, including by planning area and by jurisdiction. The total

network miles in the bicycle plan did not change greatly, but the numbers now show that more of the network is built (52%) than was stated in the draft plan (48%). In the pedestrian plan, the total miles decreased significantly (by 400 miles), mostly as a result of corrections made to the maps to remove duplicating miles.

- **New implementation costs:** Because most of the costs are based on the total miles of network, the total costs also changed.
  - For the Bicycle Plan, although the cost of construction went down due to more of the network being built than previously thought, the maintenance costs went up, since there are now more miles to be maintained for a longer period. The end result is that the bicycle plan implementation cost did not change.
  - For the Pedestrian Plan, the overall costs came down by almost \$400 million, mostly due to the decrease in the vision system mileage with the removal of duplicating miles.
- **Safety education and data:** The safety of bicyclists and pedestrians, and the need for more understanding of the issue and more education, was raised at Committee meetings. In response to these comments, the timeline for implementation of educational programs addressing safety and a detailed collision analysis was moved up.

### *Countywide Priorities*

One of the primary purposes of both plans is to establish a set of countywide capital projects, programs and plans that are intended to implement the plan's vision and goals. These projects, programs and plans, which have been made consistent between the plans as appropriate, will be used, along with additional scoring criteria, to guide countywide discretionary funding decisions. Each plan describes a priority system or network, which is a subset of the pedestrian vision system or the bicycle vision network, and on which limited countywide funding will be focused.

The countywide pedestrian vision system totals 2,800 miles of pedestrian facilities spread throughout the entire county. The system has five components:

- access to transit,
- access within central business districts,
- access to activity centers,
- access to Communities of Concern, and
- a network of inter-jurisdictional trails.

The bicycle vision network consists of 762 miles of bikeways, of which, approximately 394 miles (52%) have been built while 367 miles (48%) are still to be constructed. The network, like the pedestrian vision system, includes all parts of the county and has five components, focused on:

- an inter-jurisdictional network that provides connections between jurisdictions (this is largely the vision network from the 2006 Bicycle Plan),
- access to transit,
- access to central business districts,
- an inter-jurisdictional trail network, and
- access to Communities of Concern.

Both plans also include a largely overlapping and robust set of programs to promote and support walking and bicycling, and the creation and updating of local pedestrian and bicycle master plans.



### *Costs and Revenue*

As stand-alone plans, the cost to implement all components of the Bicycle Plan between 2012 and 2040 totals \$945 million, while the cost for the Pedestrian Plan is \$2.4 billion. The revenue anticipated over the next 28 years for the Bicycle Plan is \$324 million; for the Pedestrian Plan, it is approximately \$500 million. Together, the two plans include some duplicating costs for the multi-use trails. If these costs are split evenly between the two plans, the total, non-duplicating cost, to implement both the Pedestrian and Bicycle Plans is approximately \$2.7 billion and the expected revenue is \$820 million (see table below). These costs are higher than those in the previous Bicycle and Pedestrian Plans for several reasons, but mainly because they are more comprehensive and have been expanded as follows:

- **Bicycle Plan:**
  - For construction costs, expanded vision network from 549 miles to 762 miles with a significant part of this mileage increase due to adding more routes to connect to transit.
  - More comprehensive maintenance costs.
  - Expanded number of educational/promotional programs and included the full program costs.
  - Inclusion of local master plans, which were not included in the 2006 plan.
- **Pedestrian Plan:**
  - For construction costs, expanded pedestrian vision system to include one central business district (CBD) per jurisdiction and added the communities of concern category.
  - Inclusion of maintenance costs for the first time.
  - Expanded number of educational/promotional programs and included the full program costs.

### *Combined Bicycle and Pedestrian Plans non-duplicating costs and revenue, 2012–2040*

(in millions; rounded to nearest \$100,000)

|  | <i>Bicycle Plan</i> | <i>Pedestrian Plan</i> | <i>Total (non-duplicating) costs</i> |
|--|---------------------|------------------------|--------------------------------------|
| <b>Costs</b>                             | <b>\$ 626.7</b>     | <b>\$ 2,081.3</b>      | <b>\$ 2,708.0</b>                    |
| -Construction of capital projects        | \$ 424.9            | \$ 1,459.3             | \$ 1,884.2                           |
| <i>Shared costs for multi-use trails</i> | \$ 259.1            | \$ 259.1               | \$ 518.2                             |
| <i>Remaining Plan construction costs</i> | \$ 165.8            | \$ 1,200.2             | \$ 1,366.0                           |
| -Maintenance of capital projects         | \$ 124.8            | \$ 540.6               | \$ 665.5                             |
| <i>Shared costs for multi-use trails</i> | \$ 57.4             | \$ 57.4                | \$ 114.9                             |
| <i>Remaining Plan maintenance costs</i>  | \$ 67.4             | \$ 483.2               | \$ 550.6                             |
| -Programs implementation                 | \$ 71.6             | \$ 75.9                | \$ 147.5                             |
| -Local master plans                      | \$ 5.4              | \$ 5.4                 | \$ 10.8                              |
| <b>Revenue</b>                           | <b>\$ 324.3</b>     | <b>\$ 495.7</b>        | <b>\$ 820.0</b>                      |

**Next Steps**

The Final Draft Plans were released on Monday, September 24<sup>th</sup> and are available for public review and comment through Monday, October 15<sup>th</sup> at Noon. Comments received by this date will be consolidated and provided to the Alameda CTC Board for its consideration for incorporating into the final plans. Three Alameda CTC committees are being requested to review the Final Draft plans and recommend that the Board adopt the plans. The committees and meeting dates are as follows:

|                 |   |
|-----------------|---|
| October 2, 2012 | Alameda County Technical Advisory Committee (ACTAC) |
| October 4, 2012 | Bicycle and Pedestrian Advisory Committee (BPAC)    |
| October 8, 2012 | Planning, Policy, and Legislation Committee (PPLC)  |

The Alameda CTC Board will meet on October 25, 2012 to consider adopting the plans, and incorporating them by reference into the Countywide Transportation Plan.

**Fiscal Impacts**

None

**Attachments:**

Attachment A: Final Draft Countywide Bicycle Plan: Table of Contents and Executive Summary

Attachment B: Final Draft Countywide Pedestrian Plan: Table of Contents and Executive Summary

Attachment C: Comment Sheet

# ALAMEDA COUNTYWIDE BICYCLE PLAN



“Alameda County will be a community that inspires people of all ages and abilities to bicycle for everyday transportation, recreation and health”

Final draft

September 24, 2012

Prepared by the Eisen | Letunic team



# TABLE OF CONTENTS

|                         |   |
|-------------------------|---|
| Executive summary ..... | v |
|-------------------------|---|

## Chapters

|   |    |
|---|----|
| 1 Introduction .....                                    | 1  |
| 2 Existing conditions .....                             | 5  |
| • Key findings .....                                    | 6  |
| • Who is bicycling in Alameda County? .....             | 8  |
| • How many people are bicycling? .....                  | 10 |
| • Why are people bicycling? .....                       | 12 |
| • Where are people bicycling? .....                     | 16 |
| • Bicyclist safety .....                                | 22 |
| • Support facilities .....                              | 29 |
| • Local planning, programs and advocacy .....           | 29 |
| • Local funding, infrastructure and program needs ..... | 31 |
| • Implementation of the 2006 plan .....                 | 32 |
| 3 Evaluation of plans, policies and practices .....     | 35 |
| • Emerging policy areas .....                           | 36 |
| • Transportation plans .....                            | 42 |
| • Other policies and practices .....                    | 44 |
| • Issues identified by local jurisdictions .....        | 48 |
| 4 Vision and goals .....                                | 51 |
| • The vision for 2040 .....                             | 51 |
| • Goals and strategies .....                            | 51 |
| 5 Countywide priorities .....                           | 57 |
| • Capital projects .....                                | 57 |
| • Programs .....  | 68 |
| • Plans .....   | 76 |

|   |     |
|---|-----|
| 6 Costs and revenue .....                       | 77  |
| • Costs: Construction of capital projects ..... | 79  |
| • Costs: Maintenance of capital projects .....  | 84  |
| • Costs: Programs .....                         | 86  |
| • Costs: Plans .....                            | 88  |
| • Revenue .....                                 | 88  |
| 7 Next steps .....                              | 95  |
| • Funding .....                                 | 97  |
| • Technical tools and assistance .....          | 98  |
| • Countywide initiatives .....                  | 100 |
| • Performance measures .....                    | 103 |

## Tables

|   |      |
|---|------|
| E.1 Vision network mileage .....                        | vii  |
| E.2 Priority programs .....                             | vii  |
| E.3 Costs and revenue, 2012–2040 .....                  | viii |
| E.4 Implementation actions .....                        | viii |
| 2.1 Bike mode share by gender .....                     | 8    |
| 2.2 Journey-to-work mode share .....                    | 11   |
| 2.3 Bike access on transit .....                        | 14   |
| 2.4 Duration of bicycle trips .....                     | 21   |
| 2.5 Mileage of major trails .....                       | 22   |
| 2.6 Bicyclists killed or injured .....                  | 23   |
| 2.7 Intersections with 9 or more bicycle collisions ... | 24   |
| 2.8 Bicycle collisions by primary road .....            | 24   |
| 2.9 Bicycle fatalities and injuries by age group .....  | 27   |
| 2.10 Bicycle fatalities and injuries by time of day ... | 27   |
| 2.11 Local jurisdictions' infrastructure needs .....    | 31   |

|      |   |    |
|------|---|----|
| 2.12 | Local jurisdictions' programmatic needs .....   | 32 |
| 3.1  | Local climate action plans .....  | 39 |
| 3.2  | PDAs and GOAs in Alameda County .....   | 40 |
| 3.3  | Local bicycle and pedestrian plans .....  | 43 |
| 5.1  | Vision network mileage .....  | 59 |
| 5.2  | Vision network mileage by jurisdiction .....  | 59 |
| 5.3  | Transit stations and terminals, and major bus transfer stops .....                        | 65 |
| 5.4  | Priority programs .....   | 70 |
| 5.5  | Strategies addressed by priority programs .....   | 71 |
| 6.1  | Summary of costs and revenue, 2012–2040 .....   | 77 |
| 6.2  | Combined Bicycle and Pedestrian Plans' non-duplicating costs and revenue, 2012–2040 ..... | 79 |
| 6.3  | Construction costs .....  | 80 |
| 6.4  | Combined Bicycle and Pedestrian Plans construction costs .....                            | 80 |
| 6.5  | Class I bicycle capital costs .....   | 81 |
| 6.6  | Class II bicycle capital costs .....  | 82 |
| 6.7  | Class III bicycle capital costs .....   | 82 |
| 6.8  | Major non-bikeway capital projects .....  | 83 |
| 6.9  | Bicycle/transit interface project costs .....   | 84 |
| 6.10 | Maintenance costs, 2012–2040 .....  | 84 |
| 6.11 | Combined Bicycle and Pedestrian Plans maintenance costs .....                             | 85 |
| 6.12 | Bikeway per mile costs .....  | 85 |
| 6.13 | Program costs .....   | 87 |
| 6.14 | Plan development and update costs .....   | 88 |
| 6.15 | Projected revenue for countywide projects, programs and plans .....                       | 89 |
| 7.1  | Implementation actions .....  | 96 |

## Figures

|      |   |    |
|------|---|----|
| 2.1  | Bike mode share by age group .....                                    | 8  |
| 2.2  | Bike mode share by income level .....                                 | 10 |
| 2.3  | Mode share for all trips .....  | 10 |
| 2.4  | Journey-to-work mode share .....                                      | 11 |
| 2.5  | Bike trips by purpose .....   | 12 |
| 2.6  | Bike mode share by trip purpose .....                                 | 13 |
| 2.7  | Share of county population and bicycling trips by planning area ..... | 16 |
| 2.8  | Bike mode share by planning area .....                                | 17 |
| 2.9  | Commute-to-work bike mode share .....                                 | 18 |
| 2.10 | Daily bike trips to BART stations .....                               | 19 |
| 2.11 | Bike access share to BART stations .....                              | 20 |
| 2.12 | Bicycle fatalities and injuries .....                                 | 23 |
| 2.13 | Map of bicycle collisions .....                                       | 25 |
| 2.14 | Share of bicycle collisions and bike trips by planning area .....     | 26 |

|      |  |    |
|------|--|----|
| 2.15 | Share of bicycle fatalities and injuries by planning area .....    | 27 |
| 2.16 | Bicyclists as percentage of all traffic fatalities .               | 28 |
| 2.17 | Implementation challenges encountered by local jurisdictions ..... | 33 |
| 5.1  | Vision network—North planning area .....                           | 61 |
| 5.2  | Vision network—Central planning area .....                         | 62 |
| 5.3  | Vision network—South planning area .....                           | 63 |
| 5.4  | Vision network—East planning area .....                            | 64 |

## Appendices

See document entitled “Appendices to the Alameda Countywide Pedestrian and Bicycle Plans”

# EXECUTIVE SUMMARY

## Background and plan purpose

Bicycling is a key component of vibrant, livable, healthy communities, and an integral part of a complete transportation system. Alameda County's first Countywide Bicycle Plan was published in 2001 by the Alameda County Congestion Management Agency, one of the two predecessor agencies to the Alameda County Transportation Commission (Alameda CTC). It was updated in 2006, concurrent with the development of the first Alameda Countywide Pedestrian Plan, by the Alameda County Transportation Improvement Authority, the other Alameda CTC predecessor agency. From 2010 to 2012—as these two agencies merged to form Alameda CTC—both plans were updated, this time in very close coordination. Alameda CTC has updated this plan to identify and prioritize bicycle projects, programs and planning efforts of countywide significance. The plan provides the background, direction and tools needed to increase the number of cyclists and bicycling trips in Alameda County while improving bicycling safety.

## Key findings

The chapters on “Existing Conditions” and “Evaluation of Plans, Policies and Practices” contain data, statistics, findings and other information about

the state of bicycling in Alameda County. Below are some of the key findings:

- In 2000 (the latest year for which such data is available), approximately 593,000 bike trips were made every week in Alameda County, or almost 85,000 trips daily. This represented 2% of all trips.
- The bike mode share in Alameda County (2%) is double that of the Bay Area (1%). The number of bike commuters in Alameda County increased by 21% from 2000 to 2006–2008 (compared to an increase of only 2% for all commuters).
- The most common purposes for bike trips in Alameda County are social/recreational (34%), work (19%) and shopping (19%).
- From 2001 to 2008, there was an annual average of 3 bicycle fatalities in Alameda County and 538 bicyclists injured seriously.
- Over the past eight years, bicyclists have made up 2.6% of all traffic fatalities in Alameda County; this is roughly consistent with the percentage of all trips that are made by bike in the county (2%).
- Since 2006, four cities have updated their bicycle or bicycle/pedestrian plan; two cities adopted their first plan, as did the County (for the unincorporated areas). Only one city remains without a bicycle plan.
- Local jurisdictions estimated the cost of their capital bicycle and pedestrian project needs to be



\$520 million; of this, \$219 million, or more than 40%, was from the county's largest city, Oakland.

- The jurisdictions' annual maintenance expenditure for bicycle and pedestrian facilities is \$6.7 million. The annual funding gap is much larger, \$17.2 million; this likely indicates substantial deferred maintenance due to insufficient funds.
- The major obstacles to improving the bicycling environment that were most commonly cited by local agency staff were inadequate funding, shortage or absence of trained staff and implementation conflicts with other public agencies.
- Four policy areas have emerged or advanced in recent years that will likely contribute significantly to improving the policy landscape for bicycling: complete streets, climate action, smart growth and active transportation.
- A number of policies and practices exist at all levels of government that could be modified to better integrate bicycling into the transportation system.

## Plan vision and goals

The plan articulates a vision statement of what bicycling in Alameda County could be like by 2040, with the investments proposed in the plan:

*Alameda County is a community that inspires people of all ages and abilities to bicycle for everyday transportation, recreation and health, with an extensive network of safe, convenient and interconnected facilities linked to transit and other major destinations.*

In addition, the plan establishes five goals to guide the actions and decisions of Alameda CTC in implementing the plan and a set of more than 40 specific, detailed and implementable strategies designed to attain the plan's goals. Together, the goals and strategies generally define the roles and responsibilities of Alameda CTC in implementing the Bicycle Plan. The five goals are:

### 1 Infrastructure and design

Create and maintain a safe, convenient, well-designed and continuous countywide bicycle network, with finer-grained connections around transit and other major activity centers.

### 2 Safety, education and enforcement

Improve bicycle safety through engineering, education and enforcement, with the aim of reducing the number of bicycle injuries and fatalities, even as the number of people bicycling increases.

### 3 Encouragement

Support programs that encourage people to bicycle for everyday transportation and health, including as a way to replace car trips, with the aim of raising the percentage of trips made by bicycling.

### 4 Planning

Integrate bicycling needs into transportation planning activities, and support local planning efforts to encourage and increase bicycling.

### 5 Funding and implementation

Maximize the capacity for implementation of bicycle projects, programs and plans.

## Countywide priorities

The Countywide Bicycle Plan establishes countywide capital projects, programs and plans that are intended to implement the plan's vision and goals. They include a "vision network" of countywide bicycle facilities (see Table E.1), a set of priority programs to promote and support bicycling (see Table E.2), and the creation and updating of local bicycle master plans. Because funding is limited, the plan also creates a more constrained "priority network" of capital projects on which to focus capital funding, and proposes to stagger the implementation of the programs.

The vision network consists of 762 miles of bikeways that provide connections between jurisdictions, access to transit, access to central business districts, an inter-jurisdictional trail network and access to "communities of concern" (communities with large concentrations of low-income populations and inadequate access to transportation). Of the total mileage, approximately 394 miles (52%) have been built while 367 miles (48%) are still to be constructed.

**Table E.1 | Vision network mileage**

| Planning area | Built      | Unbuilt    | Total      |
|---------------|------------|------------|------------|
| North         | 115        | 128        | 243        |
| Central       | 61         | 69         | 130        |
| South         | 115        | 49         | 164        |
| East          | 103        | 121        | 225        |
| <b>Total</b>  | <b>394</b> | <b>367</b> | <b>762</b> |

**Table E.2 | Priority programs**

|   |
|---|
| <b>Encouragement and promotion</b>                  |
| 1. Countywide bicycling promotion                   |
| 2. Individualized travel marketing                  |
| 3. Programs in community-based transportation plans |
| <b>Safety, education and enforcement</b>            |
| 4. Safe routes to schools                           |
| 5. Bicycle safety education                         |
| 6. Multi-modal traffic school                       |
| 7. Countywide safety advertising campaign           |
| <b>Technical support and information sharing</b>    |
| 8. Technical tools and assistance                   |
| 9. Agency staff training and information sharing    |
| 10. Multi-agency project coordination               |
| 11. Collaborative research                          |
| <b>Infrastructure support</b>                       |
| 12. Bike sharing                                    |

## Costs and revenue

The estimated cost to implement the Countywide Bicycle Plan is approximately \$945 million (see Table E.3). This includes the costs to construct and maintain the bicycle network, to implement the bicycling programs and also to develop and update the bicycle master plans of local agencies. In the next 28 years, Alameda County jurisdictions and agencies can expect approximately \$325 million in funding for bicycle projects and programs included in this plan. The difference between estimated costs and projected

revenue for projects in this plan—the funding gap—is about \$620 million. Put another way, the projected revenue for countywide projects is only 34% of the estimated costs. Changing any of the assumptions for the estimates will change the figures somewhat but will not change the fact that the cost greatly exceeds projected revenue. To begin to address this funding gap, Alameda CTC, through its planning and funding processes, will need to prioritize projects and project types so that the most critical needs are funded first.



Compared to the 2006 Countywide Bicycle Plan vision network which was 549 miles, this 2012 network is 40% larger, which is one of the main reasons that the plan costs and funding gap are significantly higher. This considerable growth in the size of the network is mainly due to making bicycling access to transit a higher priority, which resulted in adding new bikeways to access all major transit stops and stations, and also incorporating the full mileage of the three major countywide trails. Other reasons why total plan costs have increased include using a more detailed methodology for calculating maintenance costs and a large increase in the number of programs. At the same time that the plan costs went up, revenue projections also increased three-fold, mainly due to new revenue sources, such as the Vehicle Registration Fee, and estimating revenue based on historical levels of funding from a more complete set of sources.



**Table E.3 | Costs and revenue, 2012–2040**

In millions; rounded to nearest \$100,000

|  |                 |
|--|-----------------|
| <b>Costs*</b>                            | <b>\$ 943.3</b> |
| • Construction of capital projects       | \$ 684.0        |
| • Maintenance of capital projects        | \$ 182.3        |
| • Programs implementation                | \$ 71.6         |
| • Local master plans                     | \$ 5.4          |
| <b>Revenue</b>                           | <b>\$ 324.3</b> |
| <b>Funding gap</b> (costs minus revenue) | <b>\$ 619.0</b> |

\* Include some shared costs with the Countywide Pedestrian Plan (see “Costs and Revenue” chapter).

## Next steps

The plan’s “Next Steps” chapter describes 16 priority implementation actions that Alameda CTC will undertake in the first five years of the plan’s life (2013–2017). These actions will begin to make the plan a reality in the near term and set the stage for implementing the plan’s medium- and long-term efforts. The actions, which are listed in Table E.4, fall into three categories: funding, technical tools and assistance and countywide initiatives.

**Table E.4 | Implementation actions**

|   |
|---|
| <b>Funding</b>  |
| 1. Implement the Countywide Bicycle Plan by continuing to dedicate funding and staff time to the plan priorities, and integrating the priorities into the agencies activities |
| 2. Fund and provide technical assistance for the development and updating of local bicycle master plans   |
| 3. Coordinate transportation funding with land use decisions that support and enhance bicycling   |
| 4. Pursue additional dedicated funding for bikeway maintenance  |
| <b>Technical tools and assistance</b>   |
| 5. Develop resources to support local jurisdictions in adopting and implementing Complete Streets policies  |
| 6. Offer regular trainings and information-sharing forums for local-agency staff on best practices in bicycle infrastructure and programs                                     |

7. Develop a local best practices resource and other tools that encourage jurisdictions to use bicycle-friendly design standards

8. Offer technical assistance to local jurisdictions on complex bicycle design projects

9. Develop tools and provide technical assistance to help local jurisdictions overcome CEQA-related obstacles

### Countywide initiatives

10. Develop and implement a strategy to address how to improve and grow (as feasible) four near-term priority countywide programs: Safe Routes to Schools program, Countywide bicycle safety education program, Countywide bicycle safety advertising campaign and Countywide bicycling promotion program

11. Develop and adopt an internal Complete Streets policy

12. Determine options for modifying the countywide travel demand model to make it more sensitive to bicycling and implement the best feasible option

13. Determine options for revising the Congestion Management Program to enhance bicycle safety and access, and implement the best feasible option

14. Work with the County Public Health Department to consider bicycle data and needs in the development and implementation of health and transportation programs

15. Monitor, evaluate and report on progress annually on implementation of the Countywide Bicycle Plan

16. Conduct research to inform future plan updates and countywide bicycle planning

## Performance measures

Lastly, the Bicycle Plan establishes eight performance measures to be used to monitor progress toward attaining the plan goals:

1. Miles of local and countywide bicycle network built
2. Percentage of all trips and commute trips made by bicycling
3. Number of bicycle injuries and fatalities
4. Number of bicyclists in countywide bicycle counts
5. Number of local jurisdictions with up-to-date bicycle master plans
6. Dedicated countywide funds (amount or percentage) for bicycle projects and programs

7. Number of schools with Safe Routes to Schools (SR2S) programs
8. Number of community members participating in countywide promotional and/or educational programs

## Plan organization

---

The Countywide Bicycle Plan consists of seven chapters:

### Chapter 1: Introduction

Describes the plan purpose, explains the relationship of the plan to the Countywide Pedestrian Plan and the Countywide Transportation Plan, and describes in more detail each of the plan chapters.

### Chapter 2: Existing conditions

Describes the current state of bicycling in Alameda County, with data and statistics on the number of bicyclists and bicycle trips. It also includes sections on bicycle safety; local planning efforts, support programs and advocacy efforts; and implementation of the 2006 plan.

### Chapter 3: Evaluation of plans, policies and practices

Summarizes the key plans, policies and practices at all levels of government that affect bicycling (and walking) in Alameda County and evaluates how they promote or hinder nonmotorized transportation, with a focus on the role of Alameda CTC, as the plan's implementing agency. It also discusses practical challenges encountered by agencies in implementing their plans, policies and projects, and suggests ways to overcome those challenges.

### Chapter 4: Vision and goals

Establishes a desired vision of bicycling in Alameda County in the year 2040; a set of goals, or broad statements of purpose meant to enable the vision to be realized; and under each goal, more specific and detailed strategies for attaining that goal.

### Chapter 5: Countywide priorities

Establishes the bicycle capital projects, programs and plans needed to implement the plan's vision. This chapter also defines the kinds of improvements in each category that will be eligible for funding, and

establishes general priorities among them. The capital projects make up a "vision" countywide network of bicycle facilities focused on the following areas: cross-county corridors, access to transit, access to central business districts, inter-jurisdictional trails and access to communities of concern.

### Chapter 6: Costs and revenue

Estimates the cost to deliver the bicycle projects, programs and plans of countywide significance, and the revenue expected to be available in Alameda County for these efforts through the plan's 28-year horizon.

### Chapter 7: Next steps

Describes the implementation actions that Alameda CTC will undertake in the first five years of the plan's life (2013–2017) to begin to make the plan a reality in the near term and to set the stage for implementing the plan's medium- and long-term efforts. The chapter also outlines the eight performance measures that will be used to monitor progress toward attaining the goals of the Countywide Bicycle Plan.

## Plan development and adoption

---

The Alameda Countywide Bicycle Plan was developed by Alameda CTC in collaboration with several advisory groups, including Alameda CTC's standing Bicycle and Pedestrian Advisory Committee and an ad hoc technical committee convened for this project, the Bicycle and Pedestrian Plans Working Group. The plan was also reviewed and commented on by Alameda CTC's Alameda County Technical Advisory Committee (ACTAC) and the Paratransit Advisory and Planning Committee (PAPCO). Alameda CTC gathered public input primarily by bringing the proposed countywide priorities to local Bicycle and Pedestrian Advisory Committees in all parts of the county for input, and keeping interested people informed about the planning process.

This plan update was developed concurrently with the Alameda Countywide Pedestrian Plan update. Alameda CTC adopted both plans, incorporating them by reference into the Countywide Transportation Plan, and will use them as a guide for planning and funding bicycle and pedestrian projects throughout the County. The plan will continue to be periodically updated, every four to five years.

# ALAMEDA COUNTYWIDE PEDESTRIAN PLAN



“Alameda County will be a community that inspires people of all ages and abilities to walk for everyday transportation, recreation and health”

Final draft

September 24, 2012

Prepared by the Eisen | Letunic team



# TABLE OF CONTENTS

|                                |          |
|--------------------------------|----------|
| <b>Executive summary .....</b> | <b>v</b> |
|--------------------------------|----------|

## Chapters

|   |   |    |
|---|---|----|
| 1 | Introduction .....                                      | 1  |
| 2 | Existing conditions .....                               | 7  |
|   | • Key findings .....                                    | 8  |
|   | • Who is walking in Alameda County?.....                | 10 |
|   | • How many people are walking? .....                    | 13 |
|   | • Why are people walking? .....                         | 15 |
|   | • Where are people walking? .....                       | 19 |
|   | • Pedestrian safety .....                               | 29 |
|   | • Local planning, programs and advocacy .....           | 36 |
|   | • Local funding, infrastructure and program needs ..... | 38 |
|   | • Implementation of the 2006 plan .....                 | 39 |
| 3 | Evaluation of plans, policies and practices.....        | 43 |
|   | • Emerging policy areas .....                           | 44 |
|   | • Transportation plans .....                            | 51 |
|   | • Other policies and practices .....                    | 52 |
|   | • Issues identified by local jurisdictions .....        | 56 |
| 4 | Vision and goals .....                                  | 59 |
|   | • The vision for 2040 .....                             | 59 |
|   | • Goals and strategies .....                            | 59 |
| 5 | Countywide priorities .....                             | 65 |
|   | • Capital projects .....                                | 65 |
|   | • Programs .....  | 76 |
|   | • Plans .....   | 82 |

|   |   |     |
|---|---|-----|
| 6 | Costs and revenue .....                         | 85  |
|   | • Costs: Construction of capital projects ..... | 87  |
|   | • Costs: Maintenance of capital projects .....  | 93  |
|   | • Costs: Programs .....                         | 95  |
|   | • Costs: Plans .....                            | 95  |
|   | • Revenue .....                                 | 97  |
| 7 | Next steps .....                                | 103 |
|   | • Funding .....                                 | 105 |
|   | • Technical tools and assistance .....          | 106 |
|   | • Countywide initiatives .....                  | 108 |
|   | • Performance measures .....                    | 111 |

## Tables

|      |  |      |
|------|--|------|
| E.1  | Priority programs .....                                  | vii  |
| E.2  | Costs and revenue .....                                  | vii  |
| E.3  | Implementation actions .....                             | viii |
| 2.1  | Walk mode share by gender .....                          | 10   |
| 2.2  | Journey-to-work mode share .....                         | 14   |
| 2.3  | Transit service in Alameda County .....                  | 17   |
| 2.4  | Duration of walking trips .....                          | 27   |
| 2.5  | Mileage of major trails .....                            | 28   |
| 2.6  | Pedestrians killed or injured .....                      | 30   |
| 2.7  | Intersections with 9 or more pedestrian collisions ..... | 31   |
| 2.8  | Pedestrian collisions by primary road .....              | 31   |
| 2.9  | Pedestrian fatalities and injuries by age group ..       | 34   |
| 2.10 | Pedestrian fatalities and injuries by time of day .....  | 35   |



|      |  |     |
|------|--|-----|
| 2.11 | Code violations in vehicle-pedestrian collisions .....                                   | 35  |
| 2.12 | Local jurisdictions' infrastructure needs .....  | 38  |
| 2.13 | Local jurisdictions' programmatic needs .....  | 39  |
| 3.1  | Local climate action plans .....   | 47  |
| 3.2  | PDAs and GOAs in Alameda County .....  | 48  |
| 3.3  | Local pedestrian and bicycle plans .....   | 51  |
| 5.1  | Vision system mileage .....  | 67  |
| 5.2  | Transit stations and terminals .....   | 73  |
| 5.3  | Bus trunk lines and major corridors .....  | 73  |
| 5.4  | Activity centers .....   | 74  |
| 5.5  | Priority programs .....  | 79  |
| 5.6  | Strategies addressed by priority programs .....  | 78  |
| 6.1  | Summary of costs and revenue, 2012–2040 .....  | 85  |
| 6.2  | Combined Bicycle and Pedestrian Plans non-duplicating costs and revenue, 2012–2040 ..... | 87  |
| 6.3  | Construction costs .....   | 88  |
| 6.4  | Combined Pedestrian and Bicycle Plans construction costs .....                           | 89  |
| 6.5  | Pedestrian vision category per mile costs .....  | 90  |
| 6.6  | Major bus corridors capital costs .....  | 90  |
| 6.7  | Rail and ferry stations capital costs .....  | 92  |
| 6.8  | Inter-jurisdictional trails capital costs .....  | 93  |
| 6.9  | Maintenance costs, 2012–2040 .....   | 94  |
| 6.10 | Combined Pedestrian and Bicycle Plans' maintenance costs .....                           | 95  |
| 6.11 | Program costs, 2012–2040 .....   | 96  |
| 6.12 | Plan development and update costs, 2012–2040 .....                                       | 97  |
| 6.13 | Projected revenue for countywide projects, programs and plans .....                      | 98  |
| 7.1  | Implementation actions .....   | 104 |

## Figures

|      |   |    |
|------|---|----|
| 2.1  | Walk mode share by age group .....                                  | 12 |
| 2.2  | Percentage of walk trips by age group .....                         | 12 |
| 2.3  | Walk mode share by income level .....                               | 13 |
| 2.4  | Mode share for all trips .....                                      | 14 |
| 2.5  | Walk trips by purpose .....   | 15 |
| 2.6  | Walk mode share by trip purpose .....                               | 16 |
| 2.7  | Share of county population and walking trips by planning area ..... | 20 |
| 2.8  | Walk mode share by planning area .....                              | 20 |
| 2.9  | Alameda County "Walk Score" map .....                               | 22 |
| 2.10 | Walk mode share and density by planning area .....                  | 23 |
| 2.11 | Walk mode share and car-free households by planning area .....      | 23 |

|      |  |    |
|------|--|----|
| 2.12 | Walk mode share and median income by planning area .....                       | 24 |
| 2.13 | Commute-to-work walk mode share .....  | 25 |
| 2.14 | Daily walk trips to BART stations .....  | 26 |
| 2.15 | Walk mode share to BART stations .....   | 27 |
| 2.16 | Pedestrian fatalities and injuries .....                                       | 30 |
| 2.17 | Map of pedestrian collisions .....   | 32 |
| 2.18 | Share of pedestrian collisions and walk trips by planning area .....           | 33 |
| 2.19 | Share of pedestrian fatalities and injuries per 100 pedestrian commuters ..... | 34 |
| 2.20 | Pedestrians as percentage of all traffic fatalities .....                      | 35 |
| 2.21 | Implementation challenges encountered by local jurisdictions .....             | 41 |
| 5.1  | Vision system—North planning area .....  | 68 |
| 5.2  | Vision system—Central planning area .....                                      | 69 |
| 5.3  | Vision system—South planning area .....  | 70 |
| 5.4  | Vision system—East planning area .....   | 71 |
| 6.1  | Walk access to rail stations .....   | 91 |

## Appendices

See document entitled "Appendices to the Alameda Countywide Pedestrian and Bicycle Plans"

# EXECUTIVE SUMMARY

## Background and plan purpose

---

Everyone walks (or uses a mobility device) each day, whether to school, to visit a neighbor, for exercise, for errands, or to catch a bus. Walking is an essential component of vibrant, livable, healthy communities, and an integral part of a complete transportation system. The Alameda County Transportation Improvement Authority, one of the two predecessor agencies to the Alameda County Transportation Commission (Alameda CTC), published the first Alameda Countywide Pedestrian Plan in 2006. Concurrently, the first update to the Alameda Countywide Bicycle Plan was developed by the Alameda County Congestion Management Agency, the other Alameda CTC predecessor agency. From 2010 to 2012—as these two agencies merged to form Alameda CTC—both plans were updated, this time in very close coordination.

Alameda CTC has updated this plan to identify and prioritize pedestrian projects, programs and planning efforts of countywide significance. The plan provides the background, direction and tools needed to increase the number of pedestrians and walking trips in Alameda County while improving pedestrian safety.

## Key findings

---

The chapters on “Existing Conditions” and “Evaluation of Plans, Policies and Practices” contain data, statistics, findings and other information about the state of walking in Alameda County. Below are some of the key findings:

- In Alameda County, as in the Bay Area as a whole, walking is the second most common means of transportation, after driving, representing 11% of all trips.
- In 2000, approximately 3.3 million trips were made primarily on foot every week in the county. This translates to more than 470,000 daily walk trips, or one trip for every three county residents.
- The number of pedestrian commuters increased by 14% from 2000 to 2006–2008 and the walk mode share for commute trips rose from 3.2% to 3.6%.
- From 2000 to 2008, there was an annual average of 25 pedestrian fatalities in Alameda County and 710 pedestrians injured seriously.
- Pedestrians made up 24% of all traffic fatalities in Alameda County; this is more than twice the percentage of all trips that are made by walking in the county (11%).
- Since 2006, four cities have developed pedestrian master plans (either stand-alone or combined with

a bicycle plan). Another four cities remain without such a plan.

