



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

PLANNING, POLICY AND LEGISLATION COMMITTEE

MEETING NOTICE

Monday, September 10, 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, Vice Mayor

City of Hayward
Marvin Peixoto, Councilmember

City of Livermore
John Marchand, Mayor

City of Newark
Luis Freitas, Vice Mayor

City of Oakland
Councilmembers
Larry Reid
Rebecca Kaplan

City of Piedmont
John Chiang, Mayor

City of Pleasanton
Jennifer Hosterman, Mayor

City of San Leandro
Vacant

Executive Director
Arthur L. Dao

Chair: Greg Harper

Members: Mark Green
Keith Carson
John Marchand
Scott Haggerty
Jennifer Hosterman
Marvin Peixoto
Tim Sbranti

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*

1 PLEDGE OF ALLEGIANCE

2 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.

3 CONSENT CALENDAR

- | | | |
|-----|---|----------|
| 3A. | Minutes of July 09 11, 2012 – Page 1 | A |
| 3B. | Summary of the Alameda CTC’s Review and Comments on Environmental Documents and General Plan Amendments Prepared by Local Jurisdictions – Page 7 | I |

4 PLANNING & POLICY

- | | | |
|-----|---|------------|
| 4A. | Legislative Update – Page 29 | I/A |
| 4B. | Review of Metropolitan Transportation Commission (MTC) Resolution 4035 and One Bay Area Grant Program (OBAG) Implementation in Alameda County– Page 47 | I |
| 4C. | Review of Draft Alameda CTC Complete Streets Policy Elements– Page 111 | I |

5 COMMITTEE MEMBER REPORTS (VERBAL)

6 STAFF REPORTS (VERBAL)

7 ADJOURNMENT/NEXT MEETING: OCTOBER 08, 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*

Glossary of Acronyms

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

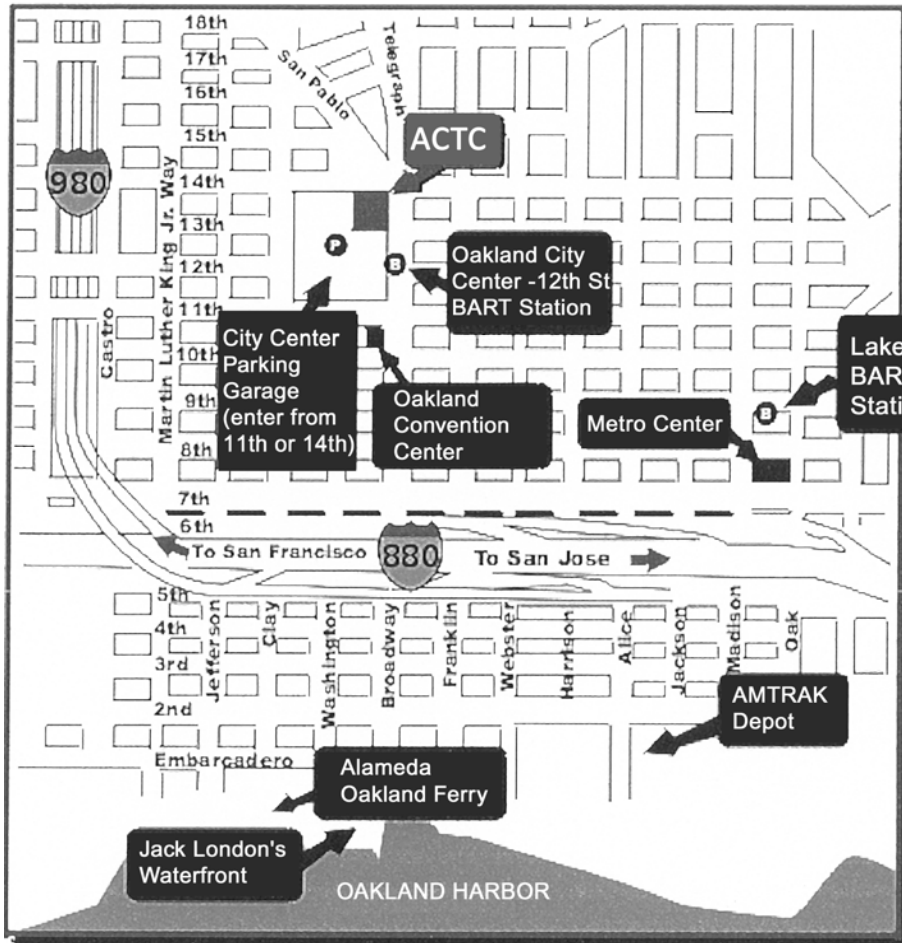


1333 Broadway, Suites 220 & 300

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PH: (510) 208-7400

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 / 12th Street Station

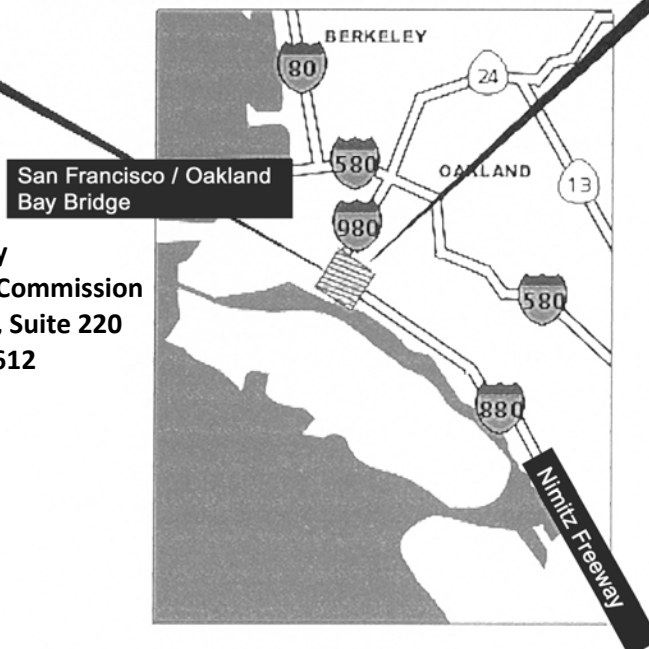
AC Transit:

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

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





**Alameda County Transportation Commission
PLANNING, POLICY AND LEGISLATION COMMITTEE
MINUTES OF JULY 09, 2012**

Councilmember Henson convened the meeting at 11:00 AM.

1. PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENT

There was no public comment.

3. CONSENT CALENDAR

3A. Minutes of June 11, 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 7-0.

4. LEGISLATION AND POLICY

4A. Legislative Update

Tess Lengyel updated the Committee on state and federal legislative initiatives. On the state side, Ms. Lengyel stated that governor Brown signed the 2012-13 balanced budget which closed a \$15.7 billion deficit and includes a reserve of almost \$1 billion. She stated that transportation remains essentially the same with no major budget reductions.

On the federal side, Ms. Lengyel provided an update on the Federal Transportation Bill, MAP- 21. The update included information on the program levels, the Highway Trust Fund, TIFIA loans and key changes made to the bill.

This Item was for information only.

5. PLANNING

5A. Review of Draft Countywide Bicycle and Pedestrian Plans

Rochelle Wheeler provided a review of the Draft Countywide Bicycle and Pedestrian Plans. Ms. Wheeler stated that these plans lay out steps for making Alameda County a safe and convenient place for walking and bicycling. The presentation covered an overview of the executive summaries for both plans, countywide priorities, costs and revenues associated with both plans, and input and the Draft and Final Plans review process. Member discussed maps in the plan to ensure they adequately reflected area of the county.

Supervisor Haggerty asked how much of the plan focused on safety precautions. Ms. Wheeler stated that there are safety programs implemented throughout the county, and that information on the programs is distributed to local jurisdictions.

Supervisor Carson requested information on the maintenance and lighting aspects of the plans. Ms. Wheeler stated that maintenance is included in the general scope of work but does not specify any specific lighting requirements.

This item was for information only.

5B. Approval of Issuance of a Request for Proposals (RFP) for Southbound I-680 Express Lane Project Evaluation and Authorization to Negotiate and Execute a Contract

Beth Walukas recommended that the Commission authorize staff to issue an RFP to conduct the After Study to evaluate performance of the Southbound I-680 Express Lane and report to the Legislature on findings, conclusions, and recommendations and authorize staff to proceed with the contract procurement process to retain a consultant to provide professional services; and the recommendation also authorizes the Executive Director to negotiate and execute a professional services agreement in accordance with procurement procedures.