- Local jurisdictions estimated the cost of their capital pedestrian and bicycle project needs to be \$520 million; of this, \$219 million, or more than 40%, was from the county's largest city, Oakland.
- The jurisdictions' annual maintenance expenditure for pedestrian and bicycle facilities is \$6.7 million. The annual funding gap is much larger, \$17.2 million; this likely indicates substantial deferred maintenance due to insufficient funds.



- The major obstacles to improving the walking environment that were most commonly cited by local agency staff were inadequate funding, shortage or absence of trained staff and implementation conflicts with other public agencies.
- Four policy areas have emerged or advanced in recent years that will likely contribute significantly to improving the policy landscape for walking: complete streets, climate action, smart growth and active transportation.
- A number of policies and practices exist at all levels of government that could be modified to better integrate walking into the transportation system.

## Plan vision and goals

The plan articulates a vision statement of what walking in Alameda County could be like by 2040, with the investments proposed in the plan:

Alameda County is a community that inspires people of all ages and abilities to walk for everyday transportation, recreation and health. A system of safe, attractive and widely

accessible walking routes and districts is created by interconnected pedestrian networks, strong connections to transit and pedestrian-friendly development patterns.

In addition, the plan establishes five goals to guide the actions and decisions of Alameda CTC in implementing the plan and a set of more than 40 specific, detailed and implementable strategies designed to attain the plan's goals. Together, the goals and strategies generally define the roles and responsibilities of Alameda CTC in implementing the Pedestrian Plan. The five goals are:

### 1 Infrastructure and design

Create and maintain a safe, convenient, well-designed and inter-connected pedestrian system, with an emphasis on routes that serve transit and other major activity centers and destinations.

### 2 Safety, education and enforcement

Improve pedestrian safety and security through engineering, education and enforcement, with the aim of reducing the number of pedestrian injuries and fatalities, even as the number of people walking increases.

### 3 Encouragement

Support programs that encourage people to walk for everyday transportation and health, including as a way to replace car trips, with the aim of raising the number and percentage of trips made by walking.

### 4 Planning

Integrate pedestrian needs into transportation planning activities, and support local planning efforts to encourage and increase walking.

### 5 Funding and implementation

Maximize the capacity for implementation of pedestrian projects, programs and plans.

## Countywide priorities

The Countywide Pedestrian Plan establishes countywide capital projects, programs and plans that

are intended to implement the plan’s vision and goals. They include a “vision system” of pedestrian facilities throughout the county, a set of priority programs to promote and support walking (see Table E.1), and the creation and updating of local pedestrian master plans. Because funding is limited, the plan also creates a more constrained “priority system” of capital projects on which to focus capital funding, and proposes to stagger the implementation of the programs.

The countywide vision system totals 2,799 miles of pedestrian facilities, of which 211 miles are multi-use trails. The system has five components: projects that provide or facilitate access (i) to transit, (ii) within central business districts, (iii) to activity centers, (iv) to “communities of concern” (communities with large concentrations of low-income populations and inadequate access to transportation); and, (v) a network of inter-jurisdictional trails.

Table E.1 | Priority programs

| Encouragement and promotion                         |
|---|
| 1. Countywide walking promotion                     |
| 2. Individualized travel marketing                  |
| 3. Programs in community-based transportation plans |
| Safety, education and enforcement                   |
| 4. Safe routes to schools                           |
| 5. Safe routes for seniors                          |
| 6. Multi-modal traffic school                       |
| 7. Countywide safety advertising campaign           |
| Technical support and information sharing           |
| 8. Technical tools and assistance                   |
| 9. Agency staff training and information sharing    |
| 10. Multi-agency project coordination               |
| 11. Collaborative research                          |

Costs and revenue

The estimated cost to implement the Countywide Pedestrian Plan is approximately \$2.4 billion. This includes the costs to construct and maintain the pedestrian system, to implement the pedestrian

programs and also to develop and update the pedestrian master plans of local agencies. In the next 28 years, Alameda County jurisdictions and agencies can expect approximately \$500 million in funding for pedestrian projects and programs. The difference between estimated costs and projected revenue for projects in this plan—the funding gap—is \$1.9 billion. Put another way, the projected revenue for countywide projects is only 21% of the estimated costs. Changing any of the assumptions for the estimates will change the figures somewhat but will not change the fact that the cost greatly exceeds projected revenue. To begin to address this funding gap, Alameda CTC, through its planning and funding processes, will need to prioritize projects and project types so that the most critical needs are funded first.

Table E.2 | Summary of costs and revenue, 2012–2040

In millions; rounded to nearest \$100,000

| Costs*                             | \$ 2,397.8 |
|------------------------------------|------------|
| • Construction of capital projects | \$ 1,718.5 |
| • Maintenance of capital projects  | \$ 598.1   |
| • Programs implementation          | \$ 75.9    |
| • Local master plans               | \$ 5.4     |
| Revenue                            | \$ 495.7   |
| Funding gap (costs minus revenue)  | \$ 1,902.1 |

\* Includes some shared costs with the Countywide Bicycle Plan (see “Costs and Revenue” chapter).

Although the size of this plan’s vision system is only slightly larger than the 2006 Countywide Pedestrian Plan vision system, the overall plan costs have more than doubled and the funding gap has increased substantially. However, because projected revenues have also increased, mainly due to new funding sources, the percent of costs covered by expected revenue is about the same as in the 2006 plan. The main reasons for the large increase in costs are: a new area of countywide significance, communities of concern, was added; cost estimates for the three major countywide trails were improved; maintenance costs were added, which were not in the 2006 plan; and the program costs have been more fully developed.



Next steps

The plan’s “Next Steps” chapter describes 16 priority implementation actions that Alameda CTC will undertake in the first five years of the plan’s life (2013–2017). These actions will begin to make the plan a reality in the near term and set the stage for implementing the plan’s medium- and long-term efforts. The actions, which are listed in Table E.3, fall into three categories: funding; technical tools and assistance; and countywide initiatives.

Table E.3 | Implementation actions

|   |
|---|
| Funding   |
| 1. Implement the Countywide Pedestrian Plan by continuing to dedicate funding and staff time to the plan priorities, and integrating the priorities into the agency’s activities  |
| 2. Fund and provide technical assistance for the development and updating of local pedestrian master plans  |
| 3. Coordinate transportation funding with land use decisions that support and enhance walking   |
| 4. Conduct research on, and develop resources for, best practices for funding sidewalk maintenance  |
| Technical tools and assistance  |
| 5. Develop resources to support local jurisdictions in adopting and implementing Complete Streets policies  |
| 6. Offer regular trainings and information-sharing forums for local-agency staff on best practices in pedestrian infrastructure and programs  |
| 7. Develop a local best practices resource and other tools that encourage jurisdictions to use pedestrian-friendly design standards   |
| 8. Offer technical assistance to local jurisdictions on complex pedestrian design projects  |
| 9. Develop tools and provide technical assistance to help local jurisdictions overcome CEQA-related obstacles   |
| Countywide initiatives  |
| 10. Develop and implement a strategy to address how to improve and grow (as feasible) four near-term priority countywide programs: Safe Routes to Schools program, Countywide pedestrian safety advertising campaign, Countywide Safe Routes for Seniors program and Countywide walking promotion program |

11. Develop and adopt an internal Complete Streets policy
12. Determine options for modifying the countywide travel demand model to make it more sensitive to walking, and implement the best feasible option
13. Determine options for revising the Congestion Management Program to enhance pedestrian safety and access, and implement the best feasible option
14. Work with the County Public Health Department to consider pedestrian data and needs in the development and implementation of health and transportation programs
15. Monitor, evaluate and report on progress annually on implementation of the Countywide Pedestrian Plan
16. Conduct research to inform future plan updates and countywide pedestrian planning

Performance measures

Lastly, the Pedestrian Plan establishes eight performance measures to be used to monitor progress toward attaining the plan goals:

1. Percentage of all trips and commute trips made by walking
2. Number of pedestrian injuries and fatalities
3. Number of pedestrians counted in countywide pedestrian counts
4. Number of completed countywide pedestrian projects
5. Number of local jurisdictions with up-to-date pedestrian master plans
6. Dedicated countywide funds (amount or percentage) for pedestrian projects and programs
7. Number of schools with Safe Routes to Schools (SR2S) programs
8. Number of community members participating in countywide promotional and/or educational programs

Plan organization

The Countywide Pedestrian Plan consists of seven chapters:

### Chapter 1: Introduction

Describes the plan purpose, explains the relationship of the plan to the Countywide Bicycle Plan and the Countywide Transportation Plan, and describes in more detail each of the plan chapters.

### Chapter 2: Existing conditions

Describes the current state of walking in Alameda County, with data and statistics on the number of pedestrians and walking trips. It also includes sections on pedestrian safety; local planning efforts, support programs and advocacy efforts; and implementation of the 2006 plan.

### Chapter 3: Evaluation of plans, policies and practices

Summarizes the key plans, policies and practices at all levels of government that affect walking (and bicycling) in Alameda County and evaluates how they promote or hinder nonmotorized transportation, with a focus on the role of Alameda CTC, as the plan's implementing agency. It also discusses practical challenges encountered by agencies in implementing their plans, policies and projects, and suggests ways to overcome those challenges.



### Chapter 4: Vision and goals

Establishes a desired vision of walking in Alameda County in the year 2040; a set of goals, or broad statements of purpose meant to enable the vision to be realized; and under each goal, more specific and detailed strategies for attaining that goal.

### Chapter 5: Countywide priorities

Establishes the pedestrian capital projects, programs and plans needed to implement the plan's vision. This chapter also defines the kinds of improvements in each category that will be eligible for funding, and establishes general priorities among them. The capital projects make up a "vision" countywide system of pedestrian facilities focused on the following five areas: access to transit, access within central business districts, access to activity centers, inter-jurisdictional trails and access to communities of concern.

### Chapter 6: Costs and revenue

Estimates the cost to deliver the pedestrian projects, programs and plans of countywide significance, and the revenue expected to be available in Alameda County for these efforts through the plan's 28-year horizon.

### Chapter 7: Next steps

Describes the implementation actions that Alameda CTC will undertake in the first five years of the plan's life (2013–2017) to begin to make the plan a reality in the near term and to set the stage for implementing the plan's medium- and long-term efforts. The chapter also outlines the eight performance measures that will be used to monitor progress toward attaining the goals of the Countywide Pedestrian Plan.

## Plan development and adoption

The Alameda Countywide Pedestrian Plan was developed by Alameda CTC in collaboration with several advisory groups, including Alameda CTC's standing Bicycle and Pedestrian Advisory Committee and an ad hoc technical committee convened for this project, the Bicycle and Pedestrian Plans Working Group. The plan was also reviewed and commented on by Alameda CTC's Alameda County Technical Advisory Committee (ACTAC) and the Paratransit Advisory and Planning Committee (PAPCO). Alameda CTC gathered public input primarily by bringing the proposed countywide priorities to local Bicycle and Pedestrian Advisory Committees in all parts of the county for input, and keeping interested people informed about the planning process.

This plan update was developed concurrently with the Alameda Countywide Bicycle Plan update. Alameda CTC adopted both plans, incorporating them by

reference into the Countywide Transportation Plan, and will use them as a guide for planning and funding pedestrian and bicycle projects throughout the County. The plan will continue to be periodically updated, every four to five years.

***This page intentionally left blank***

# Final Draft Alameda Countywide Bicycle and Pedestrian Plans

**Comments due by:**

**Monday, October 15, 2012, 12:00 Noon to**

Rochelle Wheeler, [rwheeler@alamedactc.org](mailto:rwheeler@alamedactc.org)

[illegible]

***This page intentionally left blank***



## **Memorandum**

**DATE:** September 26, 2012

**TO:** Planning, Policy and Legislation Committee

**FROM:** Matt Todd, Manager of Programming  
Arun Goel, SR2S Project Manager

**SUBJECT:** **Review of Safe Routes to Schools Program 2011-2012 Year-End Report and Update**

### **Recommendation**

This item is for information only. No action is requested.

### **Summary**

The purpose of this item is to provide the Programs and Projects Committee information related to the Alameda County Safe Routes to Schools (SR2S) Program for 2011-2012 Year-End Report and update on key activities for 2012-2013 school year.

This staff report and presentation will briefly review the following key areas:

- Growth of the SR2S Program over the past 6 years;
- Enhanced selection process for 2011-12;
- An update on the High School Pilot Program;
- How students are traveling; and,
- A look ahead to 2012-13 school year.

### **Discussion**

Alameda County's Safe Routes to Schools Program (SR2S) is a countywide program that promotes and encourages safe walking and bicycling to school, as well as carpooling and public transit use. As part of the Metropolitan Transportation Commission's new Climate Initiatives program, the 6-year-old Alameda County Safe Routes to Schools Program has expanded and will reach over 100 schools across the county in the upcoming 2012-13 school year, engaging students from kindergarten through 12th grade.

The Alameda County Safe Routes to Schools program promotes safe and healthy transportation choices for parents and children. The program began in 2006 as a pilot at four schools, funded with a Caltrans SR2S grant and Measure B funds. Since then, the program has expanded dramatically and in 2011-2012, reached more than 100 schools across Alameda County. The current program is administered by the Alameda County Transportation Commission and funded by Federal Congestion Mitigation and Air Quality funds, Federal Surface Transportation Program funds, and local Measure B funds.

During the 2011-2012 school year, Alameda County's SR2S team organized and delivered over 300 individual events to 102 schools. An enhanced selection process was adopted with the dual goals of distributing the programming equitably throughout the County and selecting schools with optimal chances of success. Ranking of schools were based on socio-economic characteristics, land use, barriers to active transportation, collision history, and the presence of a school champion and task force to assist with program implementation. The extensive SR2S program provided comprehensive programming to 68 elementary and middle schools, technical assistance to 30 elementary and middle schools, along with a new pilot program for 4 high schools in Alameda County.

Programming of the Alameda County SR2S was primarily structured around three big events: International Walk and Roll to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May. The 2011-12 school year saw increased participation and engagement of students for these events throughout the County. To maintain the enthusiasm generated by these big three events, Alameda County SR2S worked with schools to organize ongoing walking and biking activities. In 2011-2012, fifty schools held regular Walk and Roll to School Days and 14 schools had parent-led Walking School Buses. Walking rates at the schools with Walking School Buses averaged 37 percent, higher than the county average of 29 percent.

In 2012, Alameda County Transportation Commission launched the BikeMobile, a free mobile bicycle repair service. This service is independent of but coordinated with Alameda County SR2S. In 2012, the BikeMobile visited 29 schools participating in Alameda County's Safe Routes to Schools program, repaired 717 bikes, and resulted in a 30 percent increase in bicycling at these schools.

In fall 2012, Alameda County SR2S launched a groundbreaking pilot program at Oakland High, San Lorenzo High, Logan High in Union City, and Foothill High in Pleasanton. In the first year of the high school pilot program, Safe Routes had the ability to work with 1,200 students and 150 adults at the four pilot high schools. The combined events of all four schools had a participation of approximately 2,400 people.

The primary goal of the Alameda County Safe Routes to Schools program is to increase the percentage of students that travel to and from school by walking, biking, carpooling, school bus and transit. To measure these changes, the program has conducted student hand tallies and parent surveys since 2008. Beginning the spring semester 2012, the evaluation effort expanded, with all schools enrolled in the comprehensive program asked to complete surveys. The spring 2012 data will serve as a baseline against which to measure mode shift.



During the 2012-2013 school year, Alameda County SR2S will focus on the following improvements and new items:

- Strengthen program evaluation by collecting more data, building data collection into programming, and collating data on a regular basis.
- Expanding participating at the three key events (International Walk and Roll to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May.)
- Promote a new program: Carpool to School Day in February, and tie into regional carpooling efforts supported by Metropolitan Transportation Commission.
- Provide additional Skills Drills bike rodeos, for additional hands-on re-enforcement.
- Work with City of San Leandro to coordinate county SR2S programming with that City's recently launched, Caltrans-funded, SR2S programming.

### **Fiscal Impact**

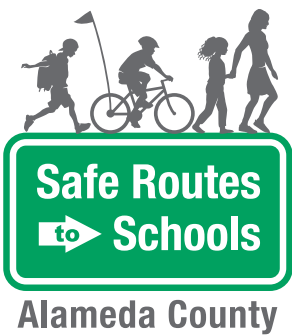
This is an informational item only, and there is no fiscal impact.

### **Attachments**

- Attachment A: Alameda County's Safe Routes to Schools Program 2011-2012 Year-End Report – Executive Summary
- Attachment B: Alameda County SR2S: 2011-2012 School Year Participating Schools

***This page intentionally left blank***

# Alameda County Safe Routes to Schools 2011-2012 Year-End Report Executive Summary



[www.alamedacountysr2s.org](http://www.alamedacountysr2s.org)



Alameda County Transportation Commission



METROPOLITAN  
TRANSPORTATION  
COMMISSION

# Acknowledgements

---

## **Alameda County Transportation Commission**

Commission Chair  
Mark Green, Mayor—City of Union City  
Commission Vice Chair  
Scott Haggerty, Supervisor—District 1

## **AC Transit**

Greg Harper, Director

## **Alameda County**

Supervisors  
Richard Valle—District 2  
Wilma Chan—District 3  
Nate Miley—District 4  
Keith Carson—District 5

## **BART**

Thomas Blalock, Director

## **City of Alameda**

Rob Bonta, Vice Mayor

## **City of Albany**

Farid Javandel, Mayor

## **City of Berkeley**

Laurie Capitelli, Councilmember

## **City of Dublin**

Tim Sbranti, Mayor

## **City of Emeryville**

Ruth Atkin, Councilmember

## **City of Fremont**

Suzanne Chan, Councilmember

## **City of Hayward**

Marvin Peixoto, Councilmember

## **City of Livermore**

John Marchand, Mayor

## **City of Newark**

Luis Freitas, Councilmember

## **City of Oakland**

Councilmembers  
Rebecca Kaplan  
Larry Reid

## **City of Piedmont**

John Chiang, Mayor

## **City of Pleasanton**

Jennifer Hosterman, Mayor

## **City of San Leandro**

Michael Gregory, Vice Mayor

## **Alameda CTC Executive Director**

Art Dao

## **Alameda CTC Program Manager**

Arun Goel

## **Program Consultant Team**

Alta Planning + Design  
TransForm  
Cycles of Change  
East Bay Bicycle Coalition  
Big Tadoo Puppet Crew  
Finger Design  
Lightbox

*Alameda County's Safe Routes to Schools Program wishes to thank all school district, school staff, school teachers, parent champions and students who support active and shared transportation to school.*

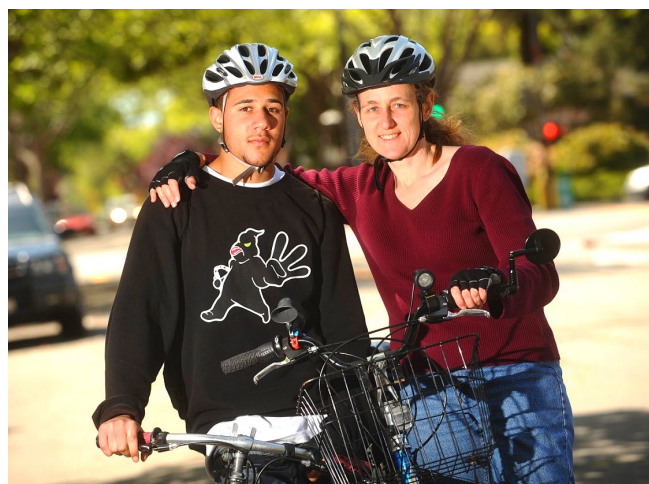
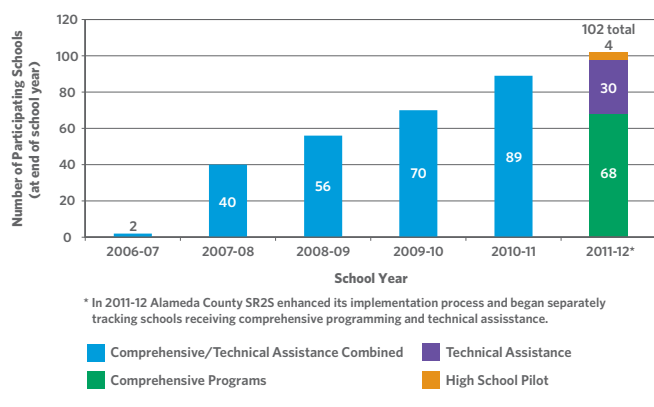
# Introduction

The Alameda County Safe Routes to Schools program promotes and encourages safe walking and bicycling to school, as well as carpooling and public transit use. The program is administered by the Alameda County Transportation Commission and, for the 2011-12 through 2012-13 school years, funded by \$2.31 million in Federal Congestion Mitigation and Air Quality funds, Federal Surface Transportation Program funds, and local Measure B funds.

## Program Growth

The Alameda County Safe Routes to Schools (SR2S) program began in 2006 as a pilot at four schools, funded with a Caltrans SR2S grant. Since then, the program has expanded dramatically and in the 2012-2013, school year, will reach more than 100 schools across Alameda County. During the 2011-2012 school year, Alameda County's SR2S team organized and delivered over 300 individual events to 102 schools.<sup>1</sup>

### Program Growth 2006-07 Through 2011-12



## Enhanced Selection Process

In fall 2011, Alameda County SR2S established an enhanced school selection process for the elementary and middle school program, with the dual goals of distributing the programming equitably throughout Alameda County and selecting schools with optimal chances of success. Ranking of schools was based on socio-economic characteristics, land use, barriers to active transportation, collision history, and the presence of a school champion and task force to assist with program implementation.

<sup>1</sup> Participation numbers include schools receiving comprehensive programming, schools receiving technical assistance, and for 2011-2012, pilot programming at high schools.





## Elementary and Middle School Programming

Alameda County SR2S structured 2011-2012 programming around three big events: International Walk and Bike to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May. Increased participation was seen for all three events:

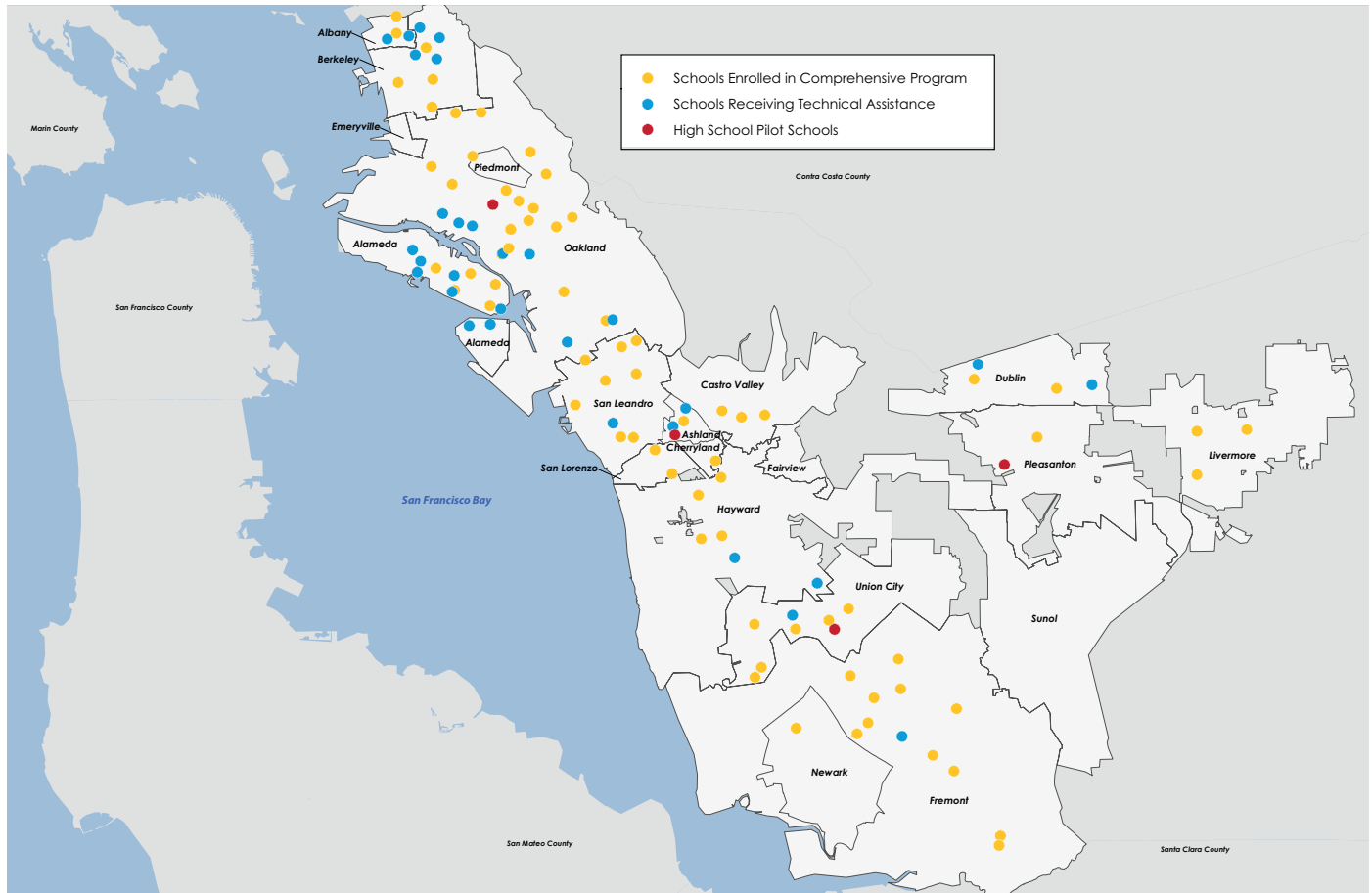
- 80 schools participated in International Walk and Bike to School Day in October 2011, up from 72 schools participating in 2010.
- 45 schools participated in Bike to School Day in May 2012, up from 7 schools in 2011. Bike ridership for that day nearly tripled, with over 1,600 students riding to school.
- 38 schools participated in the Golden Sneaker Contest in March 2012, up from 12 schools in 2011.

To maintain the enthusiasm generated by these three events, Alameda County SR2S worked with schools to organize ongoing walking and biking activities. In 2011-2012, fifty schools held regular Walk and Roll to School Days and 14 schools had parent-led Walking School Buses. Walking rates at the schools with Walking School Buses averaged 37 percent, higher than the county average of 29 percent.<sup>2</sup>

Alameda County SR2S education programming included “A Breath of Fresh Air” puppet show, which reached over 8,700 students in 22 schools, and in-classroom multi-day bicycle safety education, which reached approximately 3,600 students and 28 teachers at nine schools. As these programs were limited, an effort was made to distribute programming equitably throughout Alameda County’s four planning areas.

<sup>2</sup> Hand Tally Data at participating schools, spring 2012

## 2011-2012 Alameda County Safe Routes to Schools Participants



In 2012, Alameda County Transportation Commission launched the BikeMobile, a free, mobile bicycle repair service. This service is independent of but coordinated with Alameda County SR2S. In 2012, the BikeMobile visited 29 schools participating in Alameda County's Safe Routes to Schools program, repaired 717 bikes, and resulted in a 30 percent increase in bicycling at these schools

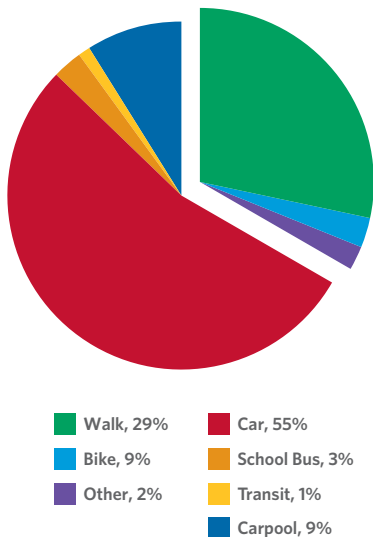
## High School Pilot Program

In fall 2012, Alameda County SR2S launched a ground-breaking pilot program at Oakland High, San Lorenzo High, Logan High in Union City, and Foothill High in Pleasanton. In the first year of the high school pilot

program, Safe Routes had the ability to work with 1,200 students and 150 adults at the four pilot high schools. The combined events of all four schools had a participation of approximately 2,400 people.

James Logan High students organized a weekly Bike-Pool, celebrated Bike to School Day, and created a public service announcement for entry into Metropolitan Transportation Commission's "This is How We Roll" video contest. Students participated in a school site assessment event with Union City staff to look at a sidewalk gap along Meyers Drive and documented the event on video. In July 2012, Union City won a grant to build the sidewalk for approximately \$250,000, with construction planned to start fall 2012.

### Mode Split for Alameda County School Trips, 2012, Hand Tally Data



At Foothill High in Pleasanton, Alameda County SR2S worked with 10 students in the Earth Club and Leadership after-school programs. Students promoted the existing Ride Free Wednesday program established by Livermore Amador Valley Transit Authority and the City of Pleasanton, boosting transit ridership during April. Ridership stayed higher for the remainder of the school year. Students also developed a proposal to give



priority parking to carpools, hosted the BikeMobile, promoted Bike to School Day, and were interviewed by TV 30 (Tri-Valley Television) for their work with Alameda County SR2S.

At Oakland High, the Alameda County SR2S High School Site Coordinator led a weekly class for 60 students in the Public Health Academy. Students read and discussed articles linking health, environment and Safe Routes to Schools, conducted travel surveys of their peers, participated in a school site assessment event, received professionals as guest speakers, and developed public health campaigns. As an outcome of the public health campaigns, students organized and promoted Transit Tuesday.

Alameda County SR2S worked with 20 students in San Lorenzo High's Green Academy Urban Design Class to organize and deliver SR2S programming. Students met weekly. Students conducted travel surveys of their peers, participated in a school site assessment event, kept track of their travel using a travel log and used the information to calculate pollution impact, and organized and promoted Walk and Roll to School Day, complete with a pop-up bike festival.





## How Students Travel

The primary goal of the Alameda County Safe Routes to Schools program is to increase the percentage of students that travel to and from school by walking, biking, carpooling, school bus and transit. To measure these changes, the program has conducted student hand tallies and parent surveys since 2008. Beginning the spring semester 2012, the evaluation effort expanded, with the program collecting hand tally and parent survey data from 50 schools. The spring 2012 data will serve as a baseline against which to measure mode shift.

For the 2012-2013 school year, Alameda County SR2S has launched improved internal processes to track and measure participation in the program by schools, students, teachers, and parents. This additional data will permit us to measure mode shift and will allow us to look for correlations between mode shift and specific program elements or strength of program participation.

## A Look Ahead

With expansion of the program in 2012-2013 and plans for eventually expanding to reach all schools in the County, the Alameda County SR2S program must make strategic decisions about program improvements and resource allocation. During the 2012-2013 school year, Alameda County SR2S will focus on the following improvements and new items:

- Strengthen program evaluation by collecting more data, building data collection into programming, and collating data on a regular basis.
- Expanding participation at the three key events (International Walk and Roll to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May.)
- Promote a new program: Carpool to School Day in February, and tie into regional carpooling efforts supported by Metropolitan Transportation Commission.
- Provide additional Skills Drills bike rodeos, for additional hands-on reinforcement.
- Work with City of San Leandro to coordinate county SR2S programming with that City's recently launched, Caltrans-funded, SR2S programming.
- Expand the High School Pilot Program to more schools and conduct more outreach to parents.