Ms. Walukas stated that every three years, the Alameda CTC is required to comply with evaluation and legislative reporting requirements as part of operating the southbound I-680 Express Carpool Lane. In order to meet the three year statute and to report back to the Legislature, data needs to be collected in September/October 2012. The budget for this study is included in the Alameda CTC's consolidated FY 2012-13 budget for an amount not to exceed \$180,000.

Mayor Sbranti motioned to approve this Item. Mayor Green seconded the motion. The motion passed 8-0.

5C. Approval of an Amendment to the Jacobs Engineering Contract for Additional Work Related the 2012 Level of Service Monitoring

Saravana Suthanthira recommended that the Commission approve Amendment No. 3 to the current professional services contract with Jacobs Engineering Group. The amendment is needed in order to conduct the free flow speed survey and to conduct additional weekend travel time runs on the freeways after the new weekend peak period for each corridor is identified. This amendment will increase the contract by an amount not to exceed \$78,000 and will extend the contract period to September 2013.

Supervisor Haggerty motioned to approve this Item. Mayor Sbranti seconded the motion. This motion was approved 8-0.

5D. Review of Plan Bay Area Notice of Preparation (NOP) for a Draft EIR

Beth Walukas provided a review of the Plan Bay Area Notice of Preparation (NOP) for the Draft EIR. Ms. Walukas' review included an overview of the five project alternatives listed in the Draft EIR, the scope and content of the EIR and Alameda CTC's initial comments on the scope and contents.

This item was for information only.

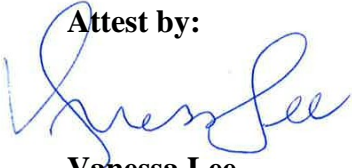
6 STAFF AND COMMITTEE MEMBER REPORTS

There were no staff or committee member reports.

7 ADJOURNMENT/NEXT MEETING: SEPTEMBER 10, 2012

The meeting was adjourned at 12:15 p.m.

Attest by:



Vanessa Lee
Clerk of the Commission

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PLANNING, POLICY AND LEGISLATION COMMITTEE MEETING

ROSTER OF MEETING ATTENDANCE

July 09, 2012

11:00 a.m.

1333 Broadway, Suite 300, Oakland, CA 94612

BOARD MEMBERS	Initials	ALTERNATES	Initials
Chair: Greg Harper – AC Transit		Elsa Ortiz – AC Transit	EO
Vice Chair: Olden Henson – City of Hayward	OPH	Marvin Peixoto – City of Hayward	
Members:			
Scott Haggerty – County of Alameda, District 1	SH	Bill Harrison – City of Fremont	
Keith Carson – County of Alameda, District 5	KC	Kriss Worthington – City of Berkeley	
John Marchand – City of Livermore	JM	Stuart Gary – City of Livermore	
Jennifer Hosterman – City of Pleasanton		Cheryl Cook-Kallio – City of Pleasanton	can
Joyce Starosciak – City of San Leandro		MICHAEL GREGORY Pauline Russo Culter – City of San Leandro	MRZ
Mark Green – City of Union City	MG	Emily Duncan – City of Union City	
Tim Sbranti- City of Dublin	TS	Don Biddle- City of Dublin	
LEGAL COUNSEL			
Zack Wasserman – WRBD	ZW		
Neal Parish – WRBD	NP		
Geoffrey Gibbs - GLG	GG		
STAFF			
Arthur L. Dao – Executive Director			
Varissa Lee- Clerk of the Commission			
Beth Walukas – Deputy Director of Planning			
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation			
Victoria Winn – Administrative Assistant			

STAFF	Initials	STAFF/CONSULTANT	Initials
Patricia Reavey - Director of Finance	<i>PR</i>	Arun Goel - Project Controls Engineer	<i>AG</i>
Matt Todd - Manager of Programming	<i>MT</i>	Linda Adams - Executive Assistant	
Gladys V. Parmelee - Office Supervisor	<i>GP</i>	Jacki Taylor - Programming Analyst	
John Hemiup - Senior Transportation Engineer		Laurel Poeton - Assistant Transportation Planner	<i>LP</i>
Saravana Suthanthira - Senior Transportation Planner	<i>SS</i>	Claudia Leyva - Administrative Assistant	
Vivek Bhat - Senior Transportation Engineer	<i>VB</i>	James O'Brien	
		Stefan Garcia	
		<i>Kande Raj</i>	<i>K. R.</i>

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Don Frascinella	Hayward	510-583-4781	don.frascinella@haywardca.gov
2.	Victoria Eisen	Eisen/Letunic	510-525-0220	victoria.eisen@letunic.com
3.	Nathan London	ACTransH	891-4292	n.london@actransh.org
4.	Aaron Goldsmith	MTC highschool Intern	510-289-4049	agoldsmith@headroy.org
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15.				