**Alameda County**

[www.alamedacountysr2s.org](http://www.alamedacountysr2s.org)

[staff@alamedacountysr2s.org](mailto:staff@alamedacountysr2s.org)



**Alameda County Transportation Commission**

**1333 Broadway, Suite 220 & 300**

**Oakland, CA 94612**

[www.AlamedaCTC.org](http://www.AlamedaCTC.org)



## Alameda County Safe Routes to Schools: 2011-12 School Year

|   | Comprehensive Program | Technical Assistance | High School Pilot | Opted Out |
|---|-----------------------|----------------------|-------------------|-----------|
| <b>North</b>                            |                       |                      |                   |           |
| <b>Alameda City Unified</b>             |                       |                      |                   |           |
| Bay Farm Elementary                     |                       | •                    |                   |           |
| Donald D. Lum Elementary                | •                     |                      |                   |           |
| Earhart Elementary                      |                       | •                    |                   |           |
| Edison Elementary                       | •                     |                      |                   |           |
| Frank Otis Elementary                   | •                     |                      |                   |           |
| Franklin Elementary                     |                       | •                    |                   |           |
| Henry Haight Elementary                 | •                     |                      |                   |           |
| Lincoln Middle School                   |                       | •                    |                   |           |
| Nea Community Learning Center           |                       | •                    |                   |           |
| Paden Elementary                        |                       | •                    |                   |           |
| Ruby Bridges                            |                       | •                    |                   |           |
| Washington Elementary (AUSD)            | •                     |                      |                   |           |
| Wood Middle School                      |                       | •                    |                   |           |
| <b>Albany City Unified</b>              |                       |                      |                   |           |
| Albany Middle                           | •                     |                      |                   |           |
| Cornell Elementary                      | •                     |                      |                   |           |
| Marin Elementary                        |                       | •                    |                   |           |
| Ocean View                              |                       | •                    |                   |           |
| <b>Berkeley Unified</b>                 |                       |                      |                   |           |
| Berkeley Arts Magnet                    |                       | •                    |                   |           |
| Jefferson Elementary                    |                       | •                    |                   |           |
| Malcolm X Elementary                    | •                     |                      |                   |           |
| Martin Luther King Middle               | •                     |                      |                   |           |
| Oxford Elementary                       |                       | •                    |                   |           |
| Rosa Parks Environmental Science Magnet | •                     |                      |                   |           |
| Thousand Oaks Elementary                |                       | •                    |                   |           |
| Washington Elementary (BUSD)            | •                     |                      |                   |           |
| <b>Oakland Unified</b>                  |                       |                      |                   |           |
| Achieve Academy                         | •                     |                      |                   |           |
| Anthony Chabot Elementary               | •                     |                      |                   |           |
| Brookfield Elementary                   |                       | •                    |                   |           |
| Community United Elementary             | •                     |                      |                   |           |
| Crocker Highlands Elementary            | •                     |                      |                   |           |
| Elmhurst Community Prep                 | •                     |                      |                   |           |
| Franklin Elementary                     |                       | •                    |                   |           |
| Fruitvale Elementary                    | •                     |                      |                   |           |
| Glenview Elementary                     | •                     |                      |                   |           |
| Hoover Elementary                       | •                     |                      |                   |           |

## Alameda County Safe Routes to Schools: 2011-12 School Year

|                                    | Comprehensive Program | Technical Assistance | High School Pilot | Opted Out |
|------------------------------------|-----------------------|----------------------|-------------------|-----------|
| <b>North (Continued)</b>           |                       |                      |                   |           |
| <b>Oakland Unified (Continued)</b> |                       |                      |                   |           |
| International Community            | •                     |                      |                   |           |
| James Madison Elementary           |                       | •                    |                   |           |
| Joaquin Miller Elementary          | •                     |                      |                   |           |
| La Escuelita                       |                       | •                    |                   |           |
| Laurel Elementary                  | •                     |                      |                   |           |
| Learning Without Limits            |                       | •                    |                   |           |
| Lincoln School                     |                       | •                    |                   |           |
| Manzanita Community                | •                     |                      |                   |           |
| Manzanita SEED                     | •                     |                      |                   |           |
| Montclair Elementary               | •                     |                      |                   |           |
| Oakland International High School  |                       |                      | •                 |           |
| Peralta Elementary                 | •                     |                      |                   |           |
| Piedmont Avenue Elementary         | •                     |                      |                   |           |
| Reach Academy                      |                       | •                    |                   |           |
| Redwood Heights Elementary         | •                     |                      |                   |           |
| Sequoia Elementary                 | •                     |                      |                   |           |
| Sobrante Park Elementary           | •                     |                      |                   |           |
| Think College Now                  |                       | •                    |                   |           |
| Westlake Middle                    | •                     |                      |                   |           |
| World Academy                      | •                     |                      |                   |           |
| <b>Central</b>                     |                       |                      |                   |           |
| <b>Castro Valley Unified</b>       |                       |                      |                   |           |
| Castro Valley Elementary           | •                     |                      |                   |           |
| Marshall Elementary                | •                     |                      |                   |           |
| Stanton Elementary                 | •                     |                      |                   |           |
| <b>Hayward Unified</b>             |                       |                      |                   |           |
| Bret Harte Middle                  | •                     |                      |                   |           |
| Burbank Elementary                 | •                     |                      |                   |           |
| Cherryland Elementary              | •                     |                      |                   |           |
| Eden Gardens Elementary            | •                     |                      |                   |           |
| Longwood Elementary                | •                     |                      |                   |           |
| Palma Ceia Elementary              |                       | •                    |                   |           |
| Southgate Elementary               | •                     |                      |                   |           |
| <b>San Leandro Unified</b>         |                       |                      |                   |           |
| Garfield Elementary                | •                     |                      |                   |           |
| McKinley Elementary                | •                     |                      |                   |           |
| Roosevelt Elementary               | •                     |                      |                   |           |
| San Lorenzo High School            |                       |                      | •                 |           |
| Washington Elementary (SLUD)       | •                     |                      |                   |           |
| Wilson Elementary                  | •                     |                      |                   |           |

## Alameda County Safe Routes to Schools: 2011-12 School Year

|                                       | Comprehensive Program | Technical Assistance | High School Pilot | Opted Out |
|---------------------------------------|-----------------------|----------------------|-------------------|-----------|
| <b>Central (Continued)</b>            |                       |                      |                   |           |
| <b>San Lorenzo Unified</b>            |                       |                      |                   |           |
| Bohannon Middle                       | •                     |                      |                   |           |
| Dayton Elementary                     | •                     |                      |                   |           |
| Edendale Middle                       | •                     |                      |                   |           |
| Grant Elementary                      | •                     |                      |                   |           |
| Hesperian Elementary                  |                       | •                    |                   |           |
| Hillside Elementary                   |                       | •                    |                   |           |
| Washington Manor Middle               | •                     |                      |                   |           |
| <b>South</b>                          |                       |                      |                   |           |
| <b>Fremont Unified</b>                |                       |                      |                   |           |
| Brookvale Elementary                  |                       |                      |                   | •         |
| Centerville Junior High               | •                     |                      |                   |           |
| E. M. Grimmer Elementary              |                       |                      |                   | •         |
| Glenmoor Elementary                   | •                     |                      |                   |           |
| James Leitch Elementary               | •                     |                      |                   |           |
| John G. Mattos Elementary             |                       |                      |                   | •         |
| John Gomes Elementary                 |                       |                      |                   | •         |
| Niles Elementary                      |                       |                      |                   | •         |
| O. N. Hirsch Elementary               | •                     |                      |                   |           |
| Parkmont Elementary                   | •                     |                      |                   |           |
| Walters Junior High                   |                       | •                    |                   |           |
| Warm Springs Elementary               | •                     |                      |                   |           |
| <b>New Haven Unified (Union City)</b> |                       |                      |                   |           |
| Alvarado Elementary                   | •                     |                      |                   |           |
| Cesar Chavez Middle                   | •                     |                      |                   |           |
| Delaine Eastin Elementary             | •                     |                      |                   |           |
| Guy Jr. Emanuele Elementary           | •                     |                      |                   |           |
| Hillview Crest Elementary             |                       | •                    |                   |           |
| Logan High School                     |                       |                      | •                 |           |
| Pioneer Elementary                    | •                     |                      |                   |           |
| Searles Elementary                    | •                     |                      |                   |           |
| Tom Kitayama Elementary               |                       | •                    |                   |           |
| <b>Newark Unified</b>                 |                       |                      |                   |           |
| H. A. Snow Elementary                 |                       |                      |                   | •         |

## Alameda County Safe Routes to Schools: 2011-12 School Year

|                                       | Comprehensive Program | Technical Assistance | High School Pilot | Opted Out |
|---------------------------------------|-----------------------|----------------------|-------------------|-----------|
| <b>East</b>                           |                       |                      |                   |           |
| <b>Dublin Unified</b>                 |                       |                      |                   |           |
| Dougherty Elementary                  | •                     |                      |                   |           |
| Dublin Elementary                     | •                     |                      |                   |           |
| Kolb Elementary                       |                       | •                    |                   |           |
| Murray Elementary                     |                       | •                    |                   |           |
| <b>Livermore Valley Joint Unified</b> |                       |                      |                   |           |
| Emma C. Smith Elementary              | •                     |                      |                   |           |
| Junction K-8                          | •                     |                      |                   |           |
| Rancho Las Positas Elementary         | •                     |                      |                   |           |
| <b>Pleasanton Unified</b>             |                       |                      |                   |           |
| Foothill High School                  |                       |                      | •                 |           |
| Thomas S. Hart Middle                 |                       |                      |                   | •         |





## **Memorandum**

**DATE:** September 26, 2012

**TO:** Planning, Policy and Legislation Committee

**FROM:** Tess Lengyel, Deputy Director of Policy, Legislation and Public Affairs  
Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator

**SUBJECT: Approval of Final Draft Alameda CTC Complete Streets Policy Elements**

### **Recommendation**

It is recommended that the Commission approve the final draft complete streets elements for jurisdictions to include in their local complete streets policies to be compliant with both Alameda CTC and Metropolitan Transportation Commission (MTC) One Bay Area Grant (OBAG) requirements.

### **Summary**

The Alameda CTC Master Program Funding Agreements (MPFAs), adopted by Alameda CTC in December 2011, require that all local jurisdictions adopt a complete streets policy by June 30, 2013. Five months after Alameda CTC's adoption of the MPFAs, the Metropolitan Transportation Commission, via OBAG, established a requirement for local jurisdictions to adopt a complete streets policy, by January 31, 2013, five months before the Alameda CTC requirement. Alameda CTC staff drafted ten policy elements to be required for local jurisdictions in Alameda County to be compliant with the MPFA requirement. Alameda CTC wrote its policy elements to incorporate the MTC required elements, so that local jurisdictions may adopt one resolution that meets both agency requirements. To assist local jurisdictions in adopting a policy resolution, staff developed a sample resolution which may be used by jurisdictions.

In September 2012, ACTAC, the Countywide Bicycle and Pedestrian Advisory Committee (BPAC), the Planning Policy and Legislation Committee (PPLC) and the Alameda CTC Board all reviewed the draft policy elements and the sample resolution, and provided input on them, as described further below. Staff revised both documents to reflect this input, and now requests approval of the revised policy elements (Attachment A). The revised sample resolution (Attachment B) is attached, as well as a sample local agency staff report that could be used to accompany a resolution (Attachment C). These two resources are being provided to support local jurisdictions in meeting the complete streets requirements, and may be modified by local agencies, as long as all of the required complete streets elements are addressed.

### **Background**

Complete streets are generally defined as streets that are safe, convenient and inviting for all users of the roadway, including pedestrians, bicyclists, motorists, persons with disabilities, movers of commercial goods, users and operators of public transit and emergency services,

seniors, and children. A complete street is the result of comprehensive planning, programming, design, construction, operation, and maintenance, and should be appropriate to the function and context of the street.

Building streets for all users has many benefits, including improving safety for all users, especially children and seniors; encouraging walking, bicycling and using transit; improving air quality; reducing greenhouse gas emissions; improving the health of the community by increasing physical activity; and supporting economic development and public safety.

#### *Overview of Alameda CTC and MTC Complete Streets Requirements*

The current Master Program Funding Agreements (MPFAs) between Alameda CTC and all local jurisdictions in Alameda County, which allows the distribution of local sales tax pass-through and Vehicle Registration Fee (VRF) funding, includes a two-part complete streets requirement, as follows:

*To receive Measure B and VRF funds, local jurisdictions must do both of the following with respect to Complete Street policies:*

- 1. Have an adopted complete streets policy, or demonstrate that a policy is being developed and will be adopted by June 30, 2013. This policy should include the “Elements of an Ideal Complete Streets Policy” developed by the National Complete Streets Coalition.*
- 2. Comply with the California Complete Streets Act of 2008. The California Complete Streets Act (AB1358) requires that local general plans do the following:*
  - a. Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.*
  - b. For the purposes of this paragraph, “users of streets, roads, and highways” means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.*

Adopted five months after the Alameda CTC requirement, MTC instituted a Complete Streets policy resolution requirement for any jurisdiction that wishes to receive OBAG funding. The OBAG requirements, like the Alameda CTC requirements, address both the adoption of a policy and compliance with the state Complete Streets Act. Unlike the Alameda CTC requirement, OBAG has established a deadline for complying with the state Complete Streets Act by October 31, 2014, as part of Resolution 4035.

*To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets policy resolution no later than January 31, 2013. A jurisdiction can also meet this requirement through*



*a general plan that complies with the Complete Streets Act of 2008. As discussed below, jurisdictions will be expected to have a general plan that complies within the Complete Streets Act of 2008 to be eligible for the next round of funding. (page 12 of Resolution 4035)*

*...For the OBAG cycle subsequent to FY 2015-16, jurisdictions must adopt housing elements by October 31, 2014...therefore, jurisdictions will be required to have General Plans with approved housing elements and that comply with the Complete Streets Act of 2008 by that time to be eligible for funding. (page 13 of Resolution 4035).*

#### *Alameda CTC Complete Streets Policy Requirement*

In September, Alameda CTC brought the draft complete streets policy document to ACTAC, BPAC, the PPLC and the Board for input, along with a draft sample resolution for adopting a policy. The original draft policy elements were developed to meet the Alameda CTC requirement in the MPFAs, and also allow jurisdictions to simultaneously comply with the MTC requirement. The Alameda CTC required policy elements are modeled on the National Complete Streets Coalition (NCSC) elements of an ideal complete streets policy, which are referenced in the MPFAs. The NCSC elements are based on national best practices and a review of the elements that are most effective at resulting in complete streets implementation.

At its September meeting, ACTAC provided the below input on the draft complete streets policy elements and the sample resolution:

- ***Use local plans:*** Support use of local bicycle and pedestrian master plans to guide complete streets implementation
- ***Ensure transit is included in designing streets:*** Support including transit planning in local jurisdiction work on streets
- ***Context Sensitivity:*** Need clarity on what this means and how it will be implemented locally
- ***Cost Implications:*** Concerns raised over potential cost increases to projects
- ***Maintenance:*** Need clarity on how complete streets is applied to street maintenance
- ***Flexibility:*** Request for flexibility at how implemented at local level

The PPLC did not add any additional input. Because the ACTAC packet mailout is before the September 27<sup>th</sup> Board meeting, staff will report on any input from the Board at the October ACTAC meeting.

The required policy elements were revised to reflect this input and are attached as a final draft in Attachment A, including integration of local plans, such as bike, pedestrian and transit plans, as guidance for complete streets projects, as well as modifying the exceptions process to allow local jurisdictions to define their own process and modifying the stakeholder engagement process to allow for a locally defined process. For each policy element, the complimentary NCSC policy and also the relevant MTC policy are listed for comparison, and notes are provided explaining any differences. Jurisdictions are encouraged to develop policy language that fits within the context of their local area.

### *Sample Resolution and Staff Report*

A revised sample resolution, which reflects ACTAC input from its September meeting, is attached (Attachment B). It can be used by a jurisdiction as a starting point towards developing and adopting a complete streets policy. While Alameda CTC does not require that the complete streets policy be adopted by resolution, MTC does have this requirement, and this sample resolution is based closely on the sample that MTC developed for use by jurisdictions in complying with their complete streets requirement.

The sample resolution is being provided to assist local jurisdictions. Neither Alameda CTC nor MTC requires that this exact language be used, and therefore local jurisdictions may modify the resolution language, as appropriate to their locality. However, the final policy language contained in the resolution must still meet the intent of the Alameda CTC complete streets policy elements requirement.

Alameda CTC staff has also drafted a sample staff report that local jurisdictions can use, modify and expand upon, to create a staff report to accompany its complete streets policy resolution (Attachment C). The staff report describes the complete streets concept, the benefits of complete streets, and the county and regional requirements for complete streets.

### *Update on Timing for Policy Adoption*

The MTC requirement for a complete streets policy adoption is January 31, 2013, while the Alameda CTC requirement is for June 30, 2013, a five month difference. At the September ACTAC and PPLC meetings, staff heard that jurisdictions would like more time to develop and adopt their complete streets policies, if feasible. Since the Alameda CTC MPFAs, with the June 30<sup>th</sup> deadline, were executed prior to OBAG adoption, it may be possible for Alameda County jurisdictions to be granted more time to adopt local complete streets policies.

Alameda CTC staff has submitted a letter to MTC requesting an administrative exception to the January 31, 2013 deadline to allow local jurisdictions more time to develop their complete streets resolution and proceed through approval processes. If granted by MTC, all jurisdictions in Alameda County requesting funding from the Alameda CTC must have their complete streets policy completed and approved by their local jurisdiction in time for Alameda CTC to make programming recommendations on the OBAG program. This will require either submission of a signed resolution or a written statement indicating that the jurisdiction will have its approved complete streets resolution prior to Alameda CTC final action on OBAG programming which will take place in June 2013.

### *Resources*

Alameda CTC wants to ensure that local jurisdictions have the resources they need to adopt and implement successful complete streets policies. As a step towards this goal, Alameda CTC recently added a complete streets page to its website, listing many key complete streets resources available for both developing local policies and for implementation. The website can be found here: [http://www.alamedactc.org/app\\_pages/view/8563](http://www.alamedactc.org/app_pages/view/8563).

Jurisdictions are especially encouraged to review the following two NCSC documents which include links to hundreds of complete streets policies around the country providing specific language examples, and also provide a step-by-step guide to developing a local policy:

- “Complete Streets Policy Analysis 2011”
  - <http://www.completestreets.org/webdocs/resources/cs-policyanalysis.pdf>
- “Complete Streets Local Policy Workbook”
  - <http://www.completestreets.org/webdocs/resources/cs-policyworkbook.pdf>

At a regional level, MTC will be offering complete streets workshops throughout the region in October, including in Alameda County.

**Attachments:**

- |               |   |
|---------------|---|
| Attachment A: | Final Draft Alameda CTC Complete Streets Policy Elements with comparison to Other Policy Elements |
| Attachment B: | Sample Complete Streets Policy Resolution   |
| Attachment C: | Sample Complete Streets Policy Staff Report   |

***This page intentionally left blank***

Attachment A: DRAFT Alameda CTC Complete Streets Policy Requirement with Comparisons to Other Policy Elements

August 28, 2012

|   | DRAFT Alameda CTC Complete Streets Policy Requirement   | National Complete Streets Coalition (NCSC) Complete Streets Elements (referenced in Master Program Funding Agreements)  | MTC Required Elements of a Complete Streets Resolution to Comply with OBAG   | NOTES<br>on differences between Alameda CTC, NCSC and MTC elements  |
|---|---|---|--|---|
| 1 | <b>Vision:</b> A clear and strong vision that is based on local needs and goals. The vision must include that all transportation improvements will be planned, funded, designed, constructed, operated, and maintained to provide safe mobility for all users, appropriate to the function and context of the facility.   | <b>Vision:</b> Includes a <u>vision</u> for how and why the community wants to complete its streets.  | Included in “serve all users” element, below.  | A vision statement is required, as it will clearly define the goals and intent of the community. The ACTC language is based on Caltrans’ complete streets policy (Deputy Directive 64, Revision 1). |
| 2 | <b>All Users and Modes:</b> All users (referenced above) will include pedestrians, bicyclists, persons with disabilities, seniors, children, motorists, movers of commercial goods, users and operators of public transportation, and emergency responders.   | <b>All Users and Modes:</b> Specifies that ‘ <u>all users</u> ’ include pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as trucks, buses, and automobiles. | <b>Serve all Users:</b> All transportation improvements will be planned, designed, constructed, operated and maintained to support safe and convenient access for all users, and increase mobility for walking, bicycling and transit use.   | The ACTC policy element more closely aligns with the intent of the NCSC element, while meeting the goals of the MTC element when combined with the <i>Vision</i> element above.                     |
| 3 | <b>All Projects/Phases:</b> The policy applies to all roadway projects including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or expansion of existing roadways, as well as those that involve new privately built roads and easements intended for public use.   | <b>All Projects/Phases:</b> Applies to <u>both new and retrofit</u> projects, including design, planning, maintenance, and operations, for the entire right of way.                           | <b>All Projects/Phases:</b> The policy will apply to all roadway projects including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use.   | No changes to MTC element.  |
| 4 | <b>Exceptions:</b> Jurisdictions must prepare a process for approving exceptions, including who is allowed to sign off on exceptions. Written findings for exceptions must be included in a memorandum, signed off by a high level staff person, such as the Public Works director, or senior-level designee, and made publicly available. Exceptions must explain why accommodations for all users and modes were not included in the plan or project. | <b>Exceptions:</b> Makes <u>any exceptions</u> specific and sets a clear procedure that requires high-level approval of exceptions.   | <b>Process:</b> Plans or projects that seek exemptions from the complete streets approach outlined in prior sections must provide written finding of why accommodations for all modes were not included in the project. The memorandum should be signed off by the Public Works Director or equivalent high level staff person. Plans or projects that are granted exceptions must be made publically available for review.  | ACTC element strengthens and streamlines the MTC language.  |
| 5 | <b>Network/Connectivity:</b> The transportation system should provide a comprehensive, integrated and connected network of facilities for all modes of travel. A well-connected network should include non-motorized connectivity to schools, transit, parks, commercial areas, and civic destinations.   | <b>Connectivity:</b> Encourages <u>street connectivity</u> and aims to create a comprehensive, integrated, connected network for all modes.   | <b>Street Network/Connectivity:</b> The transportation system should provide a connected network of facilities accommodating all modes of travel. This includes looking for opportunities for repurposing rights-of-ways to enhance connectivity for cyclists, pedestrians and transit users. A well connected network should include nonmotorized connectivity to schools, parks, commercial areas, civic destinations and regional non-motorized networks on both publically owned roads/land and private developments (or redevelopment areas). | ACTC element strengthens and streamlines the MTC language.  |

|    | DRAFT Alameda CTC Complete Streets Policy Requirement   | National Complete Streets Coalition (NCSC) Complete Streets Elements (referenced in Master Program Funding Agreements)  | MTC Required Elements of a Complete Streets Resolution to Comply with OBAG  | NOTES<br>on differences between Alameda CTC, NCSC and MTC elements   |
|----|---|---|---|--|
| 6  | <b>Jurisdiction:</b> All departments in the jurisdiction whose work affects the roadway must incorporate a complete streets approach into the review and implementation of their projects and activities. As well, the jurisdiction will work in coordination with other agencies, transit districts and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation in designing and building transportation projects.   | <b>Jurisdiction:</b> Is adoptable by <u>all agencies</u> to cover <u>all roads</u> .  | <b>Complete Streets in all Departments:</b> All departments in the jurisdiction and outside agencies whose work affects the roadway must incorporate a complete streets approach into the review and implementation of their projects and activities. Potential complete streets opportunities could apply to projects such as, transportation projects, road rehabilitation, new development, utilities, etc.                | ACTC element streamlines the MTC language and adds the intent of the NCSC element to apply to coordination between multiple agencies.  |
| 7  | <b>Design:</b> The jurisdiction will define and generally follow its own accepted or adopted design standards, and will also evaluate using the latest design standards and innovative design options, with a goal of balancing user needs.   | <b>Design:</b> Directs the use of the <u>latest and best design</u> criteria and guidelines while recognizing the need for flexibility in balancing user needs. | None.   | An ACTC element is included, to follow the NCSC element, even though no MTC element included.  |
| 8  | <b>Context Sensitivity:</b> The planning and implementation of transportation projects will reflect conditions within and surrounding the project area, whether the area is a residential or business district or urban, suburban or rural. Project planning, design and construction of complete streets projects should include working with residents, merchants and other stakeholders to ensure that a strong sense of place is maintained.  | <b>Context Sensitivity:</b> Directs that Complete Streets solutions will <u>complement the context</u> of the community.  | <b>Context Sensitivity:</b> The planning and implementation of transportation projects will reflect conditions within and surrounding the project area, whether the area is a residential or business district or urban, suburban or rural. Project planning, design and construction of complete streets projects should include working with residents and businesses to ensure that a strong sense of place is maintained. | Essentially no changes to MTC element.   |
| 9  | <b>Performance Measures:</b> Jurisdiction will establish performance measures, and identify a means to collect data for the measures, to evaluate the implementation of the complete streets policy. Examples include tracking the number of miles of bicycle lanes and sidewalks, numbers of street crossings, transit ridership, etc. Specific measures should be listed.   | <b>Performance Measures:</b> Establishes <u>performance measures</u> with measurable outcomes.  | <b>Evaluation:</b> City and county will establish a means to collect data and indicate how the jurisdiction is evaluating their implementation of complete streets policies. For example tracking the number of miles of bike lanes and sidewalks, numbers of street crossings, signage etc.  | ACTC element strengthens and streamlines the MTC language.   |
| 10 | <b>Implementation Next Steps:</b> Jurisdiction will include a list of specific next steps for implementation of the Complete Streets policy. Implementation actions will include that any proposed improvements will be evaluated for consistency with all local plans, including bicycle, pedestrian and/or transit plans, and any other plans that affect the right-of- way. Implementation actions will also include that public input on projects and plans will be solicited from stakeholders, including local bicycle and pedestrian advisory committees (BPACs) and other advisory groups, as appropriate, as early in the development process as possible. | <b>Implementation Plan:</b> Includes <u>specific next steps</u> for implementation of the policy.   | <b>Plan Consultation:</b> Any proposed improvements should be evaluated for consistency with all local bicycle, pedestrian and transportation plans and any other plans that affect the right of way should be consulted for consistency with any proposed improvements.  | ACTC element streamlines the MTC language, incorporating both <i>Plan Consultation</i> and <i>BPAC Consultation</i> elements into one element, and adds the intent of the NCSC element to create a plan for specific next steps. |
|    |   | <b>Implementation Plan</b> (see above)  | <b>BPAC Consultation:</b> Input shall be solicited from local bicycle and pedestrian advisory committees (BPACs) or similar public advisory group in an early project development phase to verify bicycling and pedestrian needs for projects. (MTC Resolution 875 requires that cities of 10,000 or more create and maintain a BPAC or rely on the county BPAC to receive TDA-3 funds.)                                      |  |

**Sample**  
**Alameda County Transportation Commission**  
**Complete Streets Resolution**  
**for Alameda County Jurisdictions**

Resolution No. \_\_\_\_\_

**A RESOLUTION OF THE [City Council/Board of Supervisors] OF THE [Jurisdiction]**  
**ADOPTING**  
**A COMPLETE STREETS POLICY**

**WHEREAS**, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families *[insert other significant local users if desired, e.g. drivers of agricultural vehicles, emergency vehicles, or freight]*;

**WHEREAS**, [Jurisdiction] recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings; public health; and environmental sustainability;

**WHEREAS**, [Jurisdiction] acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation;

**WHEREAS**, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it “views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system”;

**WHEREAS**, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking;

**WHEREAS**, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental wellbeing of their communities;

**WHEREAS**, the Metropolitan Transportation Commission, through its One Bay Area Grant (OBAG) program, described in Resolution 4035, requires that all jurisdictions, to be eligible for OBAG funds, need to address complete streets policies at the local level through the adoption of a complete streets policy resolution or through a general plan that complies with the California Complete Streets Act of 2008;

**WHEREAS**, the Alameda County Transportation Commission, through its Master Program Funding Agreements with local jurisdictions, requires that all jurisdictions must have an adopted complete streets policy, which should include the “Elements of an Ideal Complete Streets Policy” developed by the National Complete Streets Coalition, in order to receive Measure B pass-through and Vehicle Registration Fund funding;

**WHEREAS**, [Jurisdiction] therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe and convenient travel for all users while preserving flexibility, recognizing community context, and using design guidelines and standards that support best practices;

**NOW, THEREFORE, BE IT RESOLVED**, by the [City Council/Board of Supervisors] of [Jurisdiction], State of California, as follows:

1. That the [Jurisdiction] adopts the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted.
2. That the next substantial revision of the [Jurisdiction] General Plan circulation will incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy adopted by this resolution.

**PASSED AND ADOPTED** by the [City Council/Board of Supervisors] of the [Jurisdiction], State of California, on \_\_\_\_\_, 201\_, by the following vote:

Attachment: Exhibit A



## Exhibit A

This Complete Streets Policy was adopted by Resolution No. \_\_\_\_\_ by the [City Council/Board of Supervisors] of the [Jurisdiction] on \_\_\_\_\_, 201\_\_.

### COMPLETE STREETS POLICY OF [JURISDICTION]

*[Insert VISION statement here.]*

#### A. Complete Streets Principles

**1. Complete Streets Serving All Users and Modes.** [Jurisdiction] expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency responders, seniors, children, youth, and families *[insert other significant local users if desired, e.g. drivers of agricultural vehicles, freight, etc.]*.

**2. Context Sensitivity.** In planning and implementing street projects, departments and agencies of [Jurisdiction] will maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and will work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, such as *[insert other accommodations if desired]* [, and those features identified in *insert name of Pedestrian/Bicycle Master Plan if it exists*].

**3. Complete Streets Routinely Addressed by All Departments.** All relevant departments and agencies of [Jurisdiction] will work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation.

**4. All Projects and Phases.** Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users will be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exception is approved via the process set forth in section C.1 of this policy.

#### B. Implementation

**1. Design.** [Jurisdiction] will generally follow its own accepted or adopted design standards, including *[list names here]*, and will also evaluate using the latest design standards and innovative design options, with a goal of balancing user needs.

**2. Network/Connectivity.** [Jurisdiction] will incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of all users, with the particular goal of creating a connected

network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for anticipated future transportation investments.

**3. Implementation Next Steps.** [Jurisdiction] will take the following specific next steps to implement this Complete Streets Policy:

- A. Plan Consultation and Consistency: Maintenance, planning, and design of projects affecting the transportation system will be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans.
- B. Stakeholder Consultation: Develop and/or clearly define a process to allow for stakeholder involvement on projects and plans including, but not limited to, local bicycle and pedestrian advisory committees (BPACs) and/or other advisory groups, as defined necessary to support implementation of this Complete Streets policy by [insert jurisdiction] .
- C. *[Add additional specific next steps here.]*

**4. Performance Measures.** All relevant agencies or departments will perform evaluations of how well the streets and transportation network of [Jurisdiction] are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

### **C. Exceptions**

**1. Exception Approvals.** A process will be developed for approving exceptions, including who is allowed to sign off on exceptions. Written findings for exceptions must be included in a memorandum, signed off by a high level staff person, such as the Public Works Director, or senior-level designee, and made publicly available. Exceptions must explain why accommodations for all users and modes were not included in the plan or project. *[Specific exceptions can be listed here. Federal guidance on exceptions can be found from the Federal Highway Administration (FHWA) Accommodating Bicycle and Pedestrian Travel ([http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/design\\_guidance/design.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm)). In addition, the National Complete Streets Coalition's "Policy Analysis 2011" (<http://www.completestreets.org/webdocs/resources/cs-policyanalysis.pdf>) provides direction on appropriate categories of exceptions.]*

**SAMPLE**  
**Complete Streets Staff Report**  
**for Alameda County Jurisdictions**

**Memorandum**

**DATE:** [date]

**TO:** [City Council/Board of Supervisors]

**FROM:** [Jurisdiction staff]

**SUBJECT:** Adoption of Complete Streets Policy Resolution

**Recommendation**

That [Jurisdiction] adopt the attached Complete Streets policy resolution.

**Summary**

Complete Streets are streets that are designed to be safe for all users, and inclusive of all modes and age groups. Such streets contribute to the health of the community because they are safer by design and because they encourage physical activity. Complete Streets can also help reduce auto trips, which improves air quality and decreases greenhouse gas emissions. Over 400 communities in the U.S. have committed to building complete streets, through the adoption of complete streets policies.

Both the Alameda County Transportation Commission (Alameda CTC) and the Metropolitan Transportation Commission (MTC) now require local jurisdictions to adopt a complete streets policy in order to receive local transportation sales tax and vehicle registration fee funding and OneBayArea Grant funds, respectively. The Alameda CTC requires that a policy be adopted by June 30, 2013, while MTC requires that a policy be adopted locally by January 30, 2013. One policy may be adopted to meet both requirements.

Staff has developed the attached complete streets policy resolution which meets the Alameda CTC and MTC requirements, and also *[describe how the policy meets local priorities and conditions]*.

**Background**

*Complete Streets*

Complete streets are generally defined as streets that are safe and convenient for all users of the roadway, including pedestrians, bicyclists, motorists, persons with disabilities, users and operators of public transit, seniors, children, and movers of commercial goods. A Complete Street is the result of comprehensive planning, programming, design, construction, operation, and maintenance, and should be appropriate to the function and context of the street. Over 400

communities in the U.S. have supported building complete streets, through the adoption of complete streets policies.

*[If available, insert data on jurisdiction's growth in bicycling and/or walking.]* In Alameda County, there has been a tremendous growth in the number of people bicycling and walking. Counts done by Alameda CTC show that since 2002 bicycling has increased by 75 percent and walking by 47 percent. As more facilities are built, evidence shows that even more people will likely be attracted to these modes. At the same time, transit ridership has also been increasing, and this trend is expected to continue; the Alameda Countywide Transportation Plan projects that there will be a 130 percent increase in all daily transit trips in the county by 2035. *[Can replace or complement this countywide transit data with local data, if available.]*

As in the entire country, the older population in [Jurisdiction] is growing dramatically. *[Insert local data on growth of older population, if available, and local plans/policies to support improved mobility for seniors.]* In 2005, ten percent of Alameda County residents were 65 and older, but by 2035, seniors will make up almost twenty percent of the county's population. At the other end of the age spectrum, more and more children are walking and bicycling to school, and this trend is expected to continue as the countywide Safe Routes to Schools program grows. *[Insert jurisdiction data on local Safe Routes to School efforts, if available; e.g., number of schools participating or expected to participate, benefits seen from program, or evidence of great need for participation.]*

Complete streets support safe and convenient travel by all of these existing users (walkers, bicyclists, transit riders, seniors and children), plus the many other users of the roadway.

#### *Regional and County Complete Streets Policy Requirements*

Both MTC and Alameda CTC have recently enacted requirements that local jurisdictions must have an adopted Complete Streets policy in order to receive or be eligible for certain transportation funding. Both of these requirements take effect in 2013. The MTC and Alameda CTC requirements are described below:

- *MTC Requirements:* With Resolution 4035, MTC established the requirement that any jurisdiction that wishes to receive OneBayArea Grant (OBAG) funding must, by January 31, 2013, either adopt a complete streets policy resolution that is consistent with regional guidelines, or have a general plan circulation element that is in compliance with the state Complete Streets Act (explained further below).
- *Alameda CTC Requirements:* The current Master Program Funding Agreement (MPFA) between Alameda CTC and [Jurisdiction], which was signed in [Month], 2012, and allows the distribution of Measure B and Vehicle Registration Fee (VRF) pass-through funding, includes a complete streets policy requirement. Local jurisdictions adopt a complete streets policy that includes ten required elements, by June 30, 2013. Alameda CTC developed its required policy elements to be complementary to the MTC requirement, so that jurisdictions only need to adopt one policy to be in compliance with both the Alameda CTC and MTC requirements.

### *Development and Description of Complete Streets Policy Resolution*

The attached complete streets policy resolution (Attachment A) is based on Alameda CTC's resolution template. *[Describe here any modifications to the template that were made to meet local priorities and/or conditions. Describe how the policy was developed, how public input was solicited, what internal departments/divisions were consulted, the local implications of a policy, how the policy will be implemented, etc.]*

### *Existing Efforts Supportive of Complete Streets in [Jurisdiction]*

[Jurisdiction] already has *[insert details about local policies, plans, programs, etc. that are consistent with a complete streets approach, such as local bicycle and/or pedestrian master plans, Climate Action Plans, ADA Transition Plans, policies supporting transit, etc.]*.

### *Future Complete Streets Policy Requirements*

The California Complete Streets Act of 2008 (Assembly Bill 1358), which took effect in January 2011, requires cities and counties to include complete streets policies as part of their general plans. This must be done at the time that any substantive revisions of the circulation element in the general plan are made. The state Office of Planning and Research has developed guidance for locals to comply with the law.

To be eligible for future transportation funding cycles, MTC's Resolution 4035 requires that local jurisdictions must have updated their general plan to comply with the state's Complete Streets Act by October 31, 2014. [Jurisdiction's] MPFA with Alameda CTC also requires that it comply with the state act, but there is no deadline for this action.

*[Insert jurisdiction data on whether GP already meets requirement, and if not, how the jurisdiction intends to comply with the law, e.g., projected update schedule, etc.]*

### **Attachments:**

Attachment A: Complete Streets Policy Resolution

---

*[For additional resources, including examples of complete streets policy language and sample PowerPoint presentations on Complete Streets, visit the National Complete Streets Coalition website: <http://www.smartgrowthamerica.org/complete-streets> and the Alameda CTC Complete Streets resource page: [http://www.alamedactc.org/app\\_pages/view/8564](http://www.alamedactc.org/app_pages/view/8564)]*

***This page intentionally left blank***

## **Memorandum**

**DATE:** September 26, 2012

**TO:** Planning, Policy and Legislation Committee

**FROM:** Beth Walukas, Deputy Director of Planning  
Cathleen Sullivan, Planning Support  
Matt Bomberg, Assistant Transportation Planner

**SUBJECT: Approval of Priority Development Area (PDA) Readiness Criteria**

### **Recommendation**

It is recommended that the Commission approve the proposed PDA readiness criteria to be used in the development of the PDA Investment and Growth Strategy/Strategic Plan. These criteria will be used to group Alameda County's 43 PDAs into three readiness categories: active, borderline active, and in need of planning support. ACTAC is scheduled to consider this item on October 2, 2012.

### **Summary**

Resolution 4035, approved by MTC and ABAG on May 17, 2012, provides guidance for the allocation of the Cycle 2 Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds for the next four fiscal years (FY 2012-13 through FY 2015-16). It includes specific policy objectives and implementation requirements that Bay Area congestion management agencies must meet as a condition for the receipt of OBAG funds. In large counties, such as Alameda County, 70 percent of the OBAG funding must be programmed to transportation projects that support PDAs and 30 percent of the OBAG funds may be programmed for transportation projects elsewhere in the county. Currently, there are 43 PDAs in Alameda County approved by ABAG.

To ensure that CMAs have a transportation project priority setting process for OBAG funding that supports and encourages development in the region's PDAs, MTC requires that Alameda CTC work with Alameda County jurisdictions to develop a PDA Investment and Growth Strategy. The PDA Investment and Growth Strategy must be adopted by the Alameda CTC and submitted to MTC/ABAG by May 1, 2013.

Alameda CTC has been working with local jurisdictions to understand the parameters and status of development in the County's PDAs. This effort has resulted in the development of a PDA inventory that will be used to develop Alameda County's PDA Investment and Growth Strategy, which will include a PDA Strategic Plan. This memo proposes criteria for defining PDA "readiness" to receive funding for transportation projects based on the type of planning that has

been done, the status of housing and commercial development and the housing and development policies in place. The results of the inventory are being evaluated currently. The PDA Strategic Plan, which classifies Alameda County's 43 PDAs by readiness status using the criteria presented in this memo, will be presented to the committees in November. The Strategic Plan is one component of the PDA Investment and Growth Strategy which will be presented to the Committee in February and March 2013. Other OBAG requirements, including Complete Streets and Programming Guidelines, are discussed under separate agenda items.

## **Discussion**

PDAs are envisioned to be vibrant places with adequate housing for all income levels, a mix of uses, access to jobs and multi-modal transportation infrastructure. However, development and implementation of a PDA is a complex long-term process; it can easily take 10, 20 or 30 years for market support, city support, and community support to align to enable this vision to come to fruition. There are many factors that make development of a PDA complex.

PDA success hinges on general plan and zoning updates, public process, environmental review, and upgrades to infrastructure to provide basic public services such as police, fire, schools, sewer and water. Perhaps most importantly, however, market demand for housing and/or commercial space in a PDA must be strong for development to take place; this market demand may take time to mature.

Development of a PDA is planned by the public sector, but is really driven by the private sector. Before proposing a real estate development project, a developer will evaluate the factors mentioned above, such as if zoning is in place, if there is sufficient water and sewer capacity, and how difficult entitlements are to get. But they will look most closely at the strength of the market for their proposed use (e.g. housing, commercial, retail) which determines whether their financial return is going to be sufficient to balance the risk and cost of the project. Market analysis takes into consideration factors such as demographics (e.g., basic demand trends, current and projected population and age, employment levels), median household income, number and type of jobs, new housing values/home re-sale values, apartment rental rates, and permit activity. Market strength can be impacted by public sector actions, but is also impacted by many factors outside a city's control.

In addition, PDA development relies primarily on infill development opportunities, which can be uniquely complex. Although every land-use development project can be risky, infill development often has its own set of challenges including:

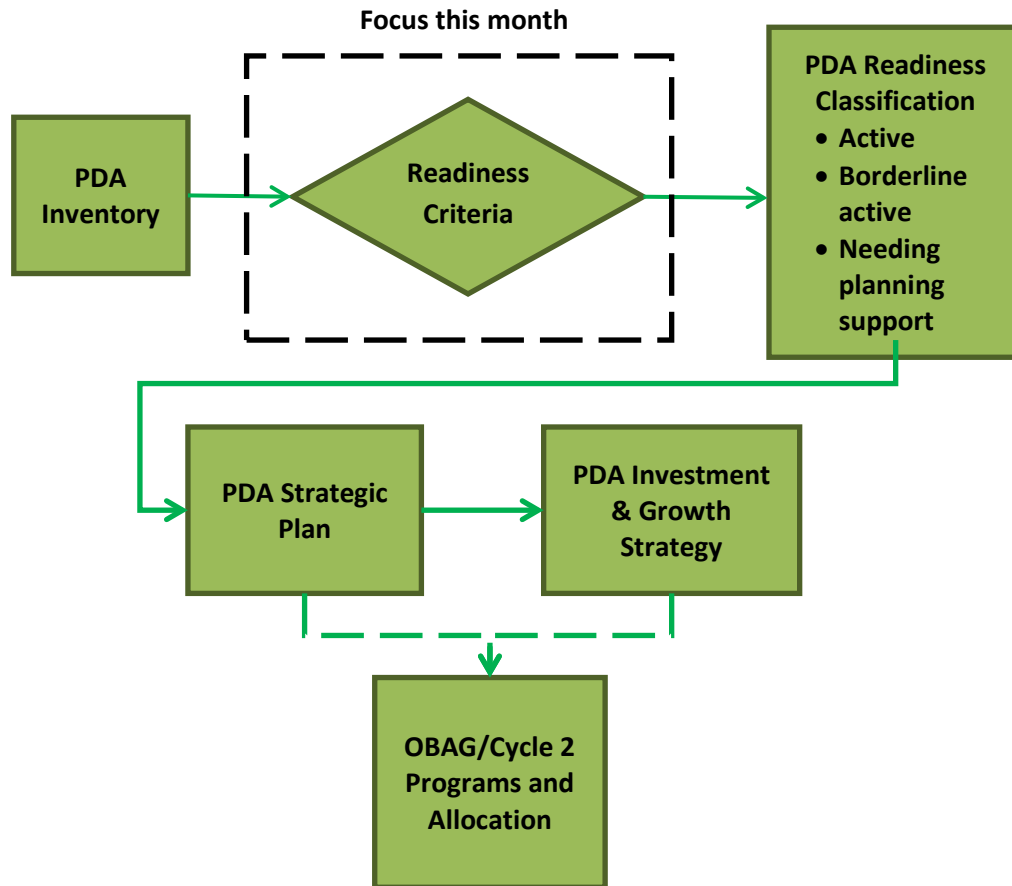
- More expensive product type
- Need for higher than currently zoned height limits
- Small and/or narrow parcels
- Difficulty redeveloping existing uses
- Lack of community support, particularly in existing neighborhoods that are primarily composed of single-family homes
- Expensive infrastructure upgrades (due to the economic downturn in 2008 and the loss of redevelopment funds, local jurisdictions are facing challenges in providing this basic infrastructure to support PDA development)



As a result of these challenges, it can sometimes be more difficult to attract financing for infill development. In summary, PDA development is a long and complex process and Alameda County's PDAs may take decades to be fully "built out."

#### ***The PDA Investment and Growth Strategy Development Process***

Currently, Alameda County's 43 PDAs vary greatly in terms of progress in the development process. See Attachment A for a preliminary evaluation of the PDA Inventory information. Some PDAs have relatively strong markets and significant development activity, while others are far less active. As part of the PDA Investment and Growth Strategy, the Alameda CTC is developing a long term strategy to support PDA development called the "PDA Strategic Plan." This Plan aims to identify specific investment strategies and other actions to support the development of active PDAs; to strengthen the development markets in less-active PDAs in order to move them towards becoming "active"; and to provide a road map for creating new PDAs from Growth Opportunity Areas (GOAs). See Figure 1 for a summary of the PDA Investment and Growth Strategy process and how it informs the programming process. See Attachment B for the outline of the PDA Investment and Growth Strategy document.



**Figure 1: PDA Investment and Growth Strategy Process**

In the short term, in order to meet OBAG requirements, it is recommended that this OBAG cycle focus on those PDAs that are active and can begin constructing transportation projects by January 2017, with the Strategic Plan specifying how OBAG and other potential funding can be used to support less active PDAs.

#### ***PDA Readiness Criteria***

It is recommended that PDAs be divided into three groups: active, borderline active, and in need of planning support defined as follows:

- **Active PDAs** have a higher level of planning completed, a strong history of development activity as well as development activity currently underway; OBAG funds will play a pivotal role in continuing the development momentum in these PDAs.
- **Borderline Active PDAs** have completed most planning milestones and are ready for development, but have seen less development activity to date than active PDAs. Borderline active PDAs could use OBAG funds used as a catalyst to spur developer interest. A public investment in one of these PDAs could signal to the private market that the area is ready for development. In these cases, use of public funds must be carefully evaluated to ensure that these public funds are leveraging new private investments not merely replacing already committed private funds.

- **PDA in need of planning support** would be identified to receive additional resources for planning and preparation while the development market matures, especially if these PDAs play an important role in supporting regional goals for infill development or are otherwise high priority in the County.

The specific criteria or “screens” that are recommended to determine which PDAs are “active” are described below in Table 1. These “screens” are simple, measurable, and provide the best indication of market strength of any information available in the PDA inventory. They are: past residential and commercial development activity, residential and commercial development activity currently underway, and achievement of key planning milestones. The 43 PDAs in Alameda County will each be evaluated by whether they meet these screens. The evaluation will take into account the following:

- Constructed units will be weighted more heavily than units currently moving through the development process as these demonstrate that the PDA can overcome the numerous barriers to infill development.
- PDAs with past development activity will be checked for current development activity to ensure ongoing strength of the development market.
- Housing production will be the primary factor considered, but significant commercial activity will also be used to determine PDA readiness. The development of both housing and commercial development indicates a mix of uses which is a goal for PDA development.
- Natural breakpoints in the PDA Inventory data will determine the cut-off for “active” PDAs. This allows our definition of “active” PDAs to be tailored to Alameda County as it will be based on the actual levels of planning and development activity in the county today.

This process sets the stage for future rounds of funding. In 2014, additional information gathered over coming years can be used to better assess how cities are progressing towards PDA build out and at that time the criteria can be adjusted to better reward those jurisdictions taking on the bulk of the growth.

**Table 1 : PDA Readiness Criteria**

| <b>PDA Readiness Category</b> | <b>Description</b>   | <b>Planning and Development Screen</b>   |
|-------------------------------|--|--|
| Active                        | PDA has a higher level of planning complete with a history of development and development activity currently underway  | Has at least 3 of 5 planning screens completed or in progress (1)<br>Meets at least 3 of 4 development screens (2) |
| Borderline Active             | PDA has some planning complete and moderate market strength. Although the PDA is “ready” for development in terms of planning, it has not seen much development activity. In these PDAs, a catalyst may be needed for market demand to mature. | Has at least 2 of 5 planning screens completed or in progress*<br>Meets at least 2 of 4 development screens (2)    |
| Needing Planning Support      | PDA has experienced no construction activity in recent years and has little to no development activity underway.<br><br>PDA may still need planning support or zoning updates to accommodate level of envisioned growth                        | Has 1 or less of 5 Planning screens completed or in progress*<br>Meets at less than 1 of 4 development screens(2)  |

**Definitions** (Based on information available in the PDA Inventory):

**(1) Planning screens:** Has completed or is making progress on General Plan Update, Specific Plan/Other Area Plan, Redevelopment Plan, Zoning Code Amendments, and Programmatic EIR

**(2) Development screens:** Has significant development activity in

- a) The number of units constructed since 2007
- b) The number of units underway (3)
- c) The amount of commercial square footage constructed since 2007
- d) The amount of commercial square footage underway (3)

**(3) Underway a.k.a. “in the pipeline”** is defined as units or commercial square footage that is in one of the following stages of the approvals process: building permits, entitlements, CEQA document completed, under review.

### **Attachments**

Attachment A: Initial Summary of Alameda County’s PDA Inventory

Attachment B: PDA Growth and Investment Strategy Outline

## **The PDA Inventory: Understanding Alameda County's PDAs**

### ***Purpose of PDA Inventory***

Alameda CTC worked closely with local jurisdictions to develop the Alameda County PDA inventory. After compiling existing data, Alameda CTC surveyed the jurisdictions to fill in information gaps in the inventory. This “survey” consisted of distributing the partially completed inventory to the Planning Director, housing representative (if appropriate) and the ACTAC (Alameda County Transportation Advisory Committee) representative of every jurisdiction in Alameda County. These agencies were encouraged to work together to complete the inventory.

This inventory is intended to serve multiple purposes:

- To develop a “high level picture” of the 43 Alameda County PDAs
- To compile detailed information on each PDA to determine which are “ready” for funding and which need planning assistance
- To get a sense for the strength of the development market in each PDA including level of development activity historically and currently, level of support from elected officials and the public, and whether there are barriers to development in the PDA. In some cases, certain parts of a PDA are more ready for development than others. Jurisdictions were requested to provide as much detail in the comments section as possible.
- To collect basic information on transportation projects associated with each PDA, why each project is supportive of PDA development and which of these are ready for implementation in the next 4 years. Eventually, project sponsors will need to provide additional, more detailed information about any project that receives funding.
- To collect data on citywide housing production since 2007 and about housing policies in each jurisdiction. Not all policies are necessary or even appropriate in all locations; jurisdictions were encouraged to provide detail about their housing policies in the comments section.

Surveys were received from all jurisdictions in Alameda County and the data is being finalized and compiled. Data received by September 14 has been compiled and an initial summary of what was received is found below. The data is still being reviewed and refined for use in the PDA Strategic Plan.

## **Preliminary Draft Overview of Alameda County's PDAs**

### ***Basic Description***

Alameda County has 43 PDAs which vary significantly across the county. Different PDAs have different urban characters, will attract different types of development and will require different types of infrastructure investments. Many PDAs are smaller than 100 acres while several exceed 5,000 acres in size. Similarly, some PDAs currently contain no housing or jobs, while others are relatively built out, with thousands of residents and workers. PDAs also vary in terms of level of

current development activity, market strength and “readiness” for development. Supporting development in these diverse areas will require different strategies in different places.

Table 1 below provides a table showing basic characteristics of Alameda County’s PDAs. This table is populated based on the PDA inventory data received from city and county staff.

Figure 1 shows a map of Alameda County’s PDAs. Figures 2 and 3 provide a breakdown of these PDAs by place type and transit service, and Figure 4 provides a summary of the place type categorization.

Alameda County’s PDAs span a range of place types; these place types correspond to different levels of density, land use types and mixing, regional/local orientation, and transit service. North and Central County PDAs span the widest wide range of place types including Regional and City centers and Mixed Use Corridors, while East County has only Suburban Centers and Transit Town Centers and the diversity of South County falls somewhere in between.

All of Alameda County’s PDAs are accessible by bus, and more than two-thirds are or will be accessible by BART. A few PDAs are accessible by other forms of transit.

Figures 5 and 6 summarize the level of planning completed and in progres in Alameda County PDAs as well as stated community receptiveness to growth in PDAs (as judged by city planning staff). Encouragingly, nearly all PDAs have completed general plan Updates and/or specific area plans, and between half and two-thirds have completed zoning code updates and/or certified a programmatic environmental impact report (EIR). Overall, community receptiveness to growth in PDAs is strong, though there is important variation across planning areas.

**Table 1: Description of Priority Development Areas (PDAs) in Alameda County**

|    | Sponsoring Jurisdiction | Name of PDA                                     | Location Description   | Planning Area | PDA status | Place Type                              | Size (acres) | Current Population | Pop. Density (pp/acre) | Current Housing Units | Current Jobs | Existing Transit                             |
|----|-------------------------|---|--|---------------|------------|---|--------------|--------------------|------------------------|-----------------------|--------------|--|
| 1  | Alameda County          | Castro Valley BART                              | Castro Valley BART surface parking lot                                     | Central       | Planned    | Transit Neighborhood                    | 200          | 4,883              | 24.4                   | 1,480                 | 2,020        | BART, AC Transit                             |
| 2  |                         | Hesperian Blvd                                  | Commercial corridor between San Leandro and Hayward                        | Central       | Planned    | Transit Neighborhood                    | 100          | 5,650              | 56.5                   | 2,860                 | 1,860        | BART, AC Transit                             |
| 3  |                         | E 14th St and Mission Blvd Mixed Use Corridor   | Major thoroughfare between San Leandro and Hayward                         | Central       | Planned    | Transit Neighborhood/Mixed Use Corridor | 110          | 14,085             | 128.0                  | 7,190                 | 2,730        | BART, AC Transit                             |
| 4  |                         | Meekland Ave Corridor                           | Commercial/Industrial area in San Lorenzo                                  | Central       | Planned    | Transit Neighborhood                    | 165          | 4,185              | 25.4                   | 1,400                 | 900          | Amtrak, AC Transit, BART                     |
| 5  | City of Alameda         | Naval Air Station                               | Includes Alameda Point, Bayport, Alameda Landing, North Housing areas      | North         | Planned    | Transit Town Center                     | 960          | 500                | 0.5                    | 700                   | 1,220        | Ferry, AC Transit                            |
| 6  |                         | Northern Waterfront                             | Area from Coast Guard Island to Fruitvale Ave bridge                       | North         | Potential  | Transit Neighborhood                    | 918          | N/A                | N/A                    | 1,070                 | 2,430        | N/R  |
| 7  | City of Albany          | San Pablo Ave/Solano Ave Mixed Use Neighborhood | Bounded by El Cerrito and Berkeley borders and Tulare Ave.                 | North         | Potential  | Mixed-Use Corridor/Neighborhood         | 81           | 500                | 6.2                    | 1,810                 | 1,910        | Bus  |
| 8  | City of Berkeley        | Adeline Street                                  | From Shattuck Avenue to Oakland border                                     | North         | Potential  | Mixed-Use Corridor                      | 24           | N/A                | N/A                    | 690                   | 950          | BART, AC Transit                             |
| 9  |                         | Downtown  | Area bounded by Hearst Ave, Oxford/Fulton St, Dwight Way, and MLK, Jr. Way | North         | Planned    | City Center                             | 170          | N/A                | N/A                    | 2,690                 | 15,200       | BART, AC Transit, UC Shuttle, LBNL Shuttle   |
| 10 |                         | San Pablo Avenue                                | San Pablo Ave from Oakland to Albany                                       | North         | Planned    | Mixed-Use Corridor                      | 74           | N/A                | N/A                    | 1,630                 | 2,390        | AC Transit Rapid and standard routes         |
| 11 |                         | South Shattuck                                  | Shattuck Avenue from Dwight Way to Ward Street                             | North         | Planned    | Mixed-Use Corridor                      | 10           | N/A                | N/A                    | 340                   | 1,140        | AC Transit                                   |
| 12 |                         | Telegraph Avenue                                | Telegraph Avenue from Parker Street to Woolsey Street                      | North         | Potential  | Mixed-Use Corridor                      | 24           | N/A                | N/A                    | 1,110                 | 1,730        | AC Transit Rapid bus                         |
| 13 |                         | University Avenue                               | University Avenue from 3rd Street to Martin Luther King, Jr. Way           | North         | Planned    | Mixed-Use Corridor                      | 54           | N/A                | N/A                    | 1,660                 | 1,410        | AC Transit rapid and standard routes, Amtrak |

*Note: N/R = Not reported in survey; N/A = Reported as not available in survey; Population number of 0 indicates no current residents in PDA*



|    | Sponsoring Jurisdiction | Name of PDA                             | Location Description  | Planning Area | PDA status | Place Type                                  | Size (acres) | Current Population | Pop. Density (ppl/acre) | Current Housing Units | Current Jobs | Existing Transit                                 |
|----|-------------------------|---|---|---------------|------------|---|--------------|--------------------|-------------------------|-----------------------|--------------|--|
| 14 | City of Dublin          | Downtown Specific Plan Area             | West Dublin BART Area; between San Ramon Rd and Village Pkwy, N of I-580, S of Amador Valley Blvd | East          | Planned    | Suburban Center                             | 260          | 902                | 3.5                     | 334                   | 4,440        | BART, LAV/TA                                     |
| 15 |                         | Town Center                             | Town Center Planning Sub Area of the Eastern Dublin Specific Plan                                 | East          | Planned    | Suburban Center                             | 694          | 10,781             | 15.5                    | 4,130                 | 310          | LAV/TA   |
| 16 |                         | Transit Center/Dublin Crossing          | Area N of I-580, S of 5th St, between the Iron Horse Trail and Arnold Road                        | East          | Planned    | Suburban Center                             | 277          | 1,820              | 6.6                     | 670                   | 0            | BART, LAV/TA                                     |
| 17 | City of Emeryville      | Mixed Use Core                          | Most of Emeryville between I-80 and San Pablo Ave   | North         | Planned    | City Center                                 | 600          | 10,200             | 17.0                    | 4,150                 | 11,260       | Emery Go-Round, AC Transit, Amtrak               |
| 18 | City of Fremont         | Centerville                             | Area east of I-880, between Decoto Road and Mowry Avenue  | South         | Planned    | Transit Neighborhood/<br>Mixed Use Corridor | 1,700        | N/R                | N/R                     | 10,850                | 4,020        | ACE train, Amtrak, AC Transit, commuter shuttles |
| 19 |                         | City Center (Central Business District) | Area southwest of the Fremont BART station between Mowry Ave and Stevenson Blvd to Fremont Blvd   | South         | Planned    | City Center                                 | 1,100        | N/R                | N/R                     | 7,310                 | 18,750       | BART, AC Transit, VTA                            |
| 20 |                         | Irvington District                      | Area east of Grimmer Blvd, between Paseo Padre Pkwy and Blacow Rd and Osgood Rd                   | South         | Planned    | Transit Town Center                         | 1,300        | N/R                | N/R                     | 7,280                 | 5,460        | AC Transit                                       |
| 21 | City of Hayward         | South Fremont/Warm Springs              | Area generally bounded by I-680, I-880, SR-262, and Auto Mall Pkwy                                | South         | Potential  | Suburban Center                             | 1,600        | N/R                | N/R                     | 2,330                 | 12,880       | AC Transit                                       |
| 22 |                         | Mission Boulevard Corridor              | Two segments along Mission Blvd from Harder Rd to the city limits, excluding the downtown core.   | Central       | Potential  | Mixed-Use Corridor                          | 240          | 2,754              | 11.5                    | 1,480                 | 1,690        | BART, AC Transit                                 |
| 23 |                         | Downtown                                | Area bounded by Alice St, Jackson St, 4th St, & Hazel Ave   | Central       | Planned    | City Center                                 | 196          | 4,541              | 23.2                    | 2,290                 | 7,350        | BART, AC Transit                                 |
| 24 |                         | South Hayward BART Mixed Use Corridor   | Area generally bounded by Harder Rd, Mission Blvd., Jefferson St and the BART ROW.                | Central       | Planned    | Mixed-Use Corridor                          | 54           | 420                | 7.9                     | 180                   | 320          | BART, AC Transit                                 |

Note: Note: N/R = Not reported in survey; N/A = Reported as not available in survey; Population number of 0 indicates no current residents in PDA

|    | Sponsoring Jurisdiction | Name of PDA                              | Location Description  | Planning Area | PDA status | Place Type           | Size (acres) | Current Population | Pop. Density (ppl/acre) | Current Housing Units | Current Jobs | Existing Transit                                  |
|----|-------------------------|--|---|---------------|------------|----------------------|--------------|--------------------|-------------------------|-----------------------|--------------|---|
| 25 | City of Hayward         | South Hayward BART Urban Neighborhood    | Area generally bounded by Harder Rd, Mission Blvd., Jefferson St and the BART ROW.  | Central       | Planned    | Urban Neighborhood   | 183          | 2,171              | 11.9                    | 1,800                 | 470          | BART, AC Transit                                  |
| 26 |                         | The Cannery                              | Area bounded by A St, Alice St, Winton Ave and Centennial Park  | Central       | Planned    | Transit Neighborhood | 114          | 841                | 7.4                     | 340                   | 1,450        | BART, AC Transit, Amtrak                          |
| 27 | City of Livermore       | Downtown                                 | Area along First St./Railroad Ave./Stanley Blvd roughly between Murieta Blvd. and Scott St.   | East          | Planned    | Transit Town Center  | 272          | N/A                | N/A                     | 1,020                 | 2,870        | LAVTA, ACE train, Greyhound bus                   |
| 28 |                         | East Side Priority Development Area      | Area south of I-580 bounded by Vasco Rd., Greenville Rd., and existing growth extents to south  | East          | Planned    | Suburban Center      | 2,339        | 1,042              | 0.4                     | 100                   | 16,360       | ACE Train, LAVTA "Wheels"                         |
| 29 |                         | Isabel Avenue/BART Station Planning Area | Area bounded by Portola Ave, Doolan Rd, the City's Urban Growth Boundary, and Airway Blvd.  | East          | Planned    | Suburban Center      | 1,132        | N/A                | N/A                     | 530                   | 3,290        | LAVTA   |
| 30 | City of Newark          | Dumbarton Transit Area TOD               | Area bounded by Thornton Ave, Enterprise Dr. and Willow St, Perrin Ave, and salt production facilities  | South         | Potential  | Transit Town Center  | 143          | 0                  | 0.0                     | 0                     | 40           | AC Transit  |
| 31 |                         | Old Town Mixed Use Area                  | Thornton and Sycamore   | South         | Potential  | Transit Neighborhood | 45           | N/R                | N/R                     | 100                   | 100          | AC Transit  |
| 32 | City of Oakland         | Coliseum BART station area               | Area roughly bounded by International Blvd., 54th Ave., 77th Ave., and I-880.   | North         | Planned    | Transit Town Center  | 1,014        | 9,323              | 9.2                     | 3,870                 | 5,150        | BART, AC Transit, Amtrak                          |
| 33 |                         | Downtown and Jack London Square          | Area bounded by 29th St., the Oakland estuary, I-980, and Lake Merritt, excluding much of Chinatown.  | North         | Planned    | Regional Center      | 750          | 12,992             | 17.3                    | 11,910                | 88,180       | BART, AC Transit, Ferry, Downtown Shuttle, Amtrak |
| 4  |                         | Eastmont Town Center                     | Corridor along MacArthur Blvd. from the southern Oakland border to Seminary Ave., and including 73rd Ave. from MacArthur Blvd. to International Blvd. | North         | Planned    | Urban Neighborhood   | 578          | 25,359             | 43.9                    | 6,850                 | 3,450        | AC Transit  |

Note: Note: N/R = Not reported in survey; N/A = Reported as not available in survey; Population number of 0 indicates no current residents in PDA

|    | Sponsoring Jurisdiction | Name of PDA                   | Location Description   | Planning Area | PDA status | Place Type          | Size (acres) | Current Population | Pop. Density (ppl/acre) | Current Housing Units | Current Jobs | Existing Transit   |
|----|-------------------------|-------------------------------|--|---------------|------------|---------------------|--------------|--------------------|-------------------------|-----------------------|--------------|--|
| 35 | City of Oakland         | Fruitvale and Dimond areas    | The Dimond district at Fruitvale Ave. and MacArthur Blvd. along Fruitvale Ave. to International Blvd. from 23rd Ave. to Seminary Ave.  | North         | Planned    | Urban Neighborhood  | 1,511        | 38,068             | 25.2                    | 14,210                | 8,130        | BART, AC Transit   |
| 36 |                         | MacArthur Transit Village     | Area bounded by Adeline St., 5th St, Piedmont Ave., and I-580, with an extra section surrounding Telegraph Avenue to the south.  | North         | Planned    | Urban Neighborhood  | 940          | 9,380              | 10.0                    | 8,820                 | 10,580       | BART, AC Transit, Emery Go-Round, Hospital Shuttles            |
| 37 |                         | TOD Corridors                 | Half-mile radius around BART stations in Oakland and within a quarter mile of the major transportation corridors in and along BART tracks and AC Transit routes on major arterials | North         | Potential  | Mixed-Use Corridor  | 14,345       | 190,825            | 13.3                    | 67,370                | 33,490       | BART, AC Transit, Amtrak                                       |
| 38 |                         | West Oakland                  | West Oakland, bounded by I-980, I-580, and I-880   | North         | Planned    | Transit Town Center | 1,630        | 24,576             | 15.1                    | 10,830                | 7,430        | BART, AC Transit   |
| 39 | City of Pleasanton      | Hacienda                      | Area south of Highway 580 and east of Hopyard Road   | East          | Potential  | Suburban Center     | 873          | 71,269             | 81.6                    | 1,310                 | 9,910        | BART, WHEELS, County Connection, MAX, SMART, Tri-Delta, Amtrak |
| 40 | City of San Leandro     | Bay Fair BART Transit Village | Area bounded by East 14th St, Thornally Dr. and the BART station, Hesperian Blvd., and Bayfair Dr.   | Central       | Potential  | Transit Town Center | 55           | N/R                | N/R                     | 660                   | 1,430        | AC Transit, BART   |
| 41 |                         | Downtown TOD                  | Half-mile radius around the intersection of East 14th and Davis Streets  | Central       | Planned    | City Center         | 502          | N/R                | N/R                     | 4,210                 | 2,790        | AC Transit, BART, LINKS  |
| 42 |                         | East 14th Street              | East 14th Street within San Leandro  | Central       | Planned    | Mixed-Use Corridor  | 240          | N/R                | N/R                     | 4,920                 | 9,000        | AC Transit, BART   |
| 43 | City of Union City      | Intermodal Station District   | Area SE of Decoto Rd, between Alvarado-Niles Rd and Mission Blvd (includes Pacific States Steel Corporation remediation site)  | South         | Planned    | City Center         | 105          | N/R                | N/R                     | 1,060                 | 340          | BART, Union City Transit, AC Transit, Dumbarton Express        |

Note: N/A = Not reported in survey; N/R = Reported as not available in survey; Population number of 0 indicates no current residents in PDA

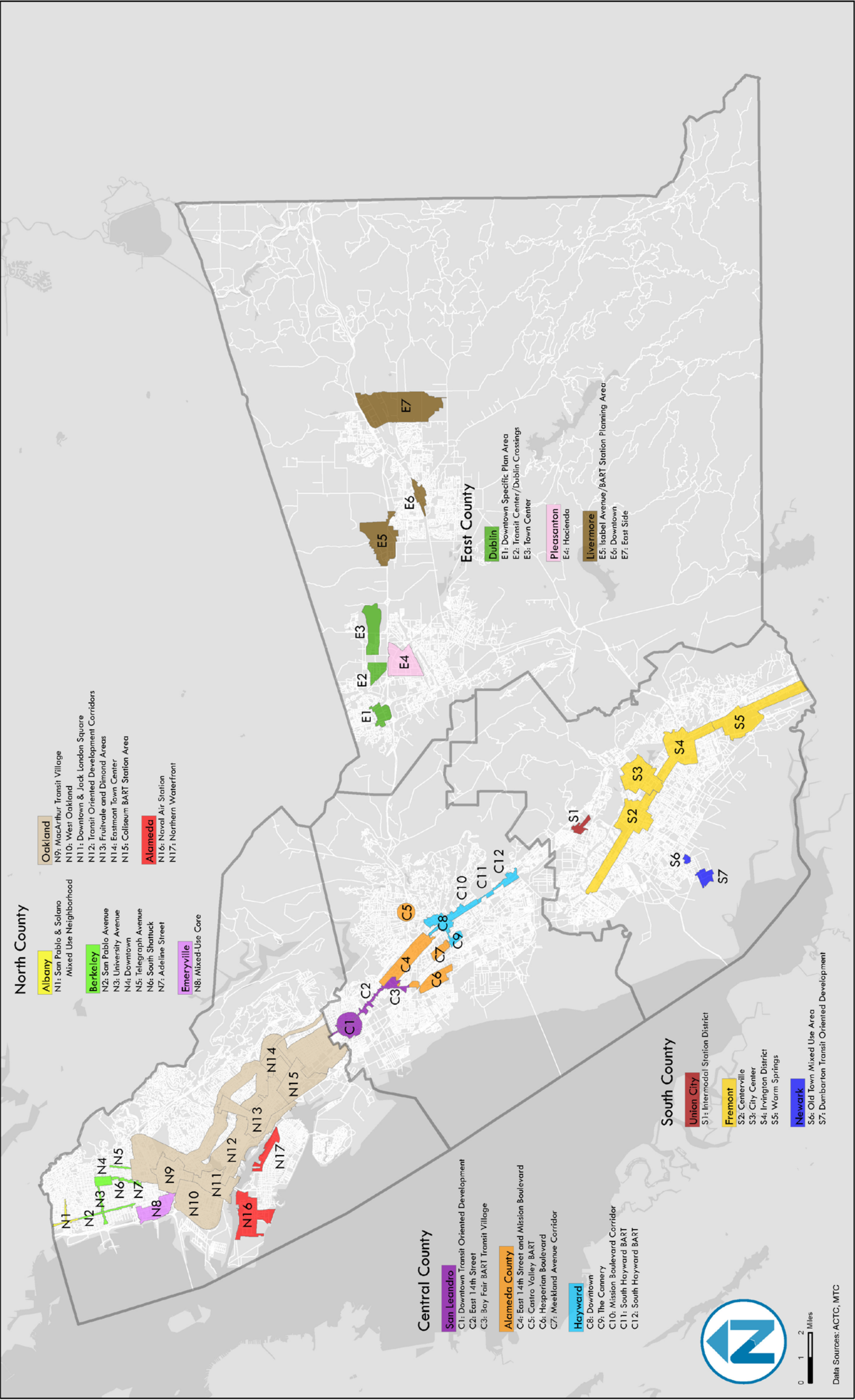
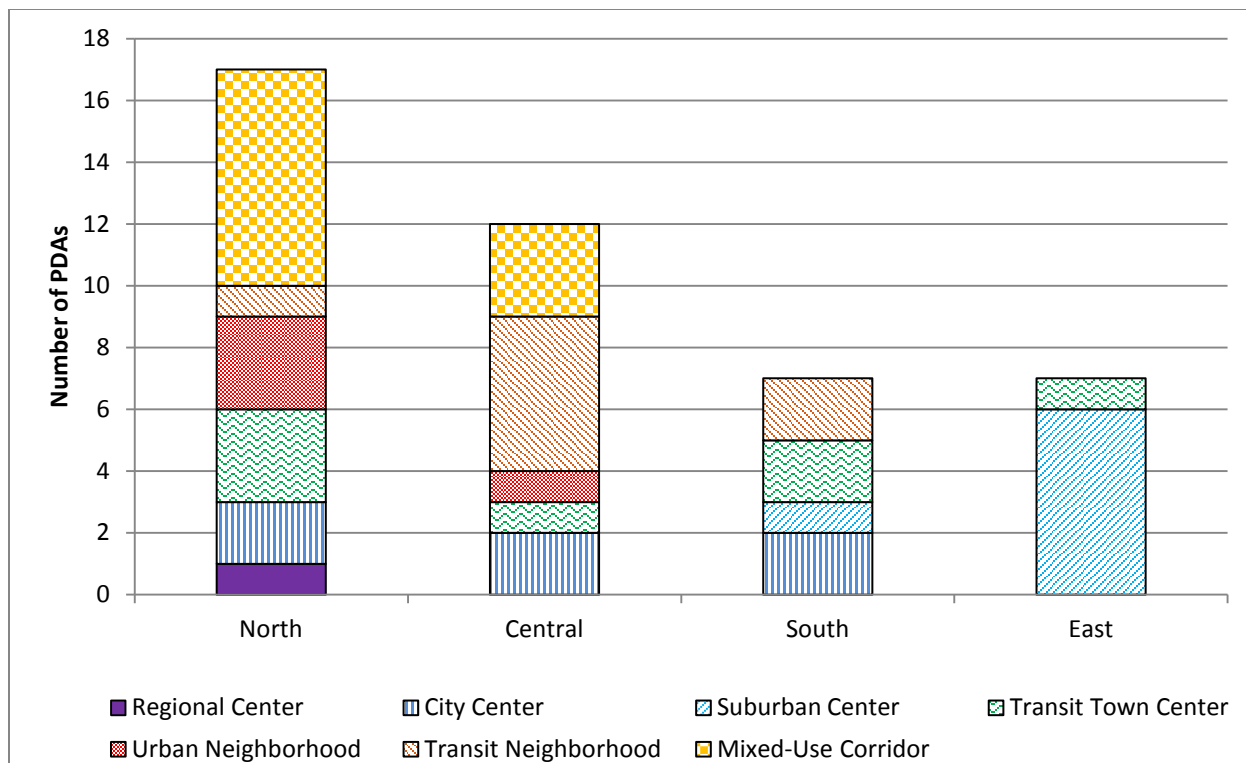
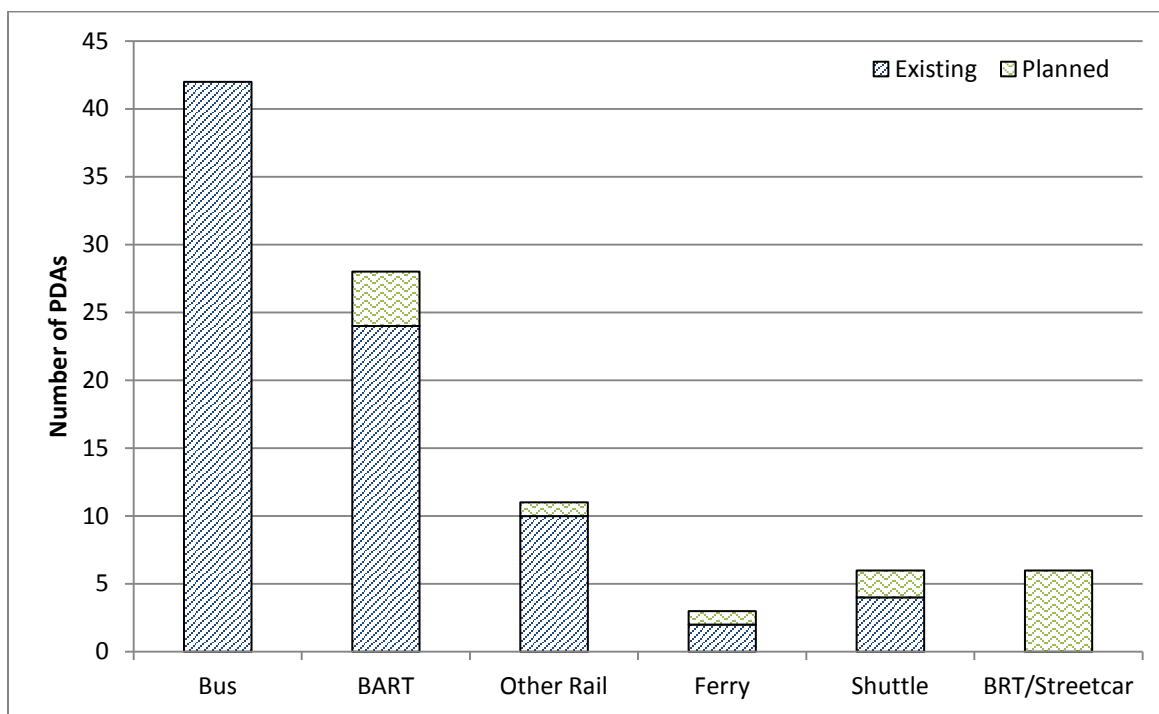