Memorandum

DATE: August 30, 2012

TO: Planning, Policy and Legislation Committee

FROM: Beth Walukas, Deputy Director of Planning

SUBJECT: **Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments**

Recommendation

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

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). For the LUAP, Alameda CTC is required to review Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comment on them regarding the potential impact of proposed land development on the regional transportation system.

Since the last monthly update on July 17, 2012, staff reviewed and commented on four NOPs and/or EIRs. Comments were submitted for two of them. The comment letters are attached.

Attachments

Attachment A: Comment letter for City of Oakland, The Shops at Broadway
 Comment letter for the City of Dublin, Moller Ranch Development

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August 17, 2012

Darin Ranelletti
Planner III
City of Oakland
Department of Planning, Building and Neighborhood Preservation
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612
dranelletti@oaklandnet.com

SUBJECT: Comments on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Shops at Broadway Development Project in the City of Oakland (Case Number ER 10007)

Dear Mr. Ranelletti:

Thank you for the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) being prepared by the City of Oakland. The project site is located at 3001-3039 Broadway in the proposed Broadway Valdez District Specific Plan area and is bounded by Broadway to the east, 30th Street to the south, Webster Street to the west and a car dealership to the north. The proposed project would construct approximately 35,750 square feet of single-story commercial development, including a grocery store, retail/restaurant space and 171 parking spaces.

The Alameda County Transportation Commission (Alameda CTC), on behalf of the Alameda County Congestion Management Agency (ACCMA) through the powers delegated to Alameda CTC by the joint powers agreement which created Alameda CTC, respectfully submits the following comments:

- The City of Oakland adopted Resolution No.69475 on November 19, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). If the proposed project is expected to generate at least 100 p.m. peak hour trips over existing conditions, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2020 and 2035 conditions. Please note the following paragraph as it discusses the responsibility for modeling.
 - The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The Alameda CTC has a Countywide model that is available for this purpose. The City of Oakland and the Alameda CTC signed a Countywide Model Agreement on May 28, 2009. Before the

model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

- The DEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include MTS roadways as shown in the attached map as well as BART and AC Transit. The MTS roads in the city of Oakland in the project study area are: I-980, San Pablo Avenue, Telegraph Avenue, Broadway, Harrison Street, West Grand Avenue and 14th Street. (See 2011 CMP Figure 2). Potential impacts of the project must be addressed for 2020 and 2035 conditions.
 - Please note that the Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2011 CMP for more information).
 - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the Alameda CTC Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

The DEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2011 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC policies discussed above.
- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2011 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic

trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.

- The DEIR should consider opportunities to promote countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2006. The approved Countywide Bike Plan and Pedestrian Plan are available at http://www.actia2022.com/app_pages/view/58
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510.208.7405 if you require additional information.

Sincerely,



Beth Walukas
Deputy Director of Planning

Cc: File: CMP – Environmental Review Opinions – Responses - 2012

Design Strategies Checklist
for the
Transportation Demand Management Element
of the
Alameda County CMP

The Transportation Demand Management (TDM) Element included in Alameda County Congestion Management Program requires each jurisdiction to comply with the Required Program. This requirement can be satisfied in three ways:

- 1) Adopting “Design Strategies for encouraging alternatives to using auto through local development review” prepared by ABAG and the Bay Area Quality Management District;
- 2) Adoption of new design guidelines that meet the individual needs of the local jurisdictions and the intent of the goals of the TDM Element or
- 3) Providing evidence that existing local policies and programs meet the intent of the goals of the TDM Element.

For those jurisdictions that have chosen to satisfy this requirement by Option 2 or 3 above, the following checklist has been prepared. In order to insure consistency and equity throughout the County, this checklist identifies the components of a design strategy that should be included in a local program to meet the minimum CMP conformity requirements. The required components are highlighted in bold type and are shown at the beginning of each section. A jurisdiction must answer YES to each of the required components to be considered consistent with the CMP. Each jurisdiction will be asked to annually certify that it is complying with the TDM Element. Local jurisdictions will not be asked to submit the back-up information to the CMA justifying its response; however it should be available at the request of the public or neighboring jurisdictions.

Questions regarding optional program components are also included. You are encouraged but not required to answer these questions.

CHECKLIST

Bicycle Facilities

Goal: To develop and implement design strategies that foster the development of a countywide bicycle program that incorporates a wide range of bicycle facilities to reduce vehicle trips and promote bicycle use for commuting, shopping and school activities. (Note: examples of facilities are bike paths, lanes or racks.)

Note: Bold type face indicates those components that must be included the “Required Program” in order to be found in compliance with the Congestion Management Program.

Local Responsibilities:

1a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

1a.1 Provides a system of bicycle facilities that connect residential and/or non-residential development to other major activity centers?

Yes ☐ No ☐

1a.2 Bicycle facilities that provide access to transit?

Yes ☐ No ☐

1a.3 That provide for construction of bicycle facilities needed to fill gaps, (i.e., gap closure), not provided through the development review process?

Yes ☐ No ☐

1a.4 That consider bicycle safety such as safe crossing of busy arterials or along bike trails?

Yes ☐ No ☐

1a.5 That provide for bicycle storage and bicycle parking for (A) multi-family residential and/or (B) non-residential developments?

Yes ☐ No ☐

1b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance: _____

Design Review: _____

Standard Conditions of Approval: _____

Capital Improvement Program: _____

Specific Plan: _____

Other: _____

Pedestrian Facilities

Goal: To develop and implement design strategies that reduce vehicle trips and foster walking for commuting, shopping and school activities.

Local Responsibilities

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

2a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that incorporate the following:

2a.1 Provide reasonably direct, convenient, accessible and safe pedestrian connections to major activity centers, transit stops or hubs parks/open space and other pedestrian facilities?

Yes ☐ No ☐

2a.2 Provide for construction of pedestrian paths needed to fill gaps, (i.e., gap closure), not provided through the development process?

Yes ☐ No ☐

2a.3 Include safety elements such as convenient crossing at arterials?

Yes ☐ No ☐

2a.4 Provide for amenities such as lighting, street trees, trash receptacles that promote walking?

Yes ☐ No ☐

2a.5 That encourage uses on the first floor that are pedestrian oriented, entrances that are conveniently accessible from the sidewalk or transit stops or other strategies that promote pedestrian activities in commercial areas?

Yes ☐ No ☐

2b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance: _____

Design Review: _____

Standard Conditions of Approval: _____

Capital Improvement Program: _____

Specific Plan: _____

Other: _____

Transit

Goal: To develop and implement design strategies in cooperation with the appropriate transit agencies that reduce vehicle trips and foster the use of transit for commuting, shopping and school activities.

Local Responsibilities

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

3a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

3a.1 Provide for the location of transit stops that minimize access time, facilitate intermodal transfers, and promote reasonably direct, accessible, convenient and safe connections to residential uses and major activity centers?

Yes ☐ No ☐

3a.2 Provide for transit stops that have shelters or benches, trash receptacles, street trees or other street furniture that promote transit use?

Yes ☐ No ☐

3a.3 Include a process for including transit operators in development review?

Yes ☐ No ☐

3a.4 Provide for directional signage for transit stations and/or stops?

Yes ☐ No ☐

3a.5 Include specifications for pavement width, bus pads or pavement structure, length of bus stops, and turning radii that accommodates bus transit?

Yes ☐ No ☐

3.b How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance: _____

Design Review: _____

Standard Conditions of Approval: _____

Capital Improvement Program: _____

Specific Plan: _____

Other: _____

Carpools and Vanpools

Goal: To develop and implement design strategies that reduce the overall number of vehicle trips and foster carpool and vanpool use.

Local Responsibilities:

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

4a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

4a.1 For publicly owned parking garages or lots, are there preferential parking spaces and/or charges for carpools or vanpools?