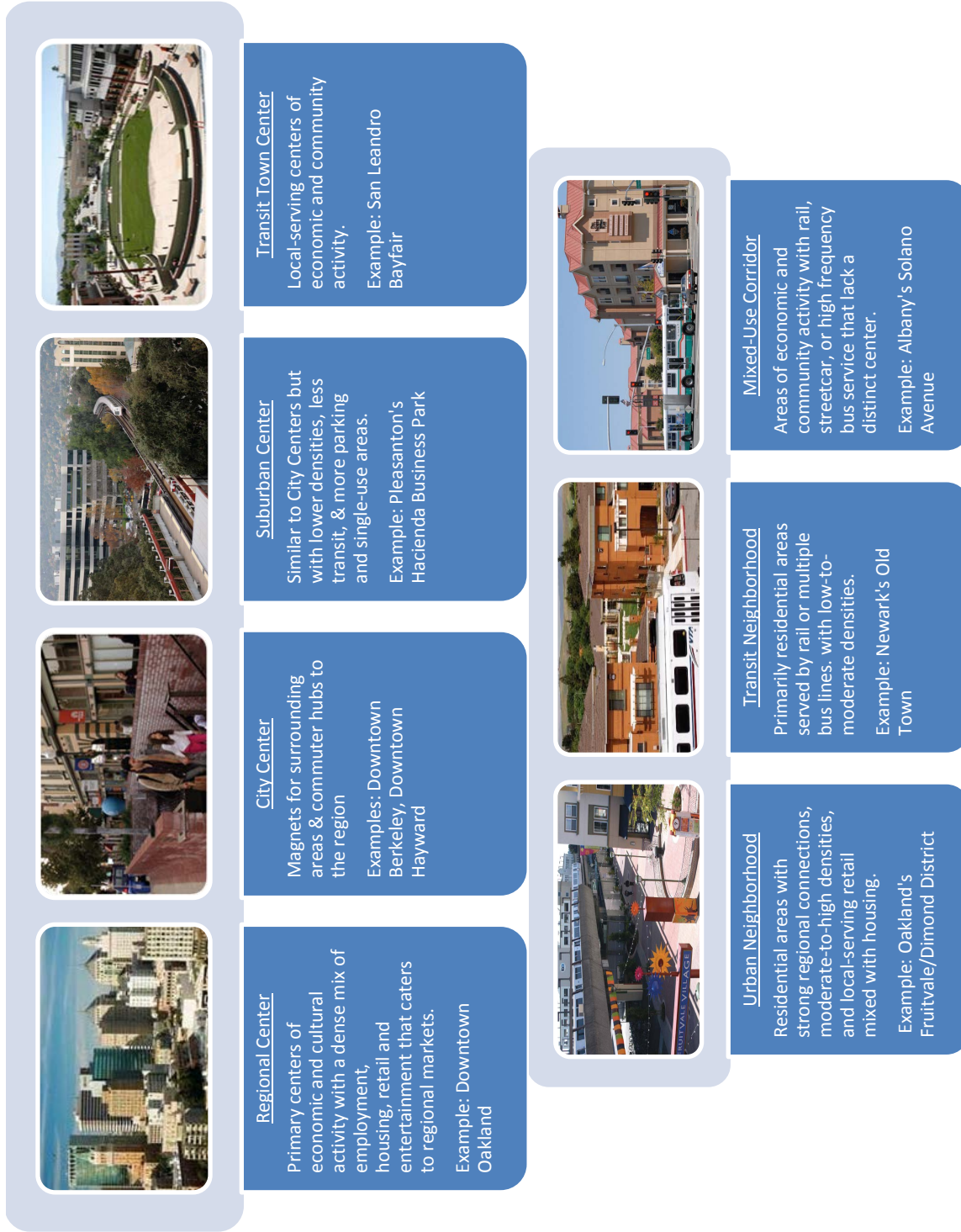
Figure 1: Map of Alameda County PDAs



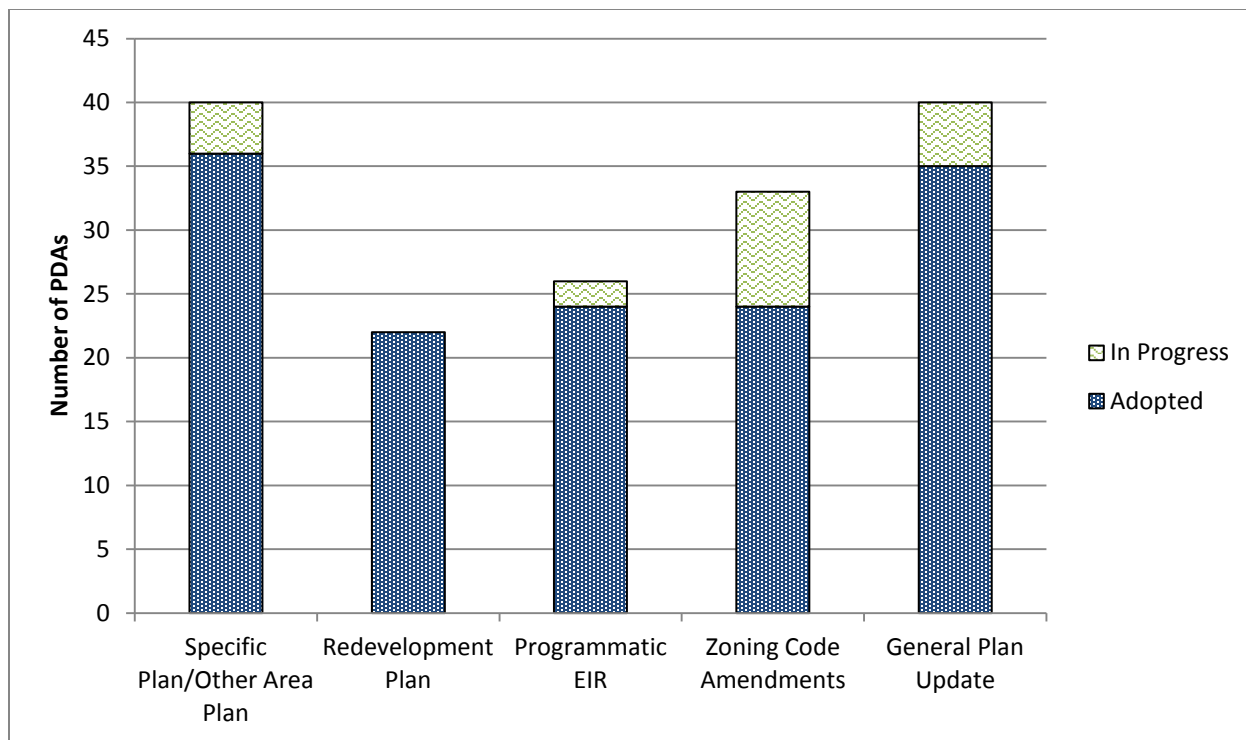
**Figure 2: Alameda County PDAs by Place Type and Planning Area**



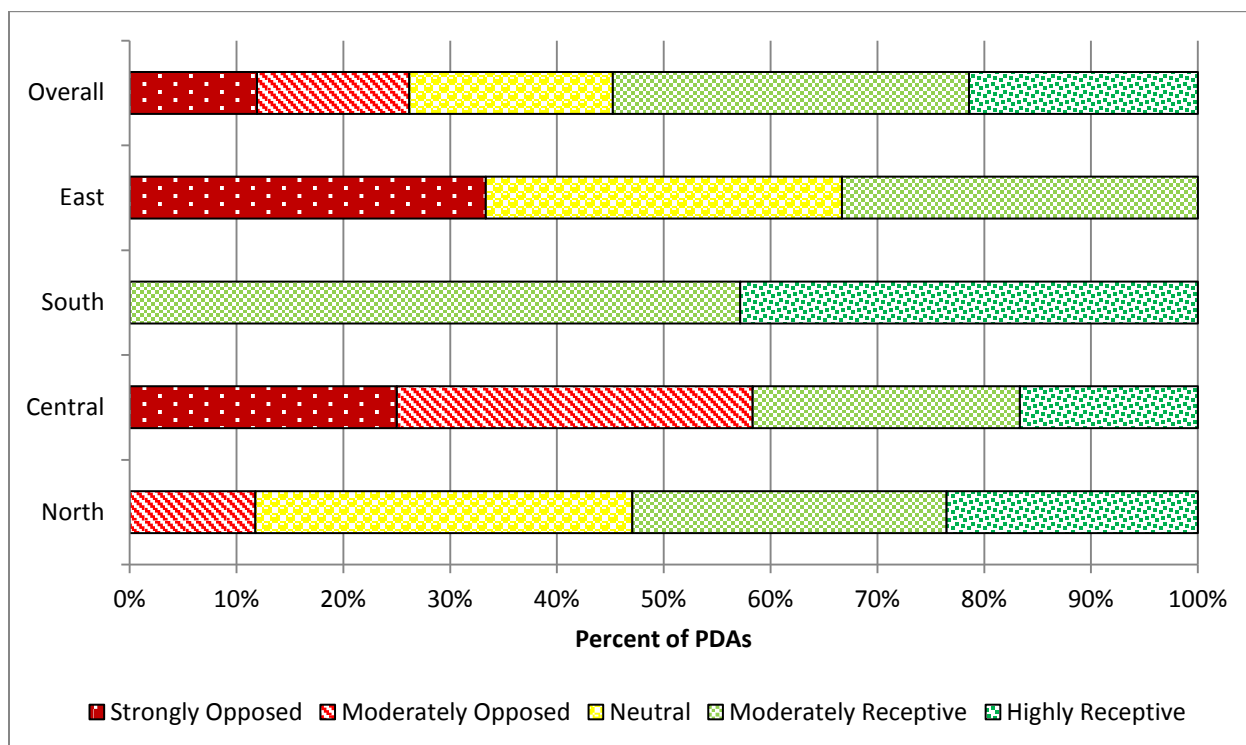
**Figure 3: Existing and Planned Transit Access in Alameda County PDAs**



**Figure 4: PDA Place Types**



**Figure 5: Status of Key Planning Milestones**



**Figure 6: Community Receptiveness of Growth in PDAs by Planning Area**

### ***Housing and Job Growth Projections***

By 2040, Alameda County is projected to have a population of approximately 1.9 million people and is expected to increase from approximately 580,000 housing units in 2010 to approximately 730,000 housing units in 2040 (a 25-30 percent increase) and from approximately 695,000 jobs in 2010 to 950,000 jobs in 2040 (a 36 percent increase).

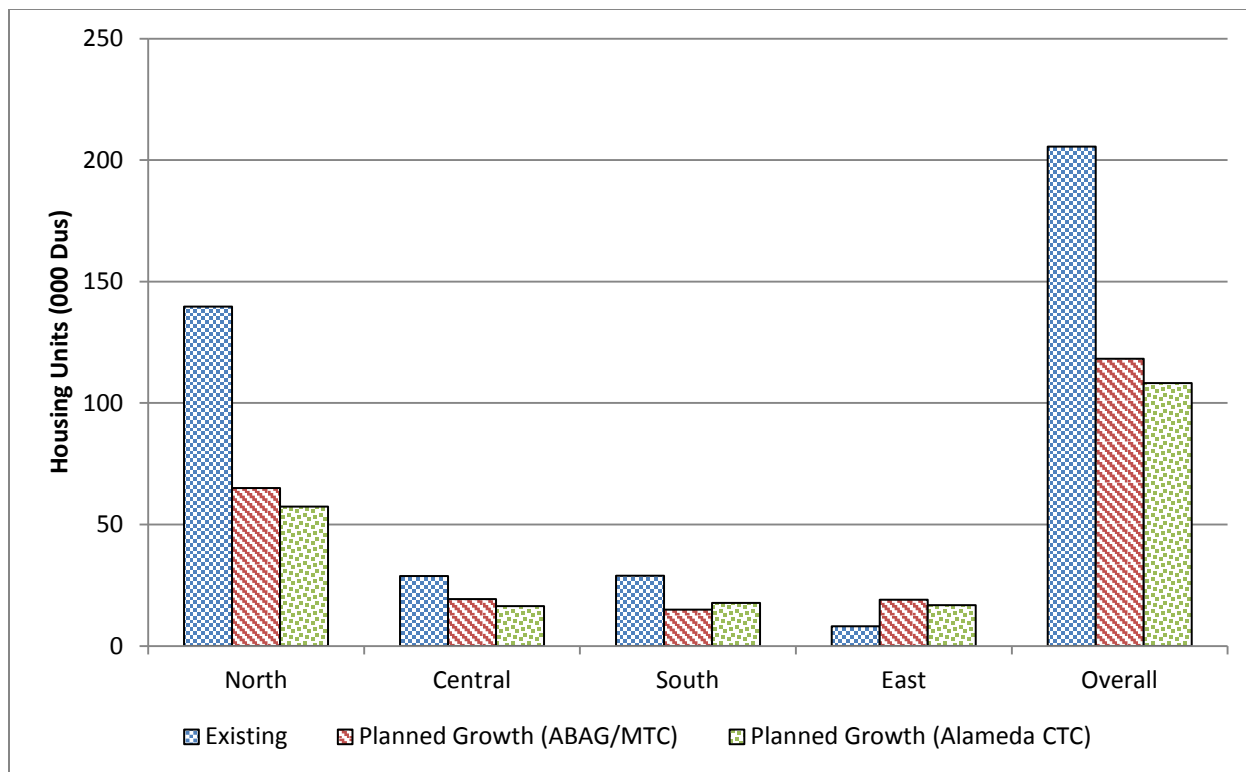
According to the regional Jobs-Housing Connection Strategy, these 43 PDAs are expected to accommodate approximately 75-80 percent of the growth in housing units and 65-70 percent of the jobs. Over two-thirds of the PDAs are located in the north and central areas of the county, which together are expected to accommodate just under half the growth in housing units and in jobs (approximately 45 percent). The south and east areas of the county are projected to accommodate approximately 30 percent of the growth in housing and 20 percent of the growth in jobs. The remaining housing growth (approximately 26 percent) and growth in jobs (approximately 34 percent) is projected to occur in non-PDA areas.

Figures 7 and 8 present both job and housing projections from ABAG/MTC and from the Alameda CTC Locally Preferred Land Use Scenario Concept for informational purposes. The Alameda CTC projections were developed as part of the Countywide Transportation Plan. They were prepared through an iterative process that used input from local governments and residents to adjust regional projections to be more reflective of conditions in Alameda County. Ultimately, the Alameda CTC is required by statute to comply with ABAG/MTC land use projections, but both versions are presented for this initial summary for informational purposes.

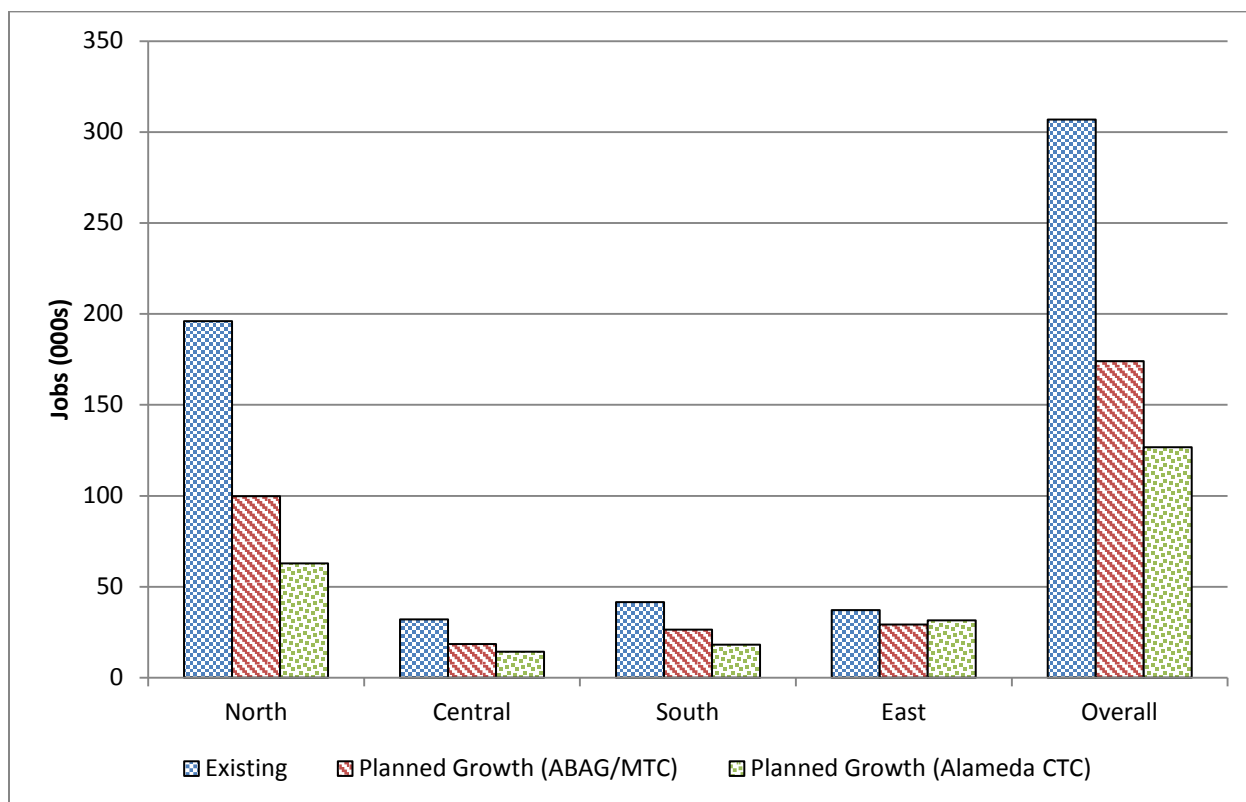
All of the PDAs in Alameda County are projected to experience significant housing and employment growth, but there is wide variation across the county in absolute numbers of dwelling units and jobs added as well as how much of a change this growth represents over existing development.

Figures 9 and 10 present job and housing projections by city according to ABAG/MTC forecasts. As these figures illustrate, some cities' PDAs are projected to add many more units and jobs than others in absolute numbers (e.g. Oakland and Fremont for housing and jobs), while other cities' PDAs are projected to have more moderate growth in housing and jobs but this growth represents a major change over existing development levels (e.g. Livermore and Newark for housing and Newark and Union City for employment).

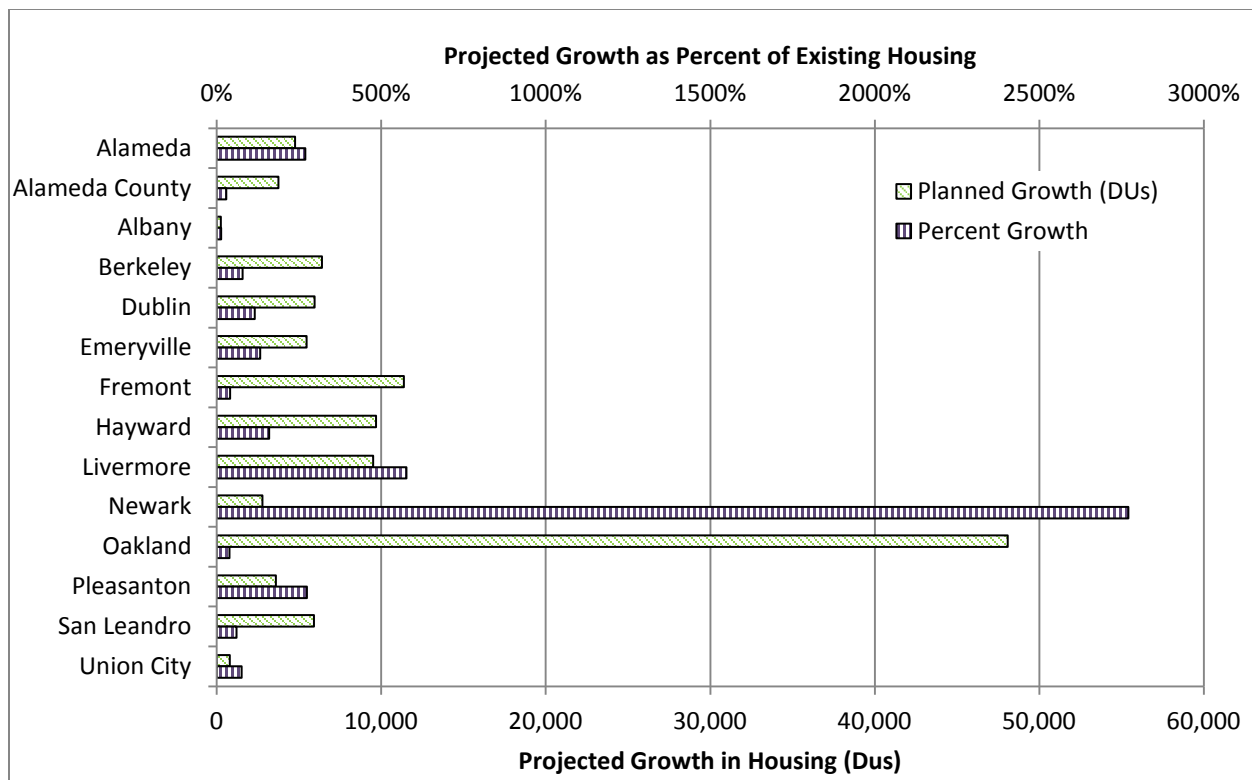




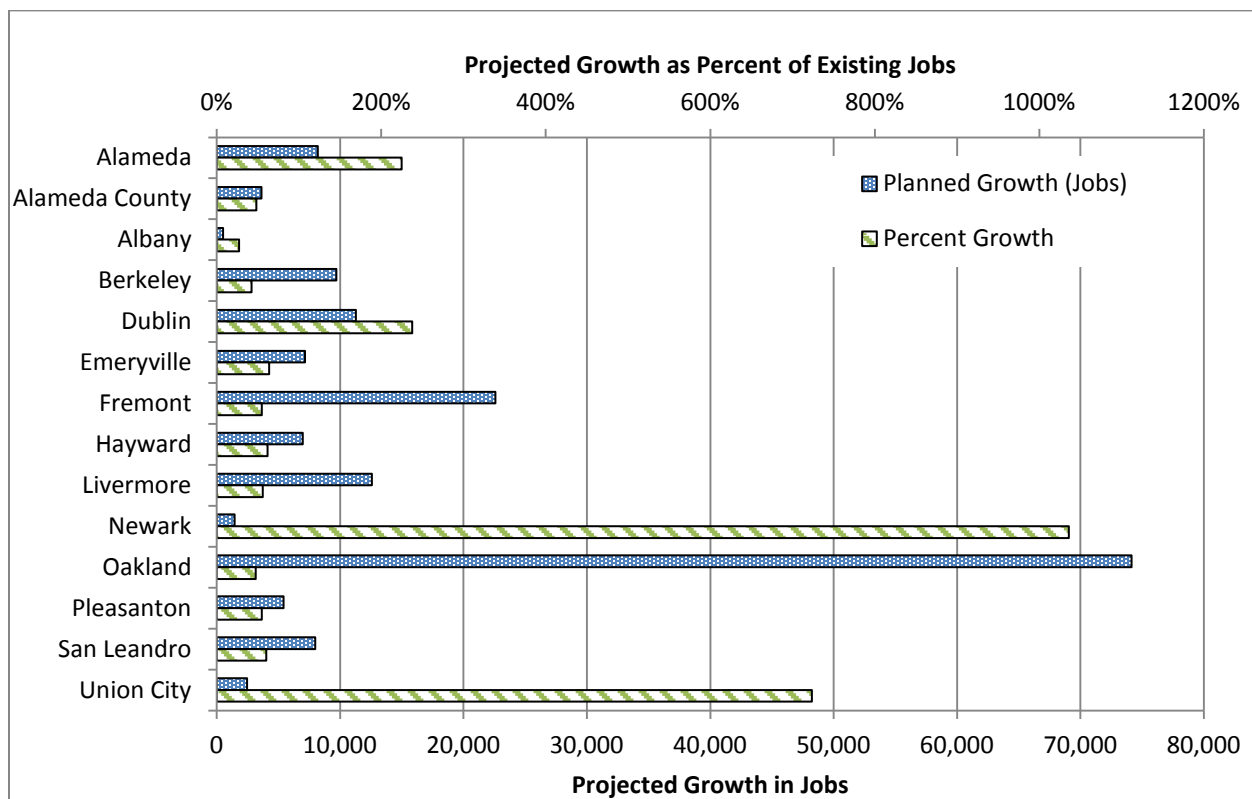
**Figure 7: Growth in Housing Units within PDAs by Planning Area**



**Figure 8: Growth in Jobs within PDAs by Planning Area**



**Figure 9: Projected Growth in Housing Units within PDAs by City (ABAG/MTC Forecasts)**



**Figure 10: Projected Growth in Jobs within PDAs by City (ABAG/MTC Forecasts)**

Table 2 presents ABAG/MTC housing and job projections by city; it shows growth within PDAs and outside PDAs. In most cities, the percent of housing and employment growth that is projected to be added within PDAs is near or above the county average (80% of dwelling units and 69% of jobs in PDAs). In some cities where the level of projected housing within PDAs is lower than the county average, the level of jobs expected to be added within PDAs exceeds the county average (e.g. Dublin and Fremont). In only a handful of cities are both the projected level of projected housing and employment within PDAs below average (Albany, Berkeley, Newark and Pleasanton); this may be partially explained by the size or number of designated PDAs in these jurisdictions. Some of these cities may be interested in establishing new PDAs to accommodate more growth which they are currently prevented from doing due to an ABAG-imposed moratorium on new PDA designations.

**Table 2: Housing and Employment Allocations by City**

|                       | ABAG/MTC Projections |         |         |           |         |         |         |           |
|-----------------------|----------------------|---------|---------|-----------|---------|---------|---------|-----------|
|                       | Housing (DUs)        |         |         |           | Jobs    |         |         |           |
|                       | Overall              | PDA     | Non PDA | % in PDAs | Overall | PDA     | Non PDA | % in PDAs |
| <b>Alameda</b>        | 5,890                | 4,770   | 1,120   | 81%       | 9,150   | 8,200   | 950     | 90%       |
| <b>Albany</b>         | 1,170                | 240     | 930     | 21%       | 1,400   | 520     | 880     | 37%       |
| <b>Berkeley</b>       | 9,280                | 6,390   | 2,890   | 69%       | 22,210  | 9,700   | 12,510  | 44%       |
| <b>Dublin</b>         | 8,530                | 5,950   | 2,580   | 70%       | 12,540  | 11,280  | 1,260   | 90%       |
| <b>Emeryville</b>     | 5,470                | 5,470   | 0       | 100%      | 7,540   | 7,160   | 380     | 95%       |
| <b>Fremont</b>        | 17,620               | 11,370  | 6,250   | 65%       | 29,970  | 22,590  | 7,380   | 75%       |
| <b>Hayward</b>        | 12,290               | 9,680   | 2,610   | 79%       | 20,800  | 6,970   | 13,830  | 34%       |
| <b>Livermore</b>      | 9,670                | 9,420   | 250     | 97%       | 13,250  | 12,580  | 670     | 95%       |
| <b>Newark</b>         | 3,670                | 2,770   | 900     | 75%       | 5,210   | 1,450   | 3,760   | 28%       |
| <b>Oakland</b>        | 51,490               | 48,080  | 3,410   | 93%       | 85,240  | 74,140  | 11,100  | 87%       |
| <b>Piedmont</b>       | 90                   | 0       | 90      | 0%        | 480     | 0       | 480     | 0%        |
| <b>Pleasanton</b>     | 7,150                | 3,590   | 3,560   | 50%       | 15,300  | 5,410   | 9,890   | 35%       |
| <b>San Leandro</b>    | 7,210                | 5,900   | 1,310   | 82%       | 12,930  | 7,980   | 4,950   | 62%       |
| <b>Union City</b>     | 3,010                | 800     | 2,210   | 27%       | 5,100   | 2,460   | 2,640   | 48%       |
| <b>Unincorporated</b> | 5,430                | 3,750   | 1,680   | 69%       | 12,080  | 3,620   | 8,460   | 30%       |
| <b>County Total</b>   | 147,970              | 118,180 | 29,790  | 80%       | 253,200 | 174,060 | 79,140  | 69%       |

Finally, Table 3 presents projected housing and jobs by PDA according to the ABAG/MTC Jobs-Housing Connection Strategy. This table also presents development activity – both construction since 2007 and development “in the pipeline” – as reported by planning staff completing the PDA survey.

Table 3: Job and Housing Projections and Development Activity by PDA

| Jurisdiction                  | PDA                                      | Existing |         | ABAG/MTC Projected Growth 2010-2040 |         | Constructed since 2007 |               | Development in Pipeline |               |
|-------------------------------|--|----------|---------|-------------------------------------|---------|------------------------|---------------|-------------------------|---------------|
|                               |  | DUs      | Jobs    | DUs                                 | Jobs    | DUs                    | Comm. Sq. Ft. | DUs                     | Comm. Sq. Ft. |
| Alameda County Unincorporated | Castro Valley BART                       | 1,480    | 2,020   | 670                                 | 950     | 19                     | 2,280         | 40                      | 25,000        |
|                               | East 14th Street and Mission Street      | 7,190    | 2,730   | 1,930                               | 1,500   | 13                     | 0             | 0                       | 16,700        |
|                               | Hesperian Boulevard                      | 2,860    | 1,860   | 690                                 | 740     | 135                    | 0             | 0                       | 20,000        |
|                               | Meekland Avenue Corridor                 | 1,400    | 900     | 460                                 | 430     | 0                      | 0             | 0                       | 0             |
| City of Alameda               | Naval Air Station                        | 1,460    | 1,220   | 4,010                               | 7,200   | 200                    | 0             | 300                     | 140,000       |
|                               | Northern Waterfront                      | 1,070    | 2,430   | 760                                 | 1,000   | 45                     | 25,000        | 67                      | 0             |
| City of Albany                | San Pablo Avenue & Solano Avenue         | 1,810    | 1,910   | 240                                 | 520     | 25                     | 0             | 175                     | 85,000        |
| City of Berkeley              | Adeline Street                           | 690      | 950     | 250                                 | 680     | 0                      | 0             | 42                      | 1,900         |
|                               | Downtown                                 | 2,690    | 15,200  | 4,150                               | 6,380   | 240                    | 60,000        | 437                     | 32,200        |
|                               | San Pablo Avenue                         | 1,630    | 2,390   | 870                                 | 940     | 81                     | 14,000        | 238                     | 33,500        |
|                               | South Shattuck                           | 340      | 1,140   | 110                                 | 300     | 0                      | 0             | 150                     | 23,000        |
|                               | Telegraph Avenue                         | 1,110    | 1,730   | 360                                 | 820     | 0                      | 0             | 38                      | 4,000         |
|                               | University Avenue                        | 1,660    | 1,410   | 650                                 | 580     | 400                    | 20,000        | 110                     | 5,000         |
| City of Dublin                | Downtown Specific Plan Area              | 830      | 4,440   | 960                                 | 3,900   | 0                      | 24,580        | 1,300                   | 3,059,784     |
|                               | Town Center                              | 4,130    | 310     | 1,860                               | 1,010   | 953                    | 0             | 1,661                   | 1,565,000     |
| City of Emeryville            | Transit Center                           | 670      | 0       | 3,130                               | 6,370   | 674                    | 15,000        | 2,726                   | 1,850,000     |
|                               | Mixed-Use Core                           | 4,150    | 11,260  | 5,470                               | 7,160   | 739                    | 522,780       | 978                     | 244,650       |
| City of Fremont               | Centerville                              | 10,850   | 4,020   | 2,510                               | 430     | 308                    | 61,000        | 224                     | 25,000        |
|                               | City Center                              | 7,310    | 18,750  | 2,900                               | 5,890   | 0                      | 15,000        | 329                     | 91,000        |
|                               | Irvington District                       | 7,280    | 5,460   | 2,980                               | 180     | 447                    | 5,800         | 260                     | 0             |
|                               | South Fremont/Warm Springs               | 2,330    | 12,880  | 2,980                               | 16,090  | 0                      | 0             | 0                       | 0             |
| City of Hayward               | Mission Corridor                         | 1,480    | 1,690   | 1,840                               | 1,150   | 0                      | 0             | 0                       | 75,350        |
|                               | Downtown                                 | 2,290    | 7,350   | 3,220                               | 3,240   | 60                     | 78,277        | 433                     | 39,158        |
|                               | South Hayward BART (MUC)                 | 180      | 320     | 1,170                               | 490     | 0                      | 0             | 0                       | 1,391         |
|                               | South Hayward BART (UN)                  | 1,800    | 470     | 2,700                               | 1,160   | 0                      | 0             | 857                     | 78,484        |
|                               | The Cannery                              | 340      | 1,450   | 750                                 | 930     | 427                    | 0             | 340                     | 4,000         |
|                               |  | 1,020    | 2,870   | 1,680                               | 690     | 124                    | 4,061         | 105                     | 23,350        |
| City of Livermore             | East Side                                | 100      | 16,360  | 4,270                               | 8,080   | 0                      | 0             | 510                     | 637,401       |
|                               | Isabel Avenue/BART Station Planning Area | 530      | 3,290   | 3,470                               | 3,810   | 406                    | 379,045       | 566                     | 190,000       |
| City of Newark                | Dumbarton Transit Oriented Development   | 140      | 860     | 2,400                               | 1,240   | 0                      | 0             | 1,066                   | 0             |
|                               | Old Town Mixed Use Area                  | 600      | 180     | 370                                 | 210     | 0                      | 0             | 2                       | 0             |
| City of Oakland               | Coliseum BART Station Area               | 3,870    | 5,150   | 6,850                               | 7,270   | 355                    | 0             | 928                     | 139,000       |
|                               | Downtown & Jack London Square            | 11,910   | 88,180  | 14,290                              | 39,440  | 2,106                  | 218,000       | 1,395                   | 3,007,885     |
|                               | Eastmont Town Center                     | 6,850    | 3,450   | 410                                 | 1,860   | 0                      | 0             | 0                       | 72,000        |
|                               | Fruitvale & Dimond Areas                 | 14,210   | 8,130   | 4,370                               | 7,540   | 38                     | 20,115        | 1,248                   | 41,000        |
|                               | MacArthur Transit Village                | 8,820    | 10,580  | 5,090                               | 2,280   | 34                     | 165,000       | 1,138                   | 1,775,500     |
|                               | Transit Oriented Development Corridors   | 67,370   | 33,490  | 10,200                              | 8,280   | 511                    | 56,000        | 4,531                   | 285,750       |
| City of Pleasanton            | West Oakland                             | 10,830   | 7,430   | 6,870                               | 7,470   | 994                    | 64,512        | 2,539                   | 338,500       |
|                               | Hacienda                                 | 1,310    | 9,910   | 3,590                               | 5,410   | 0                      | 680,580       | 811                     | 125,220       |
| City of San Leandro           | Bay Fair BART Transit Village            | 660      | 1,430   | 900                                 | 1,260   | 0                      | 0             | 0                       | 0             |
|                               | Downtown Transit Oriented Development    | 4,210    | 2,790   | 3,690                               | 50      | 0                      | 0             | 200                     | 0             |
|                               | East 14th Street                         | 4,920    | 9,000   | 1,310                               | 6,670   | 119                    | 0             | 0                       | 0             |
| City of Union City            | Intermodal Station District              | 1,060    | 340     | 800                                 | 2,460   | 654                    | 9,000         | 1,130                   | 43,700        |
| County Total                  |  | 207,440  | 307,730 | 118,180                             | 174,060 | 10,107                 | 2,440,030     | 26,874                  | 14,099,423    |

## **Overview of Transportation Projects**

The PDA inventory survey also included a call for example transportation projects within or providing proximate access to a PDA. Projects were received from all jurisdictions and the data is still be evaluated for eligibility. The total request submitted was \$4.3 billion. Further information on the inventory results for transportation projects will be presented in November.