Yes ☐ No ☐

4a.2 That provide for convenient or preferential parking for carpools and vanpools in non-residential developments?

Yes ☐ No ☐

4.b How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance: _____

Design Review: _____

Standard Conditions of Approval: _____

Capital Improvement Program: _____

Specific Plan: _____

Other: _____

Park and Ride

Goal: To develop design strategies that reduce the overall number of vehicle trips and provide park and ride lots at strategic locations.

Local Responsibilities:

5a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

5a.1 Promote park and ride lots that are located near freeways or major transit hubs?

Yes ☐ No ☐

5a.2 A process that provides input to Caltrans to insure HOV by-pass at metered freeway ramps?

Yes ☐ No ☐

5b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance: _____

Design Review: _____

Standard Conditions of Approval: _____

Capital Improvement Program: _____

Specific Plan: _____

Other: _____

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.



August 20, 2012

Michael A. Porto
Consulting Planner
City of Dublin
Community Development Department
100 Civic Plaza
Dublin, CA 94568

SUBJECT: Comments on the Notice of Preparation of a Draft Supplemental Environmental Impact Report (DSEIR) for the Moller Ranch Development and Moller Creek Culvert Replacement Project in the City of Dublin

Dear Mr. Porto:

Thank you for the opportunity to comment on the Notice of Preparation of a Draft Supplemental Environmental Impact Report (DSEIR) being prepared by the City of Dublin for the Moller Ranch Development and Moller Creek Culvert Replacement Project. The project site is located on the east side of Tassajara Road, north of the Fallon Crossing property and south of the Alameda County boundary line. The proposed project would develop up to 382 single family detached dwelling units and would include neighborhood park and semi-public land uses. The project also includes replacement of an existing Tassajara Road culvert over Moller Creek, west of the Moller Ranch property.

The Alameda County Transportation Commission (Alameda CTC), on behalf of the Alameda County Congestion Management Agency (ACCMA) through the powers delegated to Alameda CTC by the joint powers agreement which created Alameda CTC, respectfully submits the following comments:

- The City of Dublin adopted Resolution No.120-92 on September 28, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). If the proposed project is expected to generate at least 100 p.m. peak hour trips over existing conditions, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2020 and 2035 conditions. Please note the following paragraph as it discusses the responsibility for modeling.
 - The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The Alameda CTC has a Countywide model that is available for this purpose. The City of Dublin and the Alameda CTC signed a Countywide Model Agreement on July 17, 2008. Before the

model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

- The DSEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include MTS roadways as shown in the attached map as well as BART and LAVTA. The MTS roads in the city of Dublin in the project study area are: I-580, Tassajara Road and Dublin Boulevard (see 2011 CMP Figure 5). Potential impacts of the project must be addressed for 2020 and 2035 conditions.
 - Please note that the Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2011 CMP for more information).
 - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the Alameda CTC Board adopted three criteria for evaluating the adequacy of DSEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

The DSEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DSEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2011 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DSEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC policies discussed above.
- The DSEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2011 CMP, Chapter 5). The DSEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.

- The DSEIR should consider opportunities to promote countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2006. The approved Countywide Bike Plan and Pedestrian Plan are available at http://www.actia2022.com/app_pages/view/58
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510.208.7405 if you require additional information.

Sincerely,



Beth Walukas
Deputy Director of Planning

Cc: File: CMP – Environmental Review Opinions – Responses - 2012

Design Strategies Checklist
for the
Transportation Demand Management Element
of the
Alameda County CMP

The Transportation Demand Management (TDM) Element included in Alameda County Congestion Management Program requires each jurisdiction to comply with the Required Program. This requirement can be satisfied in three ways:

- 1) Adopting “Design Strategies for encouraging alternatives to using auto through local development review” prepared by ABAG and the Bay Area Quality Management District;
- 2) Adoption of new design guidelines that meet the individual needs of the local jurisdictions and the intent of the goals of the TDM Element or
- 3) Providing evidence that existing local policies and programs meet the intent of the goals of the TDM Element.

For those jurisdictions that have chosen to satisfy this requirement by Option 2 or 3 above, the following checklist has been prepared. In order to insure consistency and equity throughout the County, this checklist identifies the components of a design strategy that should be included in a local program to meet the minimum CMP conformity requirements. The required components are highlighted in bold type and are shown at the beginning of each section. A jurisdiction must answer YES to each of the required components to be considered consistent with the CMP. Each jurisdiction will be asked to annually certify that it is complying with the TDM Element. Local jurisdictions will not be asked to submit the back-up information to the CMA justifying its response; however it should be available at the request of the public or neighboring jurisdictions.

Questions regarding optional program components are also included. You are encouraged but not required to answer these questions.

CHECKLIST

Bicycle Facilities

Goal: To develop and implement design strategies that foster the development of a countywide bicycle program that incorporates a wide range of bicycle facilities to reduce vehicle trips and promote bicycle use for commuting, shopping and school activities. (Note: examples of facilities are bike paths, lanes or racks.)

Note: Bold type face indicates those components that must be included the “Required Program” in order to be found in compliance with the Congestion Management Program.

Local Responsibilities:

1a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

1a.1 Provides a system of bicycle facilities that connect residential and/or non-residential development to other major activity centers?

Yes ☐ No ☐

1a.2 Bicycle facilities that provide access to transit?

Yes ☐ No ☐

1a.3 That provide for construction of bicycle facilities needed to fill gaps, (i.e., gap closure), not provided through the development review process?

Yes ☐ No ☐

1a.4 That consider bicycle safety such as safe crossing of busy arterials or along bike trails?

Yes ☐ No ☐

1a.5 That provide for bicycle storage and bicycle parking for (A) multi-family residential and/or (B) non-residential developments?

Yes ☐ No ☐

1b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance: _____

Design Review: _____

Standard Conditions of Approval: _____

Capital Improvement Program: _____

Specific Plan: _____

Other: _____

Pedestrian Facilities

Goal: To develop and implement design strategies that reduce vehicle trips and foster walking for commuting, shopping and school activities.

Local Responsibilities

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

2a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that incorporate the following:

2a.1 Provide reasonably direct, convenient, accessible and safe pedestrian connections to major activity centers, transit stops or hubs parks/open space and other pedestrian facilities?

Yes ☐ No ☐

2a.2 Provide for construction of pedestrian paths needed to fill gaps, (i.e., gap closure), not provided through the development process?

Yes ☐ No ☐

2a.3 Include safety elements such as convenient crossing at arterials?

Yes ☐ No ☐

2a.4 Provide for amenities such as lighting, street trees, trash receptacles that promote walking?

Yes ☐ No ☐

2a.5 That encourage uses on the first floor that are pedestrian oriented, entrances that are conveniently accessible from the sidewalk or transit stops or other strategies that promote pedestrian activities in commercial areas?

Yes ☐ No ☐

2b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance: _____

Design Review: _____

Standard Conditions of Approval: _____

Capital Improvement Program: _____

Specific Plan: _____

Other: _____

Transit

Goal: To develop and implement design strategies in cooperation with the appropriate transit agencies that reduce vehicle trips and foster the use of transit for commuting, shopping and school activities.

Local Responsibilities

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

3a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

3a.1 Provide for the location of transit stops that minimize access time, facilitate intermodal transfers, and promote reasonably direct, accessible, convenient and safe connections to residential uses and major activity centers?

Yes ☐ No ☐

3a.2 Provide for transit stops that have shelters or benches, trash receptacles, street trees or other street furniture that promote transit use?

Yes ☐ No ☐

3a.3 Include a process for including transit operators in development review?

Yes ☐ No ☐

3a.4 Provide for directional signage for transit stations and/or stops?

Yes ☐ No ☐

3a.5 Include specifications for pavement width, bus pads or pavement structure, length of bus stops, and turning radii that accommodates bus transit?

Yes ☐ No ☐

3.b How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance: _____

Design Review: _____

Standard Conditions of Approval: _____

Capital Improvement Program: _____

Specific Plan: _____

Other: _____

Carpools and Vanpools

Goal: To develop and implement design strategies that reduce the overall number of vehicle trips and foster carpool and vanpool use.

Local Responsibilities:

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

4a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

4a.1 For publicly owned parking garages or lots, are there preferential parking spaces and/or charges for carpools or vanpools?

Yes ☐ No ☐

4a.2 That provide for convenient or preferential parking for carpools and vanpools in non-residential developments?