## **Growth Opportunity Areas (GOAs)**

Growth Opportunity Areas (GOAs) were identified by local jurisdictions at ABAG's request during the development of the Sustainable Communities Strategy. These are non-PDA areas that may also be able to accommodate growth.

Alameda CTC built on the regional GOA process in our development of the Alameda County Preferred Land Use Scenario Concept. In addition to refining the GOAs in Alameda County, the Alameda CTC also designated new GOAs in Alameda County that will be focused on job growth.

Job development is a critical element in the success of PDA development. Commute mode choice depends on both ends of the trip: home location and job location. Originally, PDAs and GOAs focused on housing production, but increasingly the region is recognizing the importance of job development in the regional planning process. Figure 12 shows a map of the GOAs in Alameda County.

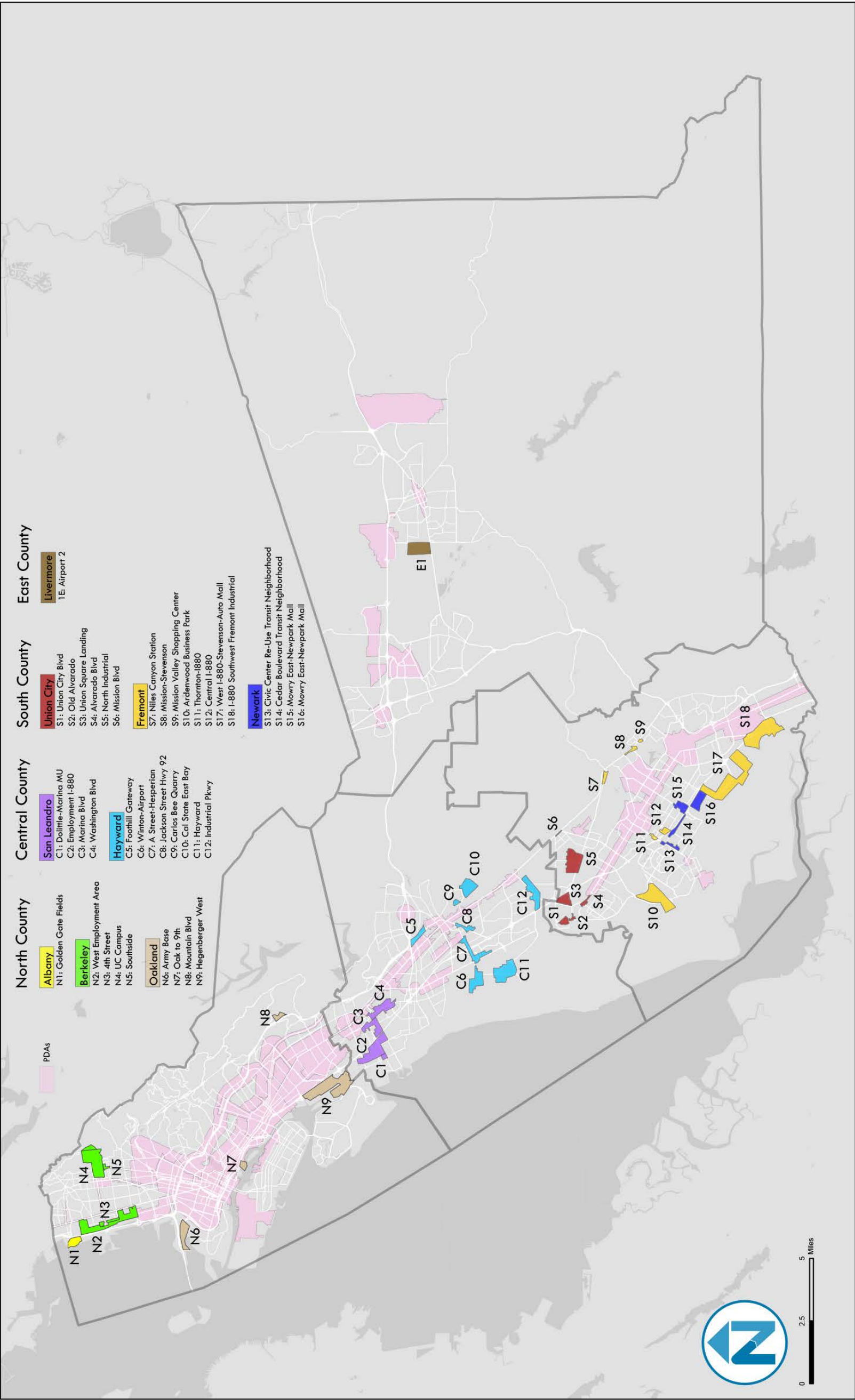


Figure 11: Map of Growth Opportunity Areas in Alameda County

***This page intentionally left blank***

## **PDA Investment and Growth Strategy DRAFT OUTLINE**

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



***This page intentionally left blank***



## **Memorandum**

**DATE:** September 26, 2012

**TO:** Planning, Policy and Legislation Committee

**FROM:** Matt Todd, Manager of Programming  
Vivek Bhat, Senior Transportation Engineer

**SUBJECT:** **Approval of Draft One Bay Area Grant (OBAG) Program Guidelines Elements**

### **Recommendation**

It is recommended the Commission approve the Initial Draft One Bay Area Grant (OBAG) Program Guidelines. ACTAC is scheduled to consider this item on October 2, 2012.

### **Summary**

Resolution 4035, approved by MTC on May 17, 2012, provides guidance for the programming and allocation of the Cycle 2 Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds for the next four fiscal years (FY 2012-13 through FY 2015-16). Resolution 4035 also includes specific policy objectives and implementation requirements of the OBAG Program that Bay Area congestion management agencies (Alameda CTC in Alameda County) must meet as a condition for the receipt of OBAG funds.

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

OBAG also provides annual funds for Congestion Management Agency (CMA) planning activities, previously provided by MTC to CMAs through a separate process and agreement. The ongoing planning and programming functions provided by the Alameda CTC maintains compliance with MTC mandated requirements (e.g., Regional Transportation Plan (RTP), Congestion Management Program (CMP), countywide travel demand model, Lifeline programming, fund programming). In addition to these traditional planning tasks there are other new or significantly expanded planning needs that emerge as a result of OBAG.

MTC Resolution 4035 also provides funds for a Regional Safe Routes to Schools (SR2S) program. Similar to Cycle 1 federal funding in the MTC region, the SR2S program remains a regionally funded program with direct county distributions. MTC has identified about \$4.3 million for Alameda County for SR2S efforts for a 4-year period over and above the OBAG funds. The OBAG program does allow for the option to contribute additional funding to augment SR2S activities of the Regional SR2S program funding.

The Draft Programming Guideline elements with ACTAC comments will be presented to the Committees and the Commission later this month. The Draft Programming Guidelines will be presented to the Committees and Commission at the November meetings

## **Discussion**

MTC has requested the Alameda CTC provide an OBAG program recommendation by June 30, 2013, that meets the OBAG program requirements in the allocation of funding to local transportation priorities. The Alameda CTC has been provided with a programming target of \$63 million in STP and CMAQ funds over the next 4 years.

### ***OBAG Funding and Eligibility***

Projects will need to comply with OBAG and federal funding requirements as well as local criteria that will be used to evaluate projects in Alameda County. The programming of these federal funds is constrained to a mix of transportation projects that conform to the eligibility requirements of the approximately \$36 million of CMAQ and \$27 million of STP (including \$4 million of Transportation Enhancement (TE)/Transportation Alternatives under MAP-21) available to program. The selected projects will be required to meet federal obligation deadlines no later than FY 15-16 (e.g. be ready to submit request for fund obligation to Caltrans no later than January 2016). Certain types of transportation projects are eligible under the OBAG and federal funding requirements. Eligible types of projects include:

- Capital pedestrian projects/improvements
- Capital bicycle projects/improvements
- Safe Routes to Schools education and outreach
- Transportation Demand and Traffic Management
- Outreach, rideshare, and telecommuting programs
- Signal improvements
- Transit capital and transit expansion
- Experimental pilot programs
- Alternative fuel projects
- Road rehabilitation (STP only)

### ***Programming Categories***

The OBAG funds are proposed to be programmed to the following categories: Planning/Programming Support, Local Streets and Roads, PDA Supportive Transportation Investments, and Safe Routes to School (SR2S). The limitations of the eligibility of STP and

CMAQ and the status of the development of the 43 PDAs in Alameda County will play a primary role in the amount of funds available for each program category.

**Table 1: OBAG Programming Categories**

| <b>Program / Category</b>                       | <b>Total</b>             | <b>% Share</b>     |
|---|--------------------------|--------------------|
| <b>Planning</b>                                 | <i>7,106,000</i>         | <i>11.3%</i>       |
| <b>Local Streets and Roads</b>                  | <i>15,228,000</i>        | <i>24.1%</i>       |
| <b>PDA Supportive Transportation Investment</b> | <i>38,731,000</i>        | <i>61.4%</i>       |
| <b>Augment Regional SR2S</b>                    | <i>2,000,000</i>         | <i>3.2%</i>        |
| <b>Total</b>                                    | <b><i>63,065,000</i></b> | <b><i>100%</i></b> |

Note : Attachment A provides additional detail on the funding by Program/Category

### **Planning/Programming:**

The ongoing planning and programming functions provided by the Alameda CTC maintains compliance with MTC mandated requirements (e.g., Regional Transportation Plan (RTP), Congestion Management Program (CMP), countywide travel demand model, Lifeline programming, fund programming). Other planning needs that emerge from OBAG are new or significantly expanded. Staff has identified the following tasks that have been required or will add to the existing planning work load.

#### **Traditional CMA Tasks**

- Developing and updating the Congestion Management Program (CMP)
- Developing and updating the Countywide Transportation Plan (CWTP) including Arterial Performance Initiative
- Travel Model Support
- Evaluation of Transportation and Land Use Policies
- Developing Countywide Bike and Pedestrian Plans
- Lifeline Program / Community Based Transportation Plan (CBTP)
- Performing ongoing Programming Tasks
- Performing ongoing Monitoring Tasks

#### Additional OBAG Tasks

- Lifeline Program / Community Based Transportation Plan (CBTP)
- Developing and updating the PDA Investment and Growth Strategy
- Preparing the PDA Strategic Plan and/or programs to provide PDA technical assistance to local agencies
- Enhanced Monitoring due to PDA Growth Strategy and Complete Streets
- Multi-jurisdictional PDA Coordination
- Developing the Capital Improvement Program
- Countywide Bike and Pedestrian Plan related Planning efforts
- Complete Streets Policy Planning efforts (Ensuring local compliance with MTC's Complete Streets policy)
- Outreach efforts (Expanding public outreach and communication with stakeholders)
- Priority Conservation Areas related Planning / Programming efforts
- Development of a Comprehensive Multi-modal Strategic Plan with Bus, Rail, Parking, TDM, land use and Bike and Pedestrian elements

These efforts will need to be funded with STP funds because they are not eligible for CMAQ funds. This programming will be split between the 70/30 percent PDA and non-PDA categories on a similar percentage. It is proposed \$7.1 Million of OBAG funds be available for Planning/ Programming related activities. Additional information on planning/programming eligibility is also included in MTC Resolution 4035.

Alameda CTC Planning and Programming efforts are also anticipated to increase with the potential passage of Measure B1. Based on the results of the November election, staff would bring any recommendation revisions to the Committees and Commission.

#### **Local Streets and Roads (LSR):**

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

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

Pavement Rehabilitation:

Pavement rehabilitation projects including pavement segments with a PCI below 70 should be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP. Preventive Maintenance: Only projects where pavement segments have a Pavement Condition Index (PCI) of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's Pavement Management Program (PMP) must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(5) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding

Non-Pavement:

Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps and features that bring the facility to current standards. The jurisdiction must still have a certified PMP to be eligible for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), capacity expansion, new roadways, roadway extensions, right of way acquisition (for future expansion), operations, routine maintenance, spot application, enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to current standards), and any pavement application not recommended by the Pavement Management Program unless otherwise allowed above.

Federal Aid Secondary (FAS) Program Set-Aside: While passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 dissolved the Federal Aid Secondary (FAS) program, California statutes provide the continuation of minimum funding to counties, guaranteeing their prior FAS shares. The first three years of Cycle 2 FAS were programmed under the Cycle 1 FAS program (covering a total 6-year period from 2008/09 to 2014/15). Cycle 2 of the OBAG federal funding includes four years of funding through FY 2015/16. Funding provided to the counties by the CMAs under OBAG will count toward the continuation of the FAS program requirement.

Under the OBAG program guidelines, LSR projects may be included in the PDA Supportive category based on the location of the project. Under the OBAG Program, approximately \$15,228,000 will be available to Alameda County for eligible LSR projects. Additional information on LSR project eligibility is also included in MTC Resolution 4035.

## **PDA Supportive Transportation Investment:**

PDA supportive projects are anticipated to include bicycle, pedestrian, and Transportation for Livable Communities (TLC) projects.

The Bicycle and Pedestrian program may fund a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities, bicycle education, outreach, sharing and parking, sidewalks, ramps, pathways and pedestrian bridges, user safety and supporting facilities, and traffic signal actuation. According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and must reduce vehicle trips resulting in air pollution reductions. Also to meet the needs of users, hours of operation need to be reasonable and support bicycle / pedestrian needs particularly during commute periods. For example the policy that a trail be closed to users before sunrise or after sunset limits users from using the facility during the peak commute hours, particularly during times of the year with shorter days.

The purpose of Transportation for Livable Communities (TLC) projects is to support community based transportation projects that bring new vibrancy to downtown areas, commercial cores, high density neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile. General project categories:

- Station Improvements such as plazas, station access pocket parks, bicycle parking
- Complete streets improvements that encourage bicycle and pedestrian access
- Transportation Demand Management projects including car sharing, vanpooling traveler coordination and information or Clipper®-related projects
- Connectivity projects connecting high density housing/jobs/mixed use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit (bulb outs, sidewalk widening , cross walk enhancements, audible signal modification, mid block crossing and signal, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refugees, way finding signage, pedestrian scaled street furniture including bus shelters, tree grates, benches, bollards, magazine racks, garbage and recycling bins, permanent bicycle racks, signal modification for bicycle detection, street trees, planters, costs associated with on- site storm water management, permeable paving)

Based on the level of needs of the Planning/Programming and LSR categories that require STP funds, it is expected that the projects in the PDA Supportive category will use CMAQ funding. This category will include projects within the geographic boundaries of a PDA as well as projects considered in “proximate access” to a PDA. Additional information on PDA Supportive Transportation Investment project eligibility is also included in MTC Resolution 4035.

**Safe Routes to School (SR2S):**

MTC has identified about \$4.3 million of Regional SR2S funding over and above the OBAG funds. If additional resources are required, OBAG funds are eligible to supplement the already identified funding. The current Alameda Countywide SR2S program has an annual budget of about \$1.2 million. The Regional SR2S program provides about \$1.1 million per year. This proposal includes the augmentation of \$500,000 per year (\$2 million total) of OBAG funds for the SR2S program, to augment the Regional SR2S funding to sustain and provide strategic expansion opportunities. The Regional SR2S program is proposed to be operated under a similar model to the existing Countywide SR2S program with the Alameda CTC administering the countywide program. Additional information on SR2S project eligibility is also included in MTC Resolution 4035.

**Role of Exchanges:**

In the past, exchanges have been used to fund large projects with a more restrictive funding source, allowing for the funding of multiple smaller projects with a local fund source. The OBAG program has characteristics that make it a good fit for an exchange scenario, which is being considered as part of the programming approach. CMAQ funding makes up the majority of the OBAG programming capacity. CMAQ also has more restrictive eligibility requirements than the STP funds that are also available through the OBAG program. If an exchange candidate is identified that is eligible to expend the federal funds within the required schedule, the final program of projects could benefit with more flexibility in the types of projects selected for the OBAG program. This is based on the assumption that OBAG requirements would still need to be met for the exchanged funds (i.e., 70 percent of the programmed funds supporting PDAs and a program selected by June 30, 2013). Additional information on exchange scenarios will be available in November

***OBAG Eligibility, Screening and Selection Criteria***

Projects will be first screened for eligibility and will then be prioritized based on project selection criteria for the OBAG program as a whole, as well as for individual OBAG programs (Local Streets and Roads Preservation and PDA Supportive Transportation Investments). MTC's OBAG guidelines dictate multiple screening and evaluation criteria that will be required to be used.

The project selection criteria for this funding cycle will include traditional criteria that have been used in past funding cycles as well as new OBAG specific requirements that have not traditionally been applied to the evaluation of transportation projects.



## **OBAG Eligibility Criteria**

### **Alameda CTC Requirements**

The OBAG program requires that by May 1, 2013, the Alameda CTC complete the OBAG Checklist for Compliance with MTC Resolution No. 4035. The intent of the checklist is to delineate and ensure compliance with the requirements included in the OBAG program related to the:

- PDA Investment and Growth Strategy, the
- Performance and Accountability Policies and
- OBAG calls for Projects Guidance.

The checklist also certifies the Alameda CTC engagement with Regional and local agencies while developing the PDA Investment and Growth Strategy.

### **Local Agency Eligibility Requirements**

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

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

The OBAG Checklist which details the required activities for the Alameda CTC is included as Attachment B. The Local Jurisdiction OBAG Checklist also includes requirements for local jurisdictions to be eligible to receive OBAG funds is included as Attachment C.

## **OBAG Screening Criteria**

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

- Project must be eligible for funding from one or more of the fund programs incorporated into OBAG:
  - Local Streets and Roads Preservation
  - PDA Supportive Transportation Investments
  - Safe Routes to School
- The project is in a PDA, or meets the minimum definition of "Proximate Access" to a PDA \*
  - If the project is not physically located within the boundaries of a PDA, provide the benefit of the proposed transportation improvement for travel to or from a PDA or between the PDA and a job center or other important community services or areas or between PDAs
  - Applies to the 70% portion of the funds

- The proposed LSR programming target will allow sponsors to submit LSR projects either inside and/or outside the PDAs. It is anticipated that the 70/30 PDA/Non-PDA split for the over all OBAG program will be met even if a majority of LSR projects proposed are outside the PDAs.
  - Project sponsor is requesting a minimum of \$500,000 in OBAG funds.
    - Requests for less than this amount may be considered on a case by case basis. Per MTC OBAG policy, grant amount will be no less than \$100,000 for any project and the overall average of all OBAG grants meet the \$500,000 minimum threshold \*
  - Project is consistent with the adopted Regional Transportation Plan and the Alameda Countywide Transportation Plan.
  - Project must have the required 11.47% local match in committed or programmed funds.
- \* - Indicates OBAG specific requirement*

### **OBAG Selection Criteria**

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

- Project Readiness
  - Status / work completed to date
  - Cost estimate and funding plan
  - Schedule
- Proximate Access\*
  - If the project is not physically located within the boundaries of a PDA, provide the benefit of the proposed transportation improvement for travel to or from a PDA or between the PDA and a job center or other important community services or areas or between PDAs
- Project is well-defined and results in a usable segment
- Sustainability (e.g. maintenance responsibility, life cycle of improvement)
- Transportation project need/benefit/effectiveness:
  - Also consider transportation project need/benefit/effectiveness in direct relation to the PDA(s)
  - Includes safety issues
- Project is located in high impact project areas in regards to PDA development and the SCS. Factors defining high-impact areas include:\*
  - Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production

- Jobs in proximity to housing and transit (both current levels and those included in the SCS)
- Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
- Consistency with regional TLC design guidelines or design that encourages multi-modal access
- Project areas with parking management and pricing policies
- Project is located in Communities of Concern (COC)\*
- Proposed transportation investments in PDAs have affordable housing preservation and creation strategies.\*
- Proposed transportation investments in PDAs overlap with Air District Communities Air Risk Evaluation (CARE) communities and/or are in proximity to freight transport infrastructure.\*
- Priority of the PDA\*
  - Alameda CTC is preparing a PDA Strategic Plan. This plan is proposed to identify PDAs whose development would benefit from the implementation of the proposed transportation project. This issue will be discussed in more detail under agenda item 4B.

*\* - Indicates OBAG specific requirement*

### **Local Streets and Roads Preservation Additional Selection Criteria**

The LSR Program funding is reserved for pavement rehabilitation and preventative maintenance projects located on the Federal-Aid System. Projects applying for LSR funds will be subject to additional criteria below listed:

- Projects located on the Federal-Aid System
- Identify project Functional Classification system
- Identify Functional Category within the Classification System
- Identify Preventive Maintenance projects (Eligible preventive maintenance projects must have a PCI above 70.)
- Sponsoring agency must have a certified Pavement Management System (PMS)
- Proposed project must be based on the analysis results from an established PMS for a jurisdiction

### **Coordinated Programming**

Other fund sources can complement the OBAG programming process, by providing funding that can match federal monies, funding certain project types or phases of a project. It is recommended that additional fund sources allocated by the Alameda CTC be considered in coordination with the OBAG programming process, with a focus on the PDA Supportive Transportation Investment and SR2S Categories. The minimum match required for the federal funds in these two programs would be approximately \$5.4 million.

Staff has identified the following funding to coordinate with the OBAG programming process:

- \$1.5 Million of Measure B Bike Ped. Countywide Discretionary funds
- \$1.5 Million VRF Bike Ped funds
- \$5 million of VRF Transit for Congestion Relief Program

When considering other fund sources in the recommendation for the Coordinated OBAG programming (including STP/CMAQ, Measure B and VRF funding), factors such as eligibility, schedule, and best use of each individual fund source for the entire program of projects being considered will be used.

The project sponsors receiving LSR funds will also need to provide the local match for their respective LSR projects. Based on Federal funding requirements, a 11.47% local match is required for OBAG funds. This is an eligible cost for both Measures B LSR pass through funds and VRF LSR pass through funds.

### **Other OBAG Programs**

#### **PDA Planning Assistance**

We are working with MTC on identifying funding for additional resources to provide assistance to local agencies to further PDA developments. These funds would be from sources above and beyond the \$63 million of OBAG identified for transportation investments. This issue will be discussed at committee meetings in the upcoming months.

#### **Priority Conservation Areas (PCA) Program**

This is a \$10 million program that is regionally competitive and Alameda County projects can compete for up to \$5 million (\$5 million is dedicated to the North Bay counties). Eligible projects include planning, land/easement acquisition, open space access projects, and farm-to-market capital projects. Priority would be given to projects that can partner with state agencies, regional districts, and private foundations to leverage outside funds, particularly for land acquisition and open space access. A 3:1 match is required for all projects outside of the North Bay Counties. Staff recommends that PCA project proposals should partner with agencies such as the East Bay Regional Park District and other organizations such as the Tri Valley Conservancy for this regional competitive program.

**Next Steps:**

The Draft Programming Guidelines Elements with ACTAC comments will be presented to the Committees and the Commission later this month. The Final Programming Guidelines will be presented to the Committees and Commission at the November meetings. A detailed implementation and outreach schedule is included as Attachment D.

**Fiscal Impact**

Approximately \$63 million will be available for Alameda County through the OBAG program. Alameda CTC is also eligible for funding from some of the regional programs that are part of the Cycle 2 programming approved under MTC Resolution 4035.

**Attachments:**

|               |  |
|---------------|--|
| Attachment A: | OBAG Program Category Summary (Table)                      |
| Attachment B: | OBAG Checklist for Compliance with MTC Resolution No. 4035 |
| Attachment C: | Local Jurisdiction OBAG Checklist                          |
| Attachment D: | OBAG Implementation Schedule                               |
| Attachment E: | MTC Resolution 4035  |

**DRAFT One Bay Area Grant Program - Fund Category Summary**

Alameda County OBAG Share

Within PDAs

Outside PDAs

|                     |              |              |
|---------------------|--------------|--------------|
| <b>\$63,065,000</b> | STP @ 37%    | \$23,334,050 |
| \$44,145,500        | CMAQ @ 57%   | \$35,947,050 |
| \$18,919,500        | STIP-TE @ 6% | \$3,783,900  |

| Program / Category   | Within PDAs<br>(70%) | Outside PDAs<br>(30%) | Total             | % Share     |
|--|----------------------|-----------------------|-------------------|-------------|
| <b>Planning (STP)</b>  | 4,976,000            | 2,130,000             | 7,106,000         | 11.3%       |
| <b>Local Streets and Roads (STP)</b>                             | 3,518,050            | 11,710,000            | 15,228,050        | 24.1%       |
| <b>PDA Supportive Transportation Investment (CMAQ / STIP-TE)</b> | 35,151,450           | 3,579,500             | 38,730,950        | 61.4%       |
| <b>Augment Regional SR2S (STP / CMAQ)</b>                        | 500,000              | 1,500,000             | 2,000,000         | 3.2%        |
| <b>Total</b>   | <b>44,145,500</b>    | <b>18,919,500</b>     | <b>63,065,000</b> | <b>100%</b> |

*Regional SR2S (Non-OBAG) Alameda County Share***\$4,293,000**

**DRAFT One Bay Area Grant Program - Fund Category Summary**

**STP/CMAQ /STIP-TE Breakdown**

|                           |                            |              |              |
|---------------------------|----------------------------|--------------|--------------|
| Alameda County OBAG Share | <b><u>\$63,065,000</u></b> | STP @ 37%    | \$23,334,050 |
| Within PDAs               | \$44,145,500               | CMAQ @ 57%   | \$35,947,050 |
| Outside PDAs              | \$18,919,500               | STIP-TE @ 6% | \$3,783,900  |

| Program / Category                       | STP               | CMAQ              | STIP-TE          | Total             |
|--|-------------------|-------------------|------------------|-------------------|
| Planning                                 | 7,106,000         | 0                 | 0                | 7,106,000         |
| Local Streets and Roads                  | 15,228,050        | 0                 | 0                | 15,228,050        |
| PDA Supportive Transportation Investment | 0                 | 34,947,050        | 3,783,900        | 38,730,950        |
| Augment Regional SR2S                    | 1,000,000         | 1,000,000         | 0                | 2,000,000         |
| <i>Total</i>                             | <i>23,334,050</i> | <i>35,947,050</i> | <i>3,783,900</i> | <i>63,065,000</i> |

*Regional SR2S (Non-OBAG) Alameda County Share*                      **\$4,293,000**

Reporting CMA: \_\_\_\_\_

For Receipt of Fiscal Years 2012–13 through 2015–16 One Bay Area Grant Funds

Reporting Period: Calendar Year 2013

## One Bay Area Grant (OBAG) Checklist for CMA Compliance with MTC Resolution No. 4035

Re: Federal Cycle 2 Program Covering FY 2012-13 through FY 2015-16

The intent of this checklist is to delineate the requirements included in the OBAG Grant Program in MTC Resolution 4035 related to the Priority Development Area (PDA) Investment and Growth Strategy (Appendix A-6), the Performance and Accountability Policies, and OBAG Call for Projects Guidance (Appendix A-5). This checklist must be completed by Congestion Management Agencies and submitted to MTC to certify compliance with the OBAG requirements listed in Resolution No. 4035. This checklist does not cover the programming actions by a CMA for the OBAG grant.

This checklist serves as an instrument for assessing the CMA's compliance with OBAG requirements as set forth in Resolution 4035, adopted by MTC on May 17, 2012.

## CMA Requirements

---

### PDA Investment and Growth Strategy: Appendix A-6

---

| 1. Engage with Regional and Local Jurisdictions  | YES                      | NO                       | N/A                      |
|--|--------------------------|--------------------------|--------------------------|
| a. Has the CMA developed a process to regularly engage local planners and public works staff in developing a PDA Investment and Growth Strategy that supports and encourages development in the county's PDAs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Has the CMA encouraged community participation throughout the planning and establishment of project priorities?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Has the CMA's staff or consultant designee participated in TAC meetings established through the local jurisdiction's planning processes funded through the regional PDA planning program?                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Has the CMA worked with MTC and ABAG staff to confirm that regional policies are addressed in PDA plans?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

---

If "NO" or "N/A –Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

Page 1



Reporting CMA: \_\_\_\_\_

For Receipt of Fiscal Years 2012–13 through 2015–16 One Bay Area Grant Funds

Reporting Period: Calendar Year 2013

| <b>2. Planning Objectives to Inform Project Priorities</b>   | <b>YES</b>               | <b>NO</b>                | <b>N/A</b>               |
|--|--------------------------|--------------------------|--------------------------|
| a. Has the CMA kept itself apprised of ongoing transportation and land-use planning efforts throughout the county?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Has the CMA encouraged local agencies to quantify transportation infrastructure needs and costs as part of their planning processes?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Has the CMA encouraged and supported local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA?   |                          |                          |                          |
| 1. By May 1, 2013, has the CMA received and reviewed information submitted to the CMA by ABAG on the progress that local jurisdictions have made in implementing their housing element objectives and identifying current local housing policies that encourage affordable housing production and/or community stabilization?                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Starting in May 2014 and in all subsequent updates of its PDA Investment & Growth Strategy, has the CMA assessed local jurisdiction efforts in approving sufficient housing for all income levels through the RHNA process and, where appropriate, assisted local jurisdictions in implementing local policy changes to facilitate achieving these goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

---

If “NO” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

Page 2

Reporting CMA: \_\_\_\_\_

For Receipt of Fiscal Years 2012–13 through 2015–16 One Bay Area Grant Funds

Reporting Period: Calendar Year 2013

| 3. Establishing Local Funding Priorities   | YES                      | NO                       | N/A                      |
|--|--------------------------|--------------------------|--------------------------|
| a. Has the CMA developed funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity and that emphasize the following factors?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 1. Projects located in high impact project areas, including:   |                          |                          |                          |
| a) PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production;  |                          |                          |                          |
| b) Jobs in proximity to housing and transit (both current levels and those included in the SCS);   |                          |                          |                          |
| c) Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.);  |                          |                          |                          |
| d) Consistency with regional Transportation for Livable Communities (TLC) design guidelines or design that encourages multi-modal access;  |                          |                          |                          |
| e) Project areas with parking management and pricing policies.   |                          |                          |                          |
| 2. Projects located in Communities of Concern (COC) as defined by MTC, which can be found at <a href="http://geocommons/maps/110983">http://geocommons/maps/110983</a>   |                          |                          |                          |
| a) CMAs may also include additional COCs beyond those defined by MTC that are local priorities.  |                          |                          |                          |
| 3. PDAs with affordable housing preservation and creation strategies.  |                          |                          |                          |
| 4. Local jurisdictions that employ best management practices to mitigate exposures where PDAs overlap and/or are in proximity with communities identified in the Air District's Community Air Risk Evaluation (CARE) program or freight transport infrastructure. <i>For information regarding the Bay Area Air Quality Management District's CARE program, go to: <a href="http://www.baaqmd.gov/Divisions/Planning-and-Research/CARE-Program.aspx">http://www.baaqmd.gov/Divisions/Planning-and-Research/CARE-Program.aspx</a></i> |                          |                          |                          |

If "NO" or "N/A –Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

Page 3

Reporting CMA: \_\_\_\_\_

For Receipt of Fiscal Years 2012–13 through 2015–16 One Bay Area Grant Funds

Reporting Period: Calendar Year 2013

|  | YES                      | NO                       | N/A                      |
|--|--------------------------|--------------------------|--------------------------|
| b. Has the CMA defined the term “proximate access”, including a policy justification, and how it would be applied to projects applying for OBAG funds?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Has the CMA designated and mapped projects recommended for funding that are not geographically within a PDA but provide “proximate access” to a PDA, along with policy justifications for that determination?                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Has the CMA documented the approach used to select OBAG projects including outreach, and submitted a board adopted list of projects with the outreach documentation to MTC (see Call for Projects Guidance requirements below)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

---

## Performance and Accountability Policies

---

| 4. Ensuring Local Compliance   | YES                      | NO                       | N/A                      |
|--|--------------------------|--------------------------|--------------------------|
| a. Has the CMA received confirmation that local jurisdictions have met or are making progress in meeting the Performance and Accountability Policies requirements related to Complete Streets and local Housing Elements as set forth in pages 12 and 13 of MTC Resolution 4035? <i>Note: CMAs can use the Local Jurisdiction OBAG Requirement Checklist to help fulfill this requirement.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Has the CMA affirmed to MTC that a jurisdiction is in compliance with the requirements of MTC Resolution 4035 prior to programming OBAG funds to its projects in the TIP?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

---

If “NO” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

Page 4

Reporting CMA: \_\_\_\_\_

For Receipt of Fiscal Years 2012–13 through 2015–16 One Bay Area Grant Funds

Reporting Period: Calendar Year 2013

---

## Call for Projects Guidance Appendix A-5

(Public Involvement and Outreach, Agency coordination, and Title VI)

---

|   |                          |                          |                          |
|---|--------------------------|--------------------------|--------------------------|
| <b>5. Public Involvement and Outreach</b>   | <b>YES</b>               | <b>NO</b>                | <b>N/A</b>               |
| a. Has the CMA conducted countywide outreach to stakeholders and the public to solicit project ideas consistent with Appendix A-5?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Has the CMA documented the outreach efforts undertaken for the local call for projects to show how it is consistent with MTC's Public Participation Plan as noted in Appendix A-5, and submitted these materials to MTC? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Has the CMA performed agency coordination consistent with Appendix A-5?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Has the CMA fulfilled Title VI responsibilities consistent with Appendix A-5?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <b>6. Completion of Checklist</b>   | <b>YES</b>               | <b>NO</b>                | <b>N/A</b>               |
| a. <b>Has the CMA completed all section of this checklist?</b>  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 1. If the CMA has checked "NO" or N/A to any checklist items, please include which item and a description below as to why the requirement was not met or is considered Not Applicable.                                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

---

If "NO" or "N/A –Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

Page 5

Reporting CMA: \_\_\_\_\_

For Receipt of Fiscal Years 2012–13 through 2015–16 One Bay Area Grant Funds

Reporting Period: Calendar Year 2013

## **Review and Approval of Checklist**

---

This checklist was prepared by:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name & Title (print)

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Email

This checklist was approved for submission to MTC by:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
CMA Executive Director

---

If “NO” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

Page 6

Reporting Jurisdiction: \_\_\_\_\_

For Receipt of Fiscal Years 2012–13 and 2015–16 CMA Block Grant Funds

Reporting Period: Calendar Year 2013

## One Bay Area Grant (OBAG) Checklist for Local Compliance with MTC Resolution No. 4035

Re: Federal Cycle 2 Program Covering FY 2012-13 through FY 2015-16

The intent of this checklist is to delineate the requirements included in the OBAG Grant Program related to the PDA Investment and Growth Strategy (Appendix A-6), the Performance and Accountability Policies and OBAG Call for Projects Guidance (Appendix A-5). This checklist must be completed by Local Jurisdictions and submitted to the CMA to certify compliance with the OBAG requirements listed in MTC Resolution No. 4035.

This checklist serves as an instrument for assessing local compliance with OBAG requirements as set forth in Resolution 4035, adopted by MTC on May 17, 2012.

| 1. Compliance with the Complete Streets Act of 2008  | YES                      | NO                       | N/A                      |
|--|--------------------------|--------------------------|--------------------------|
| a. Has the local jurisdiction either:  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 1. Adopted a complete streets policy resolution no later than January 31, 2013, or   |                          |                          |                          |
| 2. Adopted a General Plan Circulation Element that is compliant with the Complete Streets Act of 2008?   |                          |                          |                          |
| b. Has the jurisdiction submitted a Complete Streets Checklist for any project for which the jurisdiction has applied for OBAG funding?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <br><b>2. Housing Element Certification</b>  | <b>YES</b>               | <b>NO</b>                | <b>N/A</b>               |
| a. Has the local jurisdiction's fourth-revision housing element been certified by the California Department of Housing and Community Development (HCD) for 2007–14 RHNA prior to January 31, 2013? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

If "NO" or "N/A –Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

Reporting Jurisdiction: \_\_\_\_\_

For Receipt of Fiscal Years 2012–13 and 2015–16 CMA Block Grant Funds

Reporting Period: Calendar Year 2013

- b. If the answer to 2.a is “no”, will the local jurisdiction submit to ABAG/MTC by November 1, 2012, a request for an extension of the deadline for a certified housing element to January 31, 2014? *Note: OBAG funds cannot be programmed into the TIP until the housing element certification is complete, and if not achieved, reserved OBAG funds can be moved by a CMA to another project that meets OBAG policies and regional delivery deadlines.*
- ☐      ☐      ☐

*In the fifth-revision (2015-2022), jurisdictions will be required to adopt housing elements by October 31, 2014*

|  | YES                      | NO                       | N/A                      |
|--|--------------------------|--------------------------|--------------------------|
| <b>3. Completion of Checklist</b>  |                          |                          |                          |
| a. Has the Jurisdiction completed all sections of this checklist?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 1. If the jurisdiction has checked “NO” or N/A to any of the above questions, please provide an explanation below as to why the requirement was not met or is considered “Not Applicable.” | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

If “NO” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

Reporting Jurisdiction: \_\_\_\_\_  
For Receipt of Fiscal Years 2012–13 and 2015–16 CMA Block Grant Funds  
Reporting Period: Calendar Year 2013

## **Review and Approval of Checklist**

---

This checklist was prepared by:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name & Title (print)

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Email

This checklist was approved for submission to <INSERT NAME>City/County by:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
City Manager/Administrator or designee

---

If “NO” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.



**Attachment D: Alameda CTC One Bay Area Grant Program Outreach and Implementation Schedule**

| Date                    | Outreach Audience <sup>1</sup>   | Subject   | Public Meeting(s) | Website | Publication | Media | Event | Email Outreach |
|-------------------------|--|---|-------------------|---------|-------------|-------|-------|----------------|
| June 2012               | <ul style="list-style-type: none"><li>Alameda County Technical Advisory Committee</li><li>Alameda CTC PPLC, PPC, and Commission</li><li>Partner agencies and stakeholders</li></ul>  | Overall agency workplan for policy, planning and programming, including OBAG          | ✓                 | ✓       | ✓           |       |       |                |
|                         |  | Complete streets workshop   |                   |         |             |       |       |                |
| July 2012               | <ul style="list-style-type: none"><li>Specific webpage for OBAG Grant Program</li><li>ED Report</li><li>Alameda CTC E-newsletter</li></ul>   | Publication of OBAG implementation schedule   |                   | ✓       | ✓           |       |       |                |
|                         |  | Initial development of PDA inventory and survey                                       |                   |         |             |       |       |                |
| August 2012             | <ul style="list-style-type: none"><li>Notifications to technical and public outreach stakeholders of OBAG schedule and upcoming actions</li><li>Fact sheet development</li></ul>   | Fact sheet, webpage update, email communications                                      |                   | ✓       | ✓           |       |       | ✓              |
|                         |  | Develop draft PDA Inventory   |                   |         |             |       |       |                |
| September 2012          | <ul style="list-style-type: none"><li>Alameda County Technical Advisory Committee</li><li>Alameda CTC PPLC, PPC, and Commission</li><li>BPAC, CAC, CWC, PAPCO</li><li>E-newsletter publication</li><li>ED Report publication</li><li>Press release on OBAG</li><li>Outreach events</li></ul> | Overall OBAG approach, policy discussion and feedback from Commission and Committees. | ✓                 | ✓       | ✓           | ✓     | ✓     |                |
|                         |  | Complete streets draft policy   |                   |         |             |       |       |                |
| October 2012            | <ul style="list-style-type: none"><li>Alameda County Technical Advisory Committee</li><li>Alameda CTC PPLC, PPC, and Commission</li><li>ED Report publication</li><li>Outreach events</li></ul>  | Initial Draft OBAG Program Guidelines   | ✓                 | ✓       | ✓           | ✓     | ✓     |                |
|                         |  | Draft PDA Strategic Plan  |                   |         |             |       |       |                |
| November /December 2012 | <ul style="list-style-type: none"><li>Alameda County Technical Advisory Committee</li><li>Alameda CTC PPLC, PPC, and Commission</li></ul>  | Final Complete Streets Policy   |                   |         |             |       |       |                |
|                         |  | Draft OBAG Program guidelines and project and program selection criteria and process  | ✓                 | ✓       | ✓           | ✓     | ✓     | ✓              |

<sup>1</sup> Acronyms Defined: ED: Executive Director Report; OBAG: One Bay Area Grant; PDA: Priority Development Area; PPLC: Policy, Planning and Legislation Committee; PPC: Projects and Programming Committee; BPAC: Bicycle and Pedestrian Advisory Committee; CAC: Community Advisory Committee; CWC: Citizens Watchdog Committee; PAPCO: Paratransit Advisory and Planning Committee;

|                            | <ul style="list-style-type: none"> <li>ED Report publication</li> <li>E-newsletter</li> <li>Outreach events</li> </ul>   | Draft Final PDA Strategic Plan   |   |   |   |   |   |   |   |
|----------------------------|--|--|---|---|---|---|---|---|---|
| December 2012/January 2013 | <ul style="list-style-type: none"> <li>Alameda County Technical Advisory Committee</li> <li>Alameda CTC PPLC, PPC, and Commission</li> <li>ED Report publication</li> <li>Outreach events</li> </ul>   | Final OBAG Program adoption including guidelines and project and program selection criteria and process                                    | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| January 2013               | <ul style="list-style-type: none"> <li>Alameda County Technical Advisory Committee</li> <li>Alameda CTC PPLC, PPC, and Commission</li> <li>BPAC, CAC, CWC, PAPCO</li> <li>E-newsletter publication</li> <li>ED Report publication</li> <li>Press release on OBAG</li> <li>Outreach events</li> </ul> | PDA Growth and Investment Strategy update<br><br>Report on Complete Streets Policy approvals by jurisdictions<br><br>Update on Programming | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| February 2013              | <ul style="list-style-type: none"> <li>Alameda County Technical Advisory Committee</li> <li>Alameda CTC PPLC, PPC, and Commission</li> <li>ED Report publication</li> <li>Outreach events</li> </ul>   | Initial Draft PDA Growth and Investment Strategy Draft<br><br>Update on Programming  | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| March 2013                 | <ul style="list-style-type: none"> <li>Alameda County Technical Advisory Committee</li> <li>Alameda CTC PPLC, PPC, and Commission</li> <li>BPAC, CAC, CWC, PAPCO (per regular schedules)</li> <li>E-newsletter publication</li> <li>ED Report publication</li> <li>Outreach events</li> </ul>        | Final Draft PDA Growth and Investment Strategy to Commission<br><br>Update on Programming  | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| April 2013                 | <ul style="list-style-type: none"> <li>Alameda County Technical Advisory Committee</li> <li>Alameda CTC PPLC, PPC, and Commission</li> <li>BPAC, CAC, CWC, PAPCO (per regular schedules)</li> <li>ED Report publication</li> <li>Outreach events</li> </ul>  | Final PDA Growth and Investment Strategy Adoption by Alameda CTC and submission to MTC<br><br>Draft OBAG programming recommendation        | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| May/June 2013              | <ul style="list-style-type: none"> <li>Alameda County Technical Advisory Committee</li> <li>Alameda CTC PPLC, PPC, and Commission</li> <li>BPAC, CAC, CWC, PAPCO (per regular schedules)</li> <li>ED Report publication</li> <li>Press release on OBAG</li> <li>Outreach events</li> </ul>           | Final Board approval of OBAG programming<br><br>Submission of OBAG programming to MTC  | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

***This page intentionally left blank***

Date: May 17, 2012  
W.I.: 1512  
Referred by: Planning

**ABSTRACT**

Resolution No. 4035

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG) Project List

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012.

Date: May 17, 2012  
W.I.: 1512  
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:  
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4035

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; 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/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments, (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

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

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

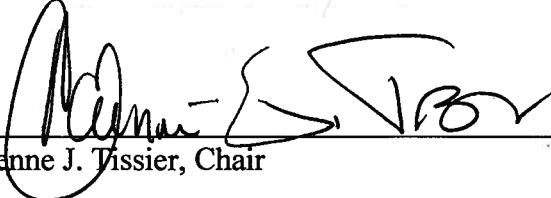
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected and included in the federal TIP; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

Date: May 17, 2012  
W.I.: 1512  
Referred by: Planning

Attachment A  
Resolution No. 4035

# **Cycle 2 Program Project Selection Criteria and Programming Policy**

**For  
FY 2012-13, FY 2013-14,  
FY 2014-15 and FY 2015-16**

**Cycle 2 Program  
Policy and Programming**

**Table of Contents**

**BACKGROUND.....1**

**CYCLE 2 REVENUE ESTIMATES AND FEDERAL PROGRAM ARCHITECTURE .....1**

**NEW FUNDING APPROACH FOR CYCLE 2—THE ONE BAY AREA GRANT .....2**

**CYCLE 2 GENERAL PROGRAMMING POLICIES .....3**

**REGIONAL PROGRAMS .....8**

**ONEBAYAREA GRANT PROGRAMMING POLICIES.....11**

**CYCLE 2 COUNTY ONE BAY AREA GRANT PROJECT GUIDANCE .....14**

**PROGRAM SCHEDULE .....18**

**Appendices**

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



## BACKGROUND

Anticipating the end of the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) on September 30, 2009, MTC approved Cycle 1 commitments (Resolution 3925) along with an overall framework to guide upcoming programming decisions for Cycle 2 to address the new six-year surface transportation authorization act funding. However, the successor to SAFETEA has not yet been enacted, and SAFETEA has been extended through continuing resolutions. Without the new federal surface transportation act, MTC may program funds forward based on reasonable estimates of revenues. It is estimated that roughly \$795 million is available for programming over the upcoming four-year Cycle 2 period.

Cycle 2 covers the four years from FY 2012-13 to FY 2015-2016 pending the enactment of the new authorization and/or continuation of SAFETEA.

This attachment outlines how the region will use Cycle 2 funds for transportation needs in the MTC region. Funding decisions continue to implement the strategies and objectives of the Regional Transportation Plan (RTP), Transportation 2035, which is the Bay Area's comprehensive roadmap to guide transportation investments in surface transportation including mass transit, highway, local road, bicycle and pedestrian projects over the long term. The program investments recommended for funding in Cycle 2 are an outgrowth of the transportation needs identified by the RTP and also take into consideration the preferred transportation investment strategy of the Sustainable Communities Strategy (SCS).

Appendix A-1 provides an overview of the Cycle 2 Program commitments which contain a regional program component managed by MTC and a county program component to be managed by the counties.

## CYCLE 2 REVENUE ESTIMATES AND FEDERAL PROGRAM ARCHITECTURE

MTC receives federal funding for local programming from the State for local programming in the MTC region. Among the various transportation programs established by SAFETEA, this includes regional Surface Transportation Program (STP) Congestion Mitigation and Air Quality Improvement (CMAQ) Program and to a lesser extent, Regional Transportation Improvement Program (RTIP) and Transportation Enhancement (TE) funds. The STP/CMAQ/RTIP/TE programming capacity in Cycle 2 amounts to \$795 million. The Commission programs the STP/CMAQ funds while the California Transportation Commission programs the RTIP and TE Funds. Furthermore, the Bay Area Air Quality Management District (BAAQMD) is contributing Transportation Fund for Clean Air (TFCA) funding to Cycle 2. Below are issues to be addressed as the region implements Cycle 2 programming, particularly in light that approval of Cycle 2 will precede approval of the new federal transportation act.

**Revenues:** A revenue growth rate of 3% over prior federal apportionments is assumed for the first year – FY 2012-13. Due to continued uncertainties with federal funding, the estimated revenues for the later years of the program, FY 2013-14 through FY 2015-16, have not been escalated, but held steady at the estimated FY 2012-13 apportionment amount. If there are significant reductions in federal apportionments over the Cycle 2 time period, as in the past, MTC will reconcile the revenue levels following enactment of the New Act by making adjustments later if needed, by postponement of projects or adjustments to subsequent programming cycles.

**Fund Sources:** Development of the new federal surface transportation authorization will need to be closely monitored. New federal programs, their eligibility rules, and how funding is distributed to the states and regions could potentially impact the implementation of the Cycle 2 Regional and One Bay Area Grant (OBAG) Programs. It is anticipated that any changes to the federal programs would likely overlap to a large extent with projects that are currently eligible for funding under Title 23 of the United States Code, though the actual fund sources will likely no longer be referred to as STP/CMAQ/TE in the manner we have grown accustomed. Therefore, reference to specific fund sources in the Cycle 2 programming is a proxy for replacement fund sources for which MTC has programming authority.

## **NEW FUNDING APPROACH FOR CYCLE 2—THE ONEBAYAREA GRANT**

For Cycle 2, the OneBayArea Grant (OBAG) is a new funding approach that better integrates the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Funding distribution to the counties will encourage land-use and housing policies that support the production of housing with supportive transportation investments. This is accomplished through the following policies:

- Using transportation dollars to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing.
- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs) and by initiating a pilot program in the North Bay counties that will support open space preservation in Priority Conservation Areas (PCA).
- Providing a higher proportion of funding to local agencies and additional investment flexibility by eliminating required program targets. A significant amount of funding that was used for regional programs in Cycle 1 is shifted to local programs (the OneBayArea Grant). The OBAG program allows investments in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities, while also providing targeted funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

### Project List

Attachment B of Resolution 4035 contains the list of projects to be programmed under the Cycle 2 Program. Attachments B-1 and B-2 are listings of projects receiving Cycle 2 funding, and reflects the programs and projects included in the regional and OBAG programs respectively. The listing is subject to project selection actions (conducted by MTC for most of the regional programs and by the CMAs for funds distributed to them). MTC staff will update Attachments B-1 and B-2 as projects are selected by the Commission and CMAs and are included in the federal TIP.

### OneBayArea Grant Fund Distribution Formula

The formula used to distribute OneBayArea Grant funding to the counties takes into consideration the following factors: population, past housing production, future housing commitments as determined by the Association of Bay Area Governments (ABAG) Regional Housing Needs

Assessment (RHNA) and added weighting to acknowledge very low and low income housing. The formula breakdown is as follows with distributions derived from each jurisdiction's proportionate share of the regional total for each factor:

### OBAG Fund Distribution Factors

| Factor Weighting                                       | Percentage |
|--|------------|
| Population   | 50%        |
| RHNA* (total housing units)                            | 12.5%      |
| RHNA (low/very low income housing units)               | 12.5%      |
| Housing Production** (total housing units)             | 12.5%      |
| Housing Production (low/very low income housing units) | 12.5%      |

\* RHNA 2014-2022

\*\*Housing Production Report 1999-2006

The objective of this formula is to provide housing incentives to complement the region's Sustainable Community Strategy (SCS) which together with a Priority Development Area (PDA) focused investment strategy will lead to transportation investments that support focused development. The proposed One Bay Area Grant formula also uses actual housing production data from 1999-2006, which has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles will be based on housing production from ABAG's next housing report to be published in 2013. The formula also recognizes jurisdictions' RHNA and past housing production (uncapped) contributions to very low and low income housing units. The resulting OBAG fund distribution for each county is presented in Appendix A-4. Funding guarantees are also incorporated in the fund distribution to ensure that all counties receive as much funding under the new funding model as compared to what they would have received under the Cycle 1 framework.

The Commission, working with ABAG, will revisit the funding distribution formula for the next cycle (post FY2015-16) to further evaluate how to best incentivize housing production across all income levels and other Plan Bay Area performance objectives.

## CYCLE 2 GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in Cycle 2:

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission's adoption of the Cycle 2 program, including policy and procedures meet the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay

Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities to comment have been provided to other stakeholders and members of the public.

Furthermore, investments made in the Cycle 2 program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when CMAs select projects for funding at the county level, they must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements (as set forth in Appendix A-5).

2. **Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the Cycle 2 Program must be amended into the federal TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area surface transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is the project sponsor's responsibility to ensure their project is properly programmed in the TIP in a timely manner. Where CMAs are responsible for project selection the Commission will revise the TIP to include the resulting projects and Attachment B to this Resolution may be amended by MTC staff to reflect these revisions. Where responsibility for project selection in the framework of a Cycle 2 funding program is assigned to MTC, TIP amendments and a revision to Attachment B will be reviewed and approved by the Commission.

3. **Minimum Grant Size.** The objective of a grant minimum requirement is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CMAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff. Funding grants per project must therefore be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties).

To provide flexibility, alternatively an averaging approach may be used. A CMA may program grant amounts no less than \$100,000 for any project, provided that the overall average of all grant amounts within their OBAG program meets the county minimum grant amount threshold.

Given the typical smaller scale of projects for the Safe Routes to School (SRTS) program, a lower threshold applies to the regional Safe Routes to School Program projects which have a minimum grant size of \$100,000.

4. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2011 air quality conformity finding has been completed for the 2011 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 2 Program until

the development of the 2013 TIP during spring 2013. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for PM 2.5. Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed “Projects of Air Quality Concern” must complete a hot-spot analysis required by the Transportation Conformity Rule. Generally Projects of Air Quality Concern (POAQC) are those projects that result in significant increases in the number of or emissions from diesel vehicles.

5. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with federal funds.
  6. **Application, Resolution of Local Support.** Project sponsors must submit a completed project application for each project proposed for funding through MTC’s Funding Management System (FMS). The project application consists of two parts: 1) an application submittal and/or TIP revision request to MTC staff, and 2) Resolution of Local Support approved by the project sponsor’s governing board or council. A template for the resolution of local support can be downloaded from the MTC website using the following link:  
[http://www.mtc.ca.gov/funding/STPCMAQ/STP\\_CMAQ\\_LocalSupportReso.doc](http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc)
  7. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for the Cycle 2 Program to ensure 1) eligibility; 2) consistency with the RTP; and 3) project readiness. In addition, project sponsors must adhere to directives such as “Complete Streets” (MTC Routine Accommodations for Bicyclists and Pedestrians); and the Regional Project Funding Delivery Policy as outlined below; and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.
    - ▶ **Federal Project Eligibility:** STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.
- CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, Inspection and maintenance

programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the *CMAQ Program Guidance* (FHWA, November 2008).

In the event that the next surface transportation authorization materially alters these programs, MTC staff will work with project sponsors to match projects with appropriate federal fund programs. MTC reserves the right to assign specific fund sources based on availability and eligibility requirements.

- **RTP Consistency:** Projects included in the Cycle 2 Program must be consistent with the adopted Regional Transportation Plan (RTP), according to federal planning regulations. Each project included in the Cycle 2 Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.
- **Complete Streets (MTC Routine Accommodations of Pedestrians and Bicyclists) Policy:** Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets policy (Resolution No. 3765) created a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers are considered at the earliest conception or design phase. The county Congestion Management Agencies (CMAs) ensure that project sponsors complete the checklist before projects are considered by the county for funds and submitted to MTC. CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions for Cycle 2.

Other state policies include, Caltrans Complete Streets Policy Deputy Directive 64 R1 which stipulates: pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products and SB 1358 California Complete Streets Act, which requires local agency general plan circulation elements to address all travel modes.

- **Project Delivery and Monitoring.** Cycle 2 funding is available in the following four federal fiscal years: FY 2012-13, 2013-14, 2014-15, and FY 2015-16. Funds may be programmed in any one of these years, conditioned upon the availability of federal apportionment and obligation authority (OA). This will be determined through the development of an annual obligation plan, which is developed in coordination with the Partnership and project sponsors. However, funds **MUST** be obligated in the fiscal year programmed in the TIP, with all Cycle 2 funds to be obligated no later than March 31, 2016. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP.

All Cycle 2 funding is subject to the Regional Project Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606 at [http://www.mtc.ca.gov/funding/delivery/MTC\\_Res\\_3606.pdf](http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf)) . Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by

the MTC Regional Project Funding Delivery Policy. All funds are subject to obligation, award, invoicing, reimbursement and project close out requirements. The failure to meet these deadlines may result in the de-programming and redirection to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of Cycle 2 funding will need to identify a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate if requested in a consultation meeting with the county CMA, MTC and Caltrans prior to MTC approving future Cycle programming or including any funding revisions for the agency in the federal TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

By applying for and accepting Cycle 2 funding, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the funding timeframe.

- Local Match. Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is currently 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the required match, which is subject to change.
- Fixed Program and Specific Project Selection. Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The Cycle 2 program is project specific and the funds programmed to projects are for those projects alone. The Cycle 2 Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional Cycle 2 funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project including contingencies.

## REGIONAL PROGRAMS

The programs below comprise the Regional Program of Cycle 2, administered by the Commission. Funding amounts for each program are included in Attachment A-1. Individual projects will be added to Attachment B as they are selected and included in the federal TIP.

### ***1. Regional Planning Activities***

This program provides funding to the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development Commission (BCDC), and MTC to support regional planning activities. (Note that in the past this funding category included planning funding for the CMAs. Starting with Cycle 2, CMAs will access their OneBayArea Grant to fund their planning activities rather than from this regional program category). Appendix A-2 details the fund distribution.

### ***2. Regional Operations***

This program includes projects which are administered at the regional level by MTC, and includes funding to continue regional operations programs for Clipper®, 511 Traveler information (including 511 Rideshare, 511 Bicycle, 511 Traffic, 511 Real-Time Transit and 511 transit), Freeway Service Patrol / SAFE and Incident Management. Information on these programs is available at <http://www.mtc.ca.gov/services/>.

### ***3. Freeway Performance Initiative***

This program builds on the proven success of recent ramp metering projects that have achieved significant delay reduction on Bay Area freeways and arterials at a fraction of the cost of traditional highway widening projects. Several corridors are proposed for metering projects, targeting high congestion corridors. These projects also include Traffic Operations System elements to better manage the system as well as implementing the express lane network. This category also includes funding for performance monitoring activities, regional performance initiatives implementation, Regional Signal Timing Program, Program for Arterial System Synchronization (PASS), freeway and arterial performance initiative projects and express lanes.

### ***4. Pavement Management Program***

This continues the region's Pavement Management Program (PMP) and related activities including the Pavement Technical Assistance Program (PTAP). MTC provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems which is a requirement to receive certain funding. MTC also assists local jurisdictions in conducting associated data collection and analysis efforts including local roads needs assessments and inventory surveys and asset management analysis that feed into regional planning efforts. MTC provides, training, research and development of pavement and non-pavement preservation management techniques, and participates in the state-wide local streets and roads needs assessment effort.

### ***5. Priority Development Area (PDA) Activities***

Funding in this regional program implements the following three regional programs:

***Affordable TOD fund:*** This is a continuation of MTC's successful Transit Oriented Development (TOD) fund into Cycle 2 which successfully has leveraged a significant amount of outside funding. The TOD fund provides financing for the development of affordable housing and other vital



community services near transit lines throughout the Bay Area. Through the Fund, developers can access flexible, affordable capital to purchase or improve available property near transit lines for the development of affordable housing, retail space and other critical services, such as child care centers, fresh food outlets and health clinics.

***PDA Planning Grants:*** MTC and ABAG's PDA Planning Grant Program will place an emphasis on affordable housing production and preservation in funding agreements with grantees. Grants will be made to jurisdictions to provide support in planning for PDAs in areas such as providing housing, jobs, intensified land use, promoting alternative modes of travel to the single occupancy vehicle, and parking management. These studies will place a special focus on selected PDAs with a greater potential for residential displacement and develop and implement community risk reduction plans. Also program funds will establish a new local planning assistance program to provide staff resources directly to jurisdictions to support local land-use planning for PDAs.

MTC will commence work with state and federal government to create private sector economic incentives to increase housing production.

***PDA Planning Assistance:*** Grants will be made to local jurisdictions to provide planning support as needed to meet regional housing goals.

## ***6. Climate Change Initiatives***

The proposed funding for the Cycle 2 Climate Initiative Program is to support the implementation of strategies identified in Plan Bay Area to achieve the required CO2 emissions reductions per SB375 and federal criteria pollutant reductions. Staff will work with the Bay Area Air Quality Management District to implement this program.

## ***7. Safe Routes to Schools***

Within the Safe Routes to School Program (SR2S program) funding is distributed among the nine Bay Area counties based on K-12 total enrollment for private and public schools as reported by the California Department of Education for FY 2010-11. Appendix A-3 details the county fund distribution. Before programming projects into the TIP the CMAs shall provide the SR2S recommended county program scope, budget, schedule, agency roles, and federal funding recipient. CMAs may choose to augment this program with their own Cycle 2 OBAG funding.

## ***8. Transit Capital Rehabilitation***

The program objective is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs, consistent with the FTA Transit Capital Priorities program. This includes a set-aside of \$1 million to support the consolidation and transition of Vallejo and Benicia bus services to Soltrans

***9. Transit Performance Initiative:*** This new pilot program implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. Specific projects are included in Attachment B.

***10. Priority Conservation Area:*** This \$10 million program is regionally competitive. The first \$5 million would be dedicated to the North Bay counties of Marin, Napa, Solano, and Sonoma.

Eligible projects would include planning, land/easement acquisition, open space access projects, and farm-to-market capital projects. Priority would be given to projects that can partner with state agencies, regional districts and private foundations to leverage outside funds, particularly for land acquisition and open space access. An additional \$5 million will be available outside of the North Bay counties for sponsors that can provide a 3:1 match. Program guidelines will be developed over the next several months. Prior to the call for projects, a meeting will be held with stakeholders to discuss the program framework and project eligibility. The program guidelines will be approved by the Commission following those discussions. Note that tribal consultation for Plan Bay Area highlighted the need for CMAs in Sonoma and Contra Costa counties to involve tribes in PCA planning and project delivery.

## ONEBAYAREA GRANT PROGRAMMING POLICIES

The policies below apply to the OneBayArea Grant Program, administered by the county Congestion Management Agencies (CMAs) or substitute agency:

- ▶ Program Eligibility: The congestion management agency may program funds from its One Bay Area Grant fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
  - Local Streets and Roads Preservation
  - Bicycle and Pedestrian Improvements
  - Transportation for Livable Communities
  - Safe Routes To School/Transit
  - Priority Conservation Area
  - Planning and Outreach Activities
  
- ▶ Fund Source Distribution: OBAG is funded primarily from three federal fund sources: STP, CMAQ and TE. Although the new federal surface transportation authorization act now under consideration may alter the actual fund sources available for MTC's programming discretion it is anticipated that any new federal programs would overlap to a large extent with existing programs. The CMAs will be provided a breakdown of specific OBAG fund sources, with the understanding that actual fund sources may change as a result of the new federal surface transportation act. In this situation, MTC staff will work with the CMAs to realign new fund sources with the funding commitments approved by the Commission. Furthermore, due to strict funding availability and eligibility requirements, the CMAs must adhere to the fund source limitations provided. Exceptions may be granted by MTC staff based on actual fund sources available and final apportionment levels.

In determining the fund source distribution to the counties, each county was first guaranteed at least what they would otherwise received in Cycle 2 under the original Cycles 1 & 2 framework as compared to the original July 8, 2011 OBAG proposal. This resulted in the county of Marin receiving an additional \$1.1 million, county of Napa receiving \$1.3 million each, and the county of Solano receiving \$1.4 million, for a total of \$3.8 million (in CMAQ funds) off the top to hold these counties harmless. The Transportation Enhancement (TE) funds were then distributed based on the county TE shares available for OBAG as approved in the 2012 Regional Transportation Improvement Program (RTIP). STP funds were then assigned to the CMA planning and outreach activities. The remaining STP funds assigned to OBAG were then distributed to each county based on the OBAG distribution formula. The remaining funds were distributed as CMAQ per the OBAG distribution formula. The hold harmless clause resulted in a slight deviation in the OBAG formula distribution for the overall funding amounts for each county.

- ▶ Priority Development Area (PDA) Policies
  - PDA minimum: CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their OBAG

investments to the PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) this minimum target is 50% to reflect the more rural nature of these counties. A project lying outside the limits of a PDA may count towards the minimum provided that it directly connects to or provides proximate access to a PDA. Depending on the county, CMA planning costs would partially count towards PDA targets (70% or 50%) in line with its PDA funding target. At MTC staff discretion, consideration may be given to counties that provided higher investments in PDAs in Cycle 1 as part of an overall Cycle 1 and 2 investment package. Priority Conservation Area (PCA) investments do not count towards PDA targets and must use “anywhere” funds. The PDA/’anywhere’ funding split is shown in Appendix A-4.

- PDA Boundary Delineation: Refer to <http://geocommons.com/maps/141979> which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. As ABAG considers and approves new PDA designations this map will be updated.
  - Defining “proximate access to PDAs”: The CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA. For projects not geographically within a PDA, CMAs are required to map projects and designate which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions. This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum target. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle.
  - PDA Investment & Growth Strategy: By May 1, 2013, CMAs shall prepare and adopt a PDA Investment & Growth Strategy to guide transportation investments that are supportive of PDAs. An existing Investment and Growth Strategy adopted by the County will be considered as meeting this requirement if it satisfies the general terms in Appendix A-6. See Appendix A-6 for details.
- Performance and Accountability Policies: Jurisdictions need to comply with the following policies in order to be eligible recipients of OBAG funds.
- To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets policy resolution no later than January 31, 2013. A jurisdiction can also meet this requirement through a general plan that complies with the Complete Streets Act of 2008. Staff will provide minimum requirements based on best practices for the resolution. As discussed below, jurisdictions will be expected to have a general plan that complies within the Complete Streets Act of 2008 to be eligible for the next round of funding.

- A jurisdiction is required to have its general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2007-14 RHNA prior to January 31, 2013. If a jurisdiction submits its housing element to the state on a timely basis for review, but the State's comment letter identifies deficiencies that the local jurisdictions must address in order to receive HCD certification, then the local jurisdiction may submit a request to the Joint MTC Planning / ABAG Administrative Committee for a time extension to address the deficiencies and resubmit its revised draft housing element to HCD for re-consideration and certification.
- For the OBAG cycle subsequent to FY 2015-16, jurisdictions must adopt housing elements by October 31, 2014 (based on an April 2013 SCS adoption date); therefore, jurisdictions will be required to have General Plans with approved housing elements and that comply with the Complete Streets Act of 2008 by that time to be eligible for funding. This schedule allows jurisdictions to meet the housing and complete streets policies through one general plan amendment.
- OBAG funds may not be programmed to any jurisdiction out of compliance with OBAG policies and other requirements specified in this attachment. The CMA will be responsible for tracking progress towards these requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG funds to its projects in the TIP.
- For a transit agency project sponsor under a JPA or district (not under the governance of a local jurisdiction), the jurisdiction where the project (such as station/stop improvements) is located will need to comply with these policies before funds may be programmed to the transit agency project sponsor. However, this is not required if the project is transit/rail agency property such as, track, rolling stock or transit maintenance facility.
- CMAs will provide documentation for the following prior to programming projects in the TIP:
  - The approach used to select OBAG projects including outreach and a board adopted list of projects
  - Compliance with MTC's complete streets policy
  - A map delineating projects selected outside of PDAs indicating those that are considered to provide proximate access to a PDA including their justifications as outlined on the previous page. CMA staff is expected to use this exhibit when it presents its program of projects to explain the how "proximate access" is defined to their board and the public.
- MTC staff will report on the outcome of the CMA project selection process in late 2013. This information will include, but not be limited to, the following:
  - Mix of project types selected;
  - Projects funded within PDAs and outside of PDAs and how proximity and direct connections were used and justified through the county process;
  - Complete streets elements that were funded;
  - Adherence to the performance and accountability requirements;

- Amount of funding to various jurisdictions and how this related to the distribution formula that includes population, RHNA housing allocations and housing production, as well as low-income housing factors.
    - Public participation process.
  - The CMAs will also be required to present their PDA Growth Strategy to the Joint MTC Planning / ABAG Administrative Committee.
- **Project Selection:** County congestion management agencies or substitute agencies are given the responsibility to develop a project selection process along with evaluation criteria, issue a call for projects, conduct outreach, and select projects
- **Public Involvement:** The decision making authority to select projects for federal funding accompanies responsibilities to ensure that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG is in compliance, CMAs are required to lead a public outreach process as directed by Appendix A-5.
  - **Unified Call for Projects:** CMAs are requested to issue one unified call for projects for their One Bay Area grant, with a final project list due to MTC by June 30, 2013. CMA staff need to ensure that all projects are submitted using the Fund Management System (FMS) no later than July 30, 2013. The goal of this process is to reduce staff time, coordinate all programs to respond to larger multi-modal projects, and provide project sponsors the maximum time to deliver projects.
  - **Project Programming Targets and Delivery Deadlines:** CMAs must program their block grant funds over the four-year period of Cycle 2 (FY 2012-13 through FY 2015-16). The expectation is that the CMA planning activities \ project would use capacity of the first year to provide more time for delivery as contrasted to other programs which tend to have more complex environmental and design challenges, but this is not a requirement. The funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606 or its successor) including the Request for Authorization (RFA) submittal deadline and federal authorization/obligation deadline. Furthermore the following funding deadlines apply for each county, with earlier delivery strongly encouraged:
    - Half of the OBAG funds, including all funds programmed for the PE phase, must be obligated (federal authorization/E-76) by March 31, 2015.
    - All remaining OBAG funds must be obligated by March 31, 2016.

## **CYCLE 2 COUNTY ONE BAY AREA GRANT PROJECT GUIDANCE**

The categories below comprise the Cycle 2 County One Bay Area Grant Program, administered by the county congestion management agencies. Project selection should ensure that all of the eligibility requirements below are met. MTC staff will work with CMAs and project sponsors to resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

### ***1. CMA Planning and Outreach***

This category provides funding to the nine county Congestion Management Agencies (CMAs) to support regional planning, programming and outreach activities. Such efforts include: county-based planning efforts for development of the RTP/SCS; development of PDA growth strategies; development and implementation of a complete streets compliance protocol; establishing land use and travel forecasting process and procedures consistent with ABAG/MTC; ensuring the efficient and effective delivery of federal-aid local projects; and undertaking the programming of assigned funding and solicitation of projects. The base funding level reflects continuing the Transportation 2035 commitment level by escalating at 3% per year from the base amount in FY 2011-12. In addition, the CMAs may request additional funding from their share of OBAG to enhance or augment additional activities at their discretion. All funding and activities will be administered through an interagency agreement between MTC and the respective CMA. Actual amounts for each CMA as augmented, are shown in Appendix A-2

### ***2. Local Streets and Roads Preservation***

This category is for the preservation of local streets and roads on the federally-eligible system. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction must have a certified Pavement Management Program (StreetSaver® or equivalent). The needs analysis ensures that streets recommended for treatment are cost effective. Pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. MTC is responsible for verifying the certification status. The certification status can be found at [www.mtcpms.org/ptap/cert.html](http://www.mtcpms.org/ptap/cert.html). Specific eligibility requirements are included below:

#### **Pavement Rehabilitation:**

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

**Preventive Maintenance:** Only projects where pavement segments have a Pavement Condition Index (PCI) of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's Pavement Management Program (PMP) must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

#### **Non-Pavement:**

Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps and features that bring the facility to current standards. The jurisdiction must still have a certified PMP to be eligible for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), capacity expansion, new roadways, roadway extensions, right of way acquisition (for future expansion), operations, routine maintenance, spot application, enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to

current standards), and any pavement application not recommended by the Pavement Management Program unless otherwise allowed above.

**Federal-Aid Eligible Facilities:** Federal-aid highways as defined in 23 U.S.C. 101(a)(5) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

**Federal Aid Secondary (FAS) Program Set-Aside:** While passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 dissolved the Federal Aid Secondary (FAS) program, California statutes provide the continuation of minimum funding to counties, guaranteeing their prior FAS shares. The first three years of Cycle 2 were covered up-front under the Cycle 1 FAS program (covering a total 6-year period). The fourth year of Cycle 2 will be covered under the OBAG. Funding provided to the counties by the CMAs under OBAG will count toward the continuation of the FAS program requirement.

### ***3. Bicycle and Pedestrian Improvements***

The Bicycle and Pedestrian program may fund a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities, bicycle education, outreach, sharing and parking, sidewalks, ramps, pathways and pedestrian bridges, user safety and supporting facilities, and traffic signal actuation.

According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and reduce vehicle trips resulting in air pollution reductions. Also to meet the needs of users, hours of operation need to be reasonable and support bicycle / pedestrian needs particularly during commute periods. For example the policy that a trail be closed to users before sunrise or after sunset limits users from using the facility during the peak commute hours, particularly during times of the year with shorter days. These user restrictions indicate that the facility is recreational rather than commute oriented. Also, as contrasted with roadway projects, bicycle and pedestrian projects may be located on or off the federal-aid highway system.

### ***4. Transportation for Livable Communities***

The purpose of Transportation for Livable Communities (TLC) projects is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile.

General project categories include the following:

- Station Improvements such as plazas, station access pocket parks, bicycle parking
- Complete streets improvements that encourage bicycle and pedestrian access
- Transportation Demand Management projects including carsharing, vanpooling traveler coordination and information or Clipper®-related projects



- Connectivity projects connecting high density housing/jobs/mixed use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Density Incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations)
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit (bulb outs, sidewalk widening , cross walk enhancements, audible signal modification, mid block crossing and signal, new stripping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refugees, way finding signage, pedestrian scaled street furniture including bus shelters, tree grates, benches, bollards, magazine racks, garbage and recycling bins, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on- site storm water management, permeable paving)
- Funding for TLC projects that incentivize local PDA Transit Oriented Development Housing

### ***5. Safe Routes to School***

The county Safe Routes to School Program continues to be a regional program. The funding is distributed directly to the CMAs by formula through the Cycle 2 regional program (see Appendix A-3). However, a CMA may use OBAG funding to augment this amount. Eligible projects include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. It is important to note that CMAQ is used to fund this program which is targeted towards air quality improvement rather than children's health or safety. Nevertheless CMAQ eligibility overlaps with Safe Routes to School Program projects that are eligible under the federal and state programs with few exceptions which are noted below. Refer to the following link for detailed examples of eligible projects which is followed by CMAQ funding eligibility parameters:

[http://mtc.ca.gov/funding/STPCMAQ/7\\_SR2S\\_Eligibility\\_Matrix.pdf](http://mtc.ca.gov/funding/STPCMAQ/7_SR2S_Eligibility_Matrix.pdf)

### **Non-Infrastructure Projects**

#### **Public Education and Outreach Activities**

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices.
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options.
- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely.
- Non-construction outreach related to safe bicycle use
- Travel Demand Management Activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

### **Infrastructure Projects**

#### **Bicycle/Pedestrian Use:**

- Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas new construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest
- Traffic calming measures

Exclusions found to be ineligible uses of CMAQ funds:

- Walking audits and other planning activities (STP based on availability will be provided for these purposes upon CMA's request)
- Crossing guards and vehicle speed feedback devices, traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians
- Material incentives that lack an educational message or exceeding a nominal cost.

**6. Priority Conservation Areas**

This is an outgrowth of the new regional program pilot for the development of Priority Conservation Area (PCA) plans and projects to assist counties to ameliorate outward development expansion and maintain their rural character. A CMA may use OBAG funding to augment grants received from the regionally competitive program or develop its own county PCA program. Generally, eligible projects will include planning, land / easement acquisition, open space access projects, and farm-to-market capital projects.

**PROGRAM SCHEDULE**

Cycle 2 spans apportionments over four fiscal years: FY 20012-13, FY 2013-14, FY 2014-15 and FY 2015-16. Programming in the first year will generally be for the on-going regional operations and regional planning activities which can be delivered immediately, allowing the region to meet the obligation deadlines for use of FY 2012-13 funds. This strategy, at the same time, provides several months during FY 2012-13 for program managers to select projects and for MTC to program projects into the TIP to be obligated during the remaining second, third and fourth years of the Cycle 2 period. If CMAs wish to program any OBAG funds in the first year, MTC will try to accommodate requests depending on available federal apportionments and obligation limitations, as long as the recipient has meet the OBAG requirements.

## Appendix A-1

May 17, 2012  
Appendix A-1  
MTC Resolution No. 4035  
Page 1 of 1

### Cycle 2

### Regional and County Programs

FY 2012-13 through FY 2015-16

May 2012

### Proposed Cycle 2 Funding Commitments

| Regional Program<br>(millions \$ - rounded) |                                 | 4-Year Total |
|---|---------------------------------|--------------|
| Regional Categories                         |                                 |              |
| 1   | Regional Planning Activities    | \$7          |
| 2   | Regional Operations             | \$95         |
| 3   | Freeway Performance Initiative  | \$96         |
| 4   | Pavement Management Program     | \$7          |
| 5   | Priority Development Activities | \$40         |
| 6   | Climate Initiatives             | \$20         |
| 7   | Safe Routes To School           | \$20         |
| 8   | Transit Capital Rehabilitation  | \$150        |
| 9   | Transit Performance Initiative  | \$30         |
| 10  | Priority Conservation Area      | \$10         |
| Regional Program Total:*                    |                                 | \$475        |
|   |                                 | 60%          |

| One Bay Area Grant (OBAG)<br>(millions \$ - rounded)  |               | 4-Year Total |
|---|---------------|--------------|
| Counties  |               |              |
| 1   | Alameda       | \$63         |
| 2   | Contra Costa  | \$44         |
| 3   | Marin         | \$10         |
| 4   | Napa          | \$6          |
| 5   | San Francisco | \$38         |
| 6   | San Mateo     | \$26         |
| 7   | Santa Clara   | \$87         |
| 8   | Solano        | \$18         |
| 9   | Sonoma        | \$23         |
| OBAG Total:*  |               | \$320        |
| J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\tmp-4035_OBAG\tmp-4035_Appendices to Att-A.xlsx]A-1 Cycle 2 Funding |               | 40%          |

|                       |       |
|-----------------------|-------|
| Cycle 2 Total Total:* | \$795 |
|-----------------------|-------|

\* Amounts may not total due to rounding

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

## Appendix A-2

May 17, 2012  
Appendix A-2  
MTC Resolution No. 4035  
Page 1 of 1

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

#### OBAG - County CMA Planning

|                    |        | Cycle 2 OBAG County CMA Planning |             |             |             | STP          |
|--------------------|--------|----------------------------------|-------------|-------------|-------------|--------------|
| County             | Agency | 2012-13                          | 2013-14     | 2014-15     | 2015-16     | Total        |
|                    |        |                                  |             |             |             |              |
| Alameda            | ACTC   | \$916,000                        | \$944,000   | \$973,000   | \$1,003,000 | \$3,836,000  |
| Contra Costa       | CCTA   | \$725,000                        | \$747,000   | \$770,000   | \$794,000   | \$3,036,000  |
| Marin              | TAM    | \$638,000                        | \$658,000   | \$678,000   | \$699,000   | \$2,673,000  |
| Napa               | NCTPA  | \$638,000                        | \$658,000   | \$678,000   | \$699,000   | \$2,673,000  |
| San Francisco      | SFCTA  | \$667,000                        | \$688,000   | \$709,000   | \$731,000   | \$2,795,000  |
| San Mateo          | SMCCAG | \$638,000                        | \$658,000   | \$678,000   | \$699,000   | \$2,673,000  |
| Santa Clara        | VTA    | \$1,014,000                      | \$1,045,000 | \$1,077,000 | \$1,110,000 | \$4,246,000  |
| Solano             | STA    | \$638,000                        | \$658,000   | \$678,000   | \$699,000   | \$2,673,000  |
| Sonoma             | SCTA   | \$638,000                        | \$658,000   | \$678,000   | \$699,000   | \$2,673,000  |
| County CMAs Total: |        | \$6,512,000                      | \$6,714,000 | \$6,919,000 | \$7,133,000 | \$27,278,000 |

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\tmp-4035\_OBAG\tmp-4035\_Appendices to Att-A.xlsx]A-2 Cycle 2 Planning

#### Regional Agency Planning

|                          |      | Cycle 2 Regional Agency Planning |             |             |             | STP<br>Total |
|--------------------------|------|----------------------------------|-------------|-------------|-------------|--------------|
| Regional Agency          |      | 2012-13                          | 2013-14     | 2014-15     | 2015-16     |              |
|                          |      |                                  |             |             |             |              |
| ABAG                     | ABAG | \$638,000                        | \$658,000   | \$678,000   | \$699,000   | \$2,673,000  |
| BCDC                     | BCDC | \$320,000                        | \$330,000   | \$340,000   | \$351,000   | \$1,341,000  |
| MTC                      | MTC  | \$638,000                        | \$658,000   | \$678,000   | \$699,000   | \$2,673,000  |
| Regional Agencies Total: |      | \$1,596,000                      | \$1,646,000 | \$1,696,000 | \$1,749,000 | \$6,687,000  |

**\$33,965,000**

## Appendix A-3

May 17, 2012  
Appendix A-3  
MTC Resolution No. 4035  
Page 1 of 1

### Cycle 2

### Safe Routes to School County Distribution

FY 2012-13 through FY 2015-16

May 2012

#### Safe Routes To School County Distribution

| County               | Public School Enrollment (K-12) * | Private School Enrollment (K-12) * | Total School Enrollment (K-12) * | Percentage  | Total Funding       |
|----------------------|-----------------------------------|------------------------------------|----------------------------------|-------------|---------------------|
|                      |                                   |                                    |                                  |             | <b>\$20,000,000</b> |
| <b>Alameda</b>       | 214,626                           | 24,537                             | 239,163                          | 21%         | <b>\$4,293,000</b>  |
| <b>Contra Costa</b>  | 166,956                           | 16,274                             | 183,230                          | 16%         | <b>\$3,289,000</b>  |
| <b>Marin</b>         | 29,615                            | 5,645                              | 35,260                           | 3%          | <b>\$633,000</b>    |
| <b>Napa</b>          | 20,370                            | 3,036                              | 23,406                           | 2%          | <b>\$420,000</b>    |
| <b>San Francisco</b> | 56,454                            | 23,723                             | 80,177                           | 7%          | <b>\$1,439,000</b>  |
| <b>San Mateo</b>     | 89,971                            | 16,189                             | 106,160                          | 10%         | <b>\$1,905,000</b>  |
| <b>Santa Clara</b>   | 261,945                           | 38,119                             | 300,064                          | 27%         | <b>\$5,386,000</b>  |
| <b>Solano</b>        | 67,117                            | 2,855                              | 69,972                           | 6%          | <b>\$1,256,000</b>  |
| <b>Sonoma</b>        | 71,049                            | 5,787                              | 76,836                           | 7%          | <b>\$1,379,000</b>  |
| <b>Total:</b>        | <b>978,103</b>                    | <b>136,165</b>                     | <b>1,114,268</b>                 | <b>100%</b> | <b>\$20,000,000</b> |

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\tmp-4035\_OBAG\[tmp-4035\_Appendices to Att-A.xlsx]A-3 REG SR2S

\* From California Department of Education for FY 2010-11

## Appendix A-4

May 17, 2012  
Appendix A-4  
MTC Resolution No. 4035  
Page 1 of 1

### Cycle 2 OBAG County Fund Distribution FY 2012-13 through FY 2015-16 May 2012

#### OBAG Geographic Funding Distribution

| County               | OBAG Funds           | PDA/Anywhere Split | PDA                  | Anywhere             |
|----------------------|----------------------|--------------------|----------------------|----------------------|
| <b>Alameda</b>       | \$63,732,000         | 70/30              | \$44,612,000         | \$19,120,000         |
| <b>Contra Costa</b>  | \$44,787,000         | 70/30              | \$31,351,000         | \$13,436,000         |
| <b>Marin</b>         | \$10,047,000         | 50/50              | \$5,024,000          | \$5,023,000          |
| <b>Napa</b>          | \$6,653,000          | 50/50              | \$3,327,000          | \$3,326,000          |
| <b>San Francisco</b> | \$38,837,000         | 70/30              | \$27,186,000         | \$11,651,000         |
| <b>San Mateo</b>     | \$26,246,000         | 70/30              | \$18,372,000         | \$7,874,000          |
| <b>Santa Clara</b>   | \$87,284,000         | 70/30              | \$61,099,000         | \$26,185,000         |
| <b>Solano</b>        | \$18,801,000         | 50/50              | \$9,401,000          | \$9,400,000          |
| <b>Sonoma</b>        | \$23,613,000         | 50/50              | \$11,807,000         | \$11,806,000         |
| <b>Total:</b>        | <b>\$320,000,000</b> |                    | <b>\$212,179,000</b> | <b>\$107,821,000</b> |

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

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

## Appendix A-5: One Bay Area Grant Call for Projects Guidance

The Metropolitan Transportation Commission (MTC) has delegated OBAG project selection to the nine Bay Area Congestion Management Agencies (CMAs) as they are best suited for this role because of their existing relationships with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their respective counties. In order to meet federal requirements that accompany the decision-making process regarding federal transportation funding, MTC expects the CMAs to plan and execute an effective public outreach and local engagement process to solicit candidate projects to be submitted to MTC for consideration for inclusion in the Cycle 2 One Bay Area Grant Program. CMAs will also serve as the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the 2013 Transportation Improvement Program.

CMAs will conduct a transparent process for the Call for Projects while complying with federal regulations by carrying out the following activities:

### 1. Public Involvement and Outreach

- ***Conduct countywide outreach to stakeholders and the public to solicit project ideas.*** CMAs will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), which can be found at [http://www.mtc.ca.gov/get\\_involved/participation\\_plan.htm](http://www.mtc.ca.gov/get_involved/participation_plan.htm). CMAs are expected at a minimum to:
  - Execute effective and meaningful local engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process.
  - Explain the local Call for Projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
  - Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
  - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at [http://www.mtc.ca.gov/get\\_involved/lep.htm](http://www.mtc.ca.gov/get_involved/lep.htm)
  - Hold public meetings in central locations that are accessible for people with disabilities and by public transit;
  - Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- ***Document the outreach effort undertaken for the local call for projects.*** CMAs are to provide MTC with:

- A description of how the public was involved in the process for nominating and/or commenting on projects selected for OBAG funding. Specify whether public input was gathered at forums held specifically for the OBAG project solicitation or as part of a separate planning or programming outreach effort;
- A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
- A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA.

## 2. Agency Coordination

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the OBAG Program.*** CMAs will assist with agency coordination by:
  - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders

## 3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
  - Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding;
  - Remove barriers for persons with limited-English proficiency to have access to the project submittal process;
  - For Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: [http://www.onebayarea.org/get\\_involved.htm](http://www.onebayarea.org/get_involved.htm)
  - Additional resources are available at
    - i. <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>
    - ii. [http://www.dot.ca.gov/hq/LocalPrograms/DBE\\_CRLC.html#TitleVI](http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI)
    - iii. [http://www.mtc.ca.gov/get\\_involved/rights/index.htm](http://www.mtc.ca.gov/get_involved/rights/index.htm)



## Appendix A-6: PDA Investment & Growth Strategy

MTC shall consult with the CMAs and amend the scope of activities identified below, as necessary, to minimize administrative workload and to avoid duplication of effort. This consultation may result in specific work elements shifting to MTC and/or ABAG. Such changes will be formalized through a future amendment to this appendix.

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

### **(1) Engaging Regional/Local Agencies**

- Develop or continue a process to regularly engage local planners and public works staff. Encourage community participation throughout the planning process and in determining project priorities
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans.
- Help develop protocols with MTC, ABAG and Air District staff to assess toxic-air contaminants and particulate matter, as well as related mitigation strategies, as part of regional PDA Planning Program.

### **(2) Planning Objectives** – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
  - *Short-term:* By May 1, 2013, analyze progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization.
  - *Long-term:* Starting in May 2014 and for subsequent updates, PDA Investment & Growth Strategies will assess performance in producing sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals<sup>1</sup>. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

**(3) Establishing Local Funding Priorities** - Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

---

<sup>1</sup> Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, “just cause eviction” policies, policies or investments that preserve existing deed-restricted or “naturally” affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.

- **Projects located in high impact project areas.** Key factors defining high impact areas include:
  - a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production
  - b. Jobs in proximity to housing and transit (both current levels and those included in the SCS),
  - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
  - d. Consistency with regional TLC design guidelines or design that encourages multi-modal access: [http://www.mtc.ca.gov/planning/smart\\_growth/tlc/2009\\_TLC\\_Design\\_Guidelines.pdf](http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf)
  - e. Project areas with parking management and pricing policies
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC see: <http://geocommons.com/maps/110983>
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap with Air District CARE Communities and/or are in proximity to freight transport infrastructure** – Favorably consider projects located in PDAs with highest exposure to particulate matter and toxic air contaminants where jurisdictions employ best management practices to mitigate exposure.

#### Process/Timeline

|   |                      |
|---|----------------------|
| CMA's develop PDA Investment & Growth Strategy  | June 2012 – May 2013 |
| PDA Investment & Growth Strategy Presentations by CMA's to Joint MTC Planning and ABAG Administrative Committee   | Summer/Fall 2013     |
| CMA's amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies  | May 2014             |
| CMA's submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances. | May 2014, Ongoing    |

J:\SECTION\ALLSTAFF\Resolution\RESOLUTIONS\MTC Resolutions\RES-4035\_Attach-A.doc

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

Regional Programs Project List

| Project Category and Title                                     | County        | Implementing Agency | Total STP/CMAQ | Total Other RTIP/TE/TFCA | Total Cycle 2 |               |               |              |               |
|--|---------------|---------------------|----------------|--------------------------|---------------|---------------|---------------|--------------|---------------|
| CYCLE 2 PROGRAMMING  |               |                     | \$435,187,000  | \$40,000,000             | \$475,187,000 |               |               |              |               |
| 1. REGIONAL PLANNING ACTIVITIES (PL)                           |               |                     |                |                          |               |               |               |              |               |
| ABAG Planning  | Region-Wide   | ABAG                | \$2,673,000    | \$0                      | \$2,673,000   |               |               |              |               |
| BCDC Planning  | Region-Wide   | BCDC                | \$1,341,000    | \$0                      | \$1,341,000   |               |               |              |               |
| MTC Planning   | Region-Wide   | MTC                 | \$2,673,000    | \$0                      | \$2,673,000   |               |               |              |               |
| 1. REGIONAL PLANNING ACTIVITIES (PL)                           |               |                     | TOTAL:         | \$6,687,000              | \$0           | \$6,687,000   |               |              |               |
| 2. REGIONAL OPERATIONS (RO)                                    |               |                     |                |                          |               |               |               |              |               |
| Clipper® Fare Media Collection                                 | Region-Wide   | MTC                 | \$21,400,000   | \$0                      | \$21,400,000  |               |               |              |               |
| 511 - Traveler Information                                     | Region-Wide   | MTC                 | \$48,770,000   | \$0                      | \$48,770,000  |               |               |              |               |
| SUBTOTAL   |               |                     | \$70,170,000   | \$0                      | \$70,170,000  |               |               |              |               |
| FSP/Incident Management  | Region-Wide   | MTC/SAFE            | \$25,130,000   | \$0                      | \$25,130,000  |               |               |              |               |
| SUBTOTAL   |               |                     | \$25,130,000   | \$0                      | \$25,130,000  |               |               |              |               |
| 2. REGIONAL OPERATIONS (RO)                                    |               |                     | TOTAL:         | \$95,300,000             | \$0           | \$95,300,000  |               |              |               |
| 3. FREEWAY PERFORMANCE INITIATIVE (FPI)                        |               |                     |                |                          |               |               |               |              |               |
| Regional Performance Initiatives Implementation                | Region-Wide   | MTC                 | \$5,750,000    | \$0                      | \$5,750,000   |               |               |              |               |
| Regional Performance Initiatives Corridor Implementation       | Region-Wide   | MTC                 | \$8,000,000    | \$0                      | \$8,000,000   |               |               |              |               |
| Program for Arterial System Synchronization (PASS)             | Region-Wide   | MTC                 | \$5,000,000    | \$0                      | \$5,000,000   |               |               |              |               |
| SUBTOTAL   |               |                     | \$18,750,000   | \$0                      | \$18,750,000  |               |               |              |               |
| Ramp Metering and TOS Elements                                 |               |                     |                |                          |               |               |               |              |               |
| FPI - Specific projects TBD by Commission                      | TBD           | TBD                 | \$43,250,000   | \$34,000,000             | \$77,250,000  |               |               |              |               |
| SUBTOTAL   |               |                     | \$43,250,000   | \$34,000,000             | \$77,250,000  |               |               |              |               |
| 3. FREEWAY PERFORMANCE INITIATIVE (FPI)                        |               |                     | TOTAL:         | \$62,000,000             | \$34,000,000  | \$96,000,000  |               |              |               |
| 4. PAVEMENT MANAGEMENT PROGRAM (PMP)                           |               |                     |                |                          |               |               |               |              |               |
| Pavement Technical Advisory Program (PTAP)                     | Region-Wide   | MTC                 | \$6,000,000    | \$0                      | \$6,000,000   |               |               |              |               |
| Pavement Management Program (PMP)                              | Region-Wide   | MTC                 | \$1,200,000    | \$0                      | \$1,200,000   |               |               |              |               |
| 4. PAVEMENT MANAGEMENT PROGRAM (PMP)                           |               |                     | TOTAL:         | \$7,200,000              | \$0           | \$7,200,000   |               |              |               |
| 5. PRIORTY DEVELOPMENT ACTIVITIES (PDA)                        |               |                     |                |                          |               |               |               |              |               |
| PDA Planning   |               |                     |                |                          |               |               |               |              |               |
| Specific projects TBD by Commission                            | TBD           | TBD                 | \$25,000,000   | \$0                      | \$25,000,000  |               |               |              |               |
| SUBTOTAL   |               |                     | \$25,000,000   | \$0                      | \$25,000,000  |               |               |              |               |
| Transit Oriented Affordable Development (TOD)                  |               |                     |                |                          |               |               |               |              |               |
| Specific projects TBD by Commission                            | Region-Wide   | MTC                 | \$15,000,000   | \$0                      | \$15,000,000  |               |               |              |               |
| SUBTOTAL   |               |                     | \$15,000,000   | \$0                      | \$15,000,000  |               |               |              |               |
| 5. PRIORTY DEVELOPMENT ACTIVITIES (PDA)                        |               |                     | TOTAL:         | \$40,000,000             | \$0           | \$40,000,000  |               |              |               |
| 6. CLIMATE CHANGE INITIATIVES (CCI)                            |               |                     |                |                          |               |               |               |              |               |
| Climate Strategies   | TBD           | TBD                 | \$14,000,000   | \$6,000,000              | \$20,000,000  |               |               |              |               |
| 6. CLIMATE CHANGE INITIATIVES (CCI)                            |               |                     | TOTAL:         | \$14,000,000             | \$6,000,000   | \$20,000,000  |               |              |               |
| 7. SAFE ROUTES TO SCHOOL (SR2S)                                |               |                     |                |                          |               |               |               |              |               |
| Specific projects TBD by CMAs                                  |               |                     |                |                          |               |               |               |              |               |
| SR2S - Alameda   | Alameda       | ACTC                | \$4,293,000    | \$0                      | \$4,293,000   |               |               |              |               |
| SR2S - Contra Costa  | Contra Costa  | CCTA                | \$3,289,000    | \$0                      | \$3,289,000   |               |               |              |               |
| SR2S - Marin   | Marin         | TAM                 | \$633,000      | \$0                      | \$633,000     |               |               |              |               |
| SR2S - Napa  | Napa          | NCTPA               | \$420,000      | \$0                      | \$420,000     |               |               |              |               |
| SR2S - San Francisco   | San Francisco | SFCTA               | \$1,439,000    | \$0                      | \$1,439,000   |               |               |              |               |
| SR2S - San Mateo   | San Mateo     | SMCCAG              | \$1,905,000    | \$0                      | \$1,905,000   |               |               |              |               |
| SR2S - Santa Clara   | Santa Clara   | SCVTA               | \$5,386,000    | \$0                      | \$5,386,000   |               |               |              |               |
| SR2S - Solano  | Solano        | STA                 | \$1,256,000    | \$0                      | \$1,256,000   |               |               |              |               |
| SR2S - Sonoma  | Sonoma        | SCTA                | \$1,379,000    | \$0                      | \$1,379,000   |               |               |              |               |
| 7. SAFE ROUTES TO SCHOOL (SR2S)                                |               |                     | TOTAL:         | \$20,000,000             | \$0           | \$20,000,000  |               |              |               |
| 8. TRANSIT CAPITAL PROGRAM (TCP)                               |               |                     |                |                          |               |               |               |              |               |
| Specific projects TBD by Transit Operators                     |               |                     | \$149,000,000  | \$0                      | \$149,000,000 |               |               |              |               |
| SolTrans - Preventive Maintenance                              | Solano        | SolTrans            | \$1,000,000    | \$0                      | \$1,000,000   |               |               |              |               |
| 8. TRANSIT CAPITAL PROGRAM (TCP)                               |               |                     | TOTAL:         | \$150,000,000            | \$0           | \$150,000,000 |               |              |               |
| 9. TRANSIT PERFORMANCE INITIATIVE (TPI)                        |               |                     |                |                          |               |               |               |              |               |
| AC Transit - Line 51 Corridor Speed Protection and Restoration | Alameda       | AC Transit          | \$10,515,624   | \$0                      | \$10,515,624  |               |               |              |               |
| SFMTA - Mission Mobility Maximization                          | San Francisco | SFMTA               | \$7,016,395    | \$0                      | \$7,016,395   |               |               |              |               |
| SFMTA - N-Judah Mobility Maximization                          | San Francisco | SFMTA               | \$3,750,574    | \$0                      | \$3,750,574   |               |               |              |               |
| SFMTA - Bus Stop Consolidation and Roadway Modifications       | San Francisco | SFMTA               | \$4,133,031    | \$0                      | \$4,133,031   |               |               |              |               |
| SCVTA - Light Rail Transit Signal Priority                     | Santa Clara   | SCVTA               | \$1,587,176    | \$0                      | \$1,587,176   |               |               |              |               |
| SCVTA - Steven Creek - Limited 323 Transit Signal Priority     | Santa Clara   | SCVTA               | \$712,888      | \$0                      | \$712,888     |               |               |              |               |
| Unprogrammed Transit Performance Initiative Reserve            | TBD           | TBD                 | \$2,284,312    | \$0                      | \$2,284,312   |               |               |              |               |
| 9. TRANSIT PERFORMANCE INITIATIVE (TPI)                        |               |                     | TOTAL:         | \$30,000,000             | \$0           | \$30,000,000  |               |              |               |
| 10. PRIORITY CONSERVATION AREA (PCA)                           |               |                     |                |                          |               |               |               |              |               |
| Specific projects TBD by Commission                            | TBD           | TBD                 | \$10,000,000   | \$0                      | \$10,000,000  |               |               |              |               |
| 10. PRIORITY CONSERVATION AREA (PCA)                           |               |                     | TOTAL:         | \$10,000,000             | \$0           | \$10,000,000  |               |              |               |
| Cycle 2 Total  |               |                     |                |                          |               | TOTAL:        | \$435,187,000 | \$40,000,000 | \$475,187,000 |

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\tmp-4035\_OBAG\tmp-4035\_Attach\_B-1.xlsx]T4 Cycle 2 Attach B-1 PENDING

# Attachment B-2

MTC Resolution No. 4035, Attachment B-2  
 Adopted: 05/17/12-C  
 Revised:

## Cycle 2 OBAG Project List FY 2012-13 through FY 2015-16 May 2012

### OBAG Program Project List

| Project Category and Title                        | Implementing Agency | Total STP/CMAQ       | Total Other RTIP-TE | Total Cycle 2        |
|---|---------------------|----------------------|---------------------|----------------------|
| <b>CYCLE 2 COUNTY OBAG PROGRAMMING</b>            |                     | <b>\$301,964,000</b> | <b>\$18,036,000</b> | <b>\$320,000,000</b> |
| <b>ALAMEDA COUNTY</b>                             |                     |                      |                     |                      |
| <i>Specific projects TBD by Alameda CMA</i>       | TBD                 | \$56,170,000         | \$3,726,000         | \$59,896,000         |
| CMA Planning Activities - Alameda                 | ACTC                | \$3,836,000          | \$0                 | \$3,836,000          |
| <b>ALAMEDA COUNTY</b>                             | <b>TOTAL:</b>       | <b>\$60,006,000</b>  | <b>\$3,726,000</b>  | <b>\$63,732,000</b>  |
| <b>CONTRA COSTA COUNTY</b>                        |                     |                      |                     |                      |
| <i>Specific projects TBD by Contra Costa CMA</i>  | TBD                 | \$39,367,000         | \$2,384,000         | \$41,751,000         |
| CMA Planning Activities - Contra Costa            | CCTA                | \$3,036,000          | \$0                 | \$3,036,000          |
| <b>CONTRA COSTA COUNTY</b>                        | <b>TOTAL:</b>       | <b>\$42,403,000</b>  | <b>\$2,384,000</b>  | <b>\$44,787,000</b>  |
| <b>MARIN COUNTY</b>                               |                     |                      |                     |                      |
| <i>Specific projects TBD by Marin CMA</i>         | TBD                 | \$6,667,000          | \$707,000           | \$7,374,000          |
| CMA Planning Activities - Marin                   | TAM                 | \$2,673,000          | \$0                 | \$2,673,000          |
| <b>MARIN COUNTY</b>                               | <b>TOTAL:</b>       | <b>\$9,340,000</b>   | <b>\$707,000</b>    | <b>\$10,047,000</b>  |
| <b>NAPA COUNTY</b>                                |                     |                      |                     |                      |
| <i>Specific projects TBD by Napa</i>              | TBD                 | \$3,549,000          | \$431,000           | \$3,980,000          |
| CMA Planning Activities - Napa                    | NCTPA               | \$2,673,000          | \$0                 | \$2,673,000          |
| <b>NAPA COUNTY</b>                                | <b>TOTAL:</b>       | <b>\$6,222,000</b>   | <b>\$431,000</b>    | <b>\$6,653,000</b>   |
| <b>SAN FRANCISCO COUNTY</b>                       |                     |                      |                     |                      |
| <i>Specific projects TBD by San Francisco CMA</i> | TBD                 | \$34,132,000         | \$1,910,000         | \$36,042,000         |
| CMA Planning Activities - San Francisco           | SFCTA               | \$2,795,000          | \$0                 | \$2,795,000          |
| <b>SAN FRANCISCO COUNTY</b>                       | <b>TOTAL:</b>       | <b>\$36,927,000</b>  | <b>\$1,910,000</b>  | <b>\$38,837,000</b>  |
| <b>SAN MATEO COUNTY</b>                           |                     |                      |                     |                      |
| <i>Specific projects TBD by San Mateo CMA</i>     | TBD                 | \$21,582,000         | \$1,991,000         | \$23,573,000         |
| CMA Planning Activities - San Mateo               | SMCCAG              | \$2,673,000          | \$0                 | \$2,673,000          |
| <b>SAN MATEO COUNTY</b>                           | <b>TOTAL:</b>       | <b>\$24,255,000</b>  | <b>\$1,991,000</b>  | <b>\$26,246,000</b>  |
| <b>SANTA CLARA COUNTY</b>                         |                     |                      |                     |                      |
| <i>Specific projects TBD by Santa Clara CMA</i>   | TBD                 | \$78,688,000         | \$4,350,000         | \$83,038,000         |
| CMA Planning Activities - Santa Clara             | SCVTA               | \$4,246,000          | \$0                 | \$4,246,000          |
| <b>SANTA CLARA COUNTY</b>                         | <b>TOTAL:</b>       | <b>\$82,934,000</b>  | <b>\$4,350,000</b>  | <b>\$87,284,000</b>  |
| <b>SOLANO COUNTY</b>                              |                     |                      |                     |                      |
| <i>Specific projects TBD by Solano CMA</i>        | TBD                 | \$14,987,000         | \$1,141,000         | \$16,128,000         |
| CMA Planning Activities - Solano                  | STA                 | \$2,673,000          | \$0                 | \$2,673,000          |
| <b>SOLANO COUNTY</b>                              | <b>TOTAL:</b>       | <b>\$17,660,000</b>  | <b>\$1,141,000</b>  | <b>\$18,801,000</b>  |
| <b>SONOMA COUNTY</b>                              |                     |                      |                     |                      |
| <i>Specific projects TBD by Sonoma CMA</i>        | TBD                 | \$19,544,000         | \$1,396,000         | \$20,940,000         |
| CMA Planning Activities - Sonoma                  | SCTA                | \$2,673,000          | \$0                 | \$2,673,000          |
| <b>SONOMA COUNTY</b>                              | <b>TOTAL:</b>       | <b>\$22,217,000</b>  | <b>\$1,396,000</b>  | <b>\$23,613,000</b>  |
| <b>Cycle 2 Total</b>                              | <b>TOTAL:</b>       | <b>\$301,964,000</b> | <b>\$18,036,000</b> | <b>\$320,000,000</b> |

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

***This page intentionally left blank***