Yes ☐ No ☐

4.b How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance: _____

Design Review: _____

Standard Conditions of Approval: _____

Capital Improvement Program: _____

Specific Plan: _____

Other: _____

Park and Ride

Goal: To develop design strategies that reduce the overall number of vehicle trips and provide park and ride lots at strategic locations.

Local Responsibilities:

5a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

5a.1 Promote park and ride lots that are located near freeways or major transit hubs?

Yes ☐ No ☐

5a.2 A process that provides input to Caltrans to insure HOV by-pass at metered freeway ramps?

Yes ☐ No ☐

5b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance: _____

Design Review: _____

Standard Conditions of Approval: _____

Capital Improvement Program: _____

Specific Plan: _____

Other: _____

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.



Memorandum

DATE: August 30, 2012

TO: Planning, Policy and Legislation Committee

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

SUBJECT: Legislative Update

Recommendations

This is an information item only.

Summary

This memo provides an update on state and federal legislative activities in August 2013, including end of session activities on legislation in Sacramento, statewide and local ballot measures, actions by Congress prior to their recess in early August, an update on actions by the Obama Administration, and Alameda CTC's next steps on development of a 2013 Legislative Program.

Background

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

State Update

End of Session Activities:

As the end of the two year session in Sacramento was coming to a conclusion, extensive activity occurred in late August to address bills that had not made it through the full legislative process, CEQA reform, and pension reforms. At the time of this writing, session had not concluded and the status of all bills is not known. Staff will provide a report to the Committee on the outcome of all bills for which the Alameda CTC had taken a position.

Some of the larger issues that were addressed at the end of August were proposals for CEQA reform and state worker pension reforms. The CEQA reform proposal was spearheaded by business and labor organizations. The proposed CEQA reforms focused on the requirements of SB 375 to develop a Sustainable Communities Strategy (SCS) to reduce greenhouse gas emissions and house all sectors of a region's population. The proponents for CEQA reforms identified the challenges of local jurisdictions going through environmental review processes for general plan and zoning updates, and then through project specific environmental reviews for implementation of higher density projects to support an SCS. The proponents noted that due to higher densities as part of many region's SCSs, there will be resultant unavoidable

impacts, which can stall project implementation or result in litigation. The CEQA reform proposals focused on eliminating conflicting and duplicative environmental review and mitigation processes.

Due to the proposed reforms coming in during the last seven days of the session, the legislature did not move forward with reforms. Additional changes to CEQA will likely be reintroduced in the new two-year session next year.

On August 28th, the Governor's proposed pension reforms were introduced as AB 340, Public employees' retirement by Assemblymember Furutani. With only three days to the end of session, the bill quickly passed in a conference committee and will be voted on the last day of session, August 31st, by the Senate and Assembly. If approved, the law will go into effect on January 1, 2013. According to Governor Brown's August 29, 2012 press release, the law would implement the following:

Public Employee Pension Reform Act of 2012

Caps Pensionable Salaries

- Caps pensionable salaries at the Social Security contribution and wage base of \$110,100 (or 120 percent of that amount for employees not covered by Social Security).

Establishes Equal Sharing of Pension Costs as the Standard

- California state employees are leading the way and are paying for at least 50 percent of normal costs of their pension benefits. Requires new employees to contribute at least half of normal costs, and sets a similar target for current employees, subject to bargaining.
- Eliminates current restrictions that impede local employers from having their employees help pay for pension liabilities.
- Permits employers to develop plans that are lower cost and lower risk if certified by the system's actuary and approved by the legislature.
- Provides additional authority to local employers to require employees to pay for a greater share of pension costs through impasse proceedings if they are unsuccessful in achieving the goal of 50-50 cost sharing in 5 years.
- Directs state savings from cost sharing toward additional payments to reduce the state's unfunded liability.

Unilaterally Rolls Back Retirement Ages and Formulas

- Increases retirement ages by two years or more for all new public employees.
- Rolls back the unsustainable retirement benefit increases granted in 1999 and reduces the benefits below the levels in effect for decades.
- Eliminates all 3 percent formulas going forward.
- For local miscellaneous employees: 2.5 percent at 55 changes to 2 percent at 62; with a maximum of 2.5 percent at 67.
- For local fire and police employees: 3 percent at 50 changes to 2.7 percent at 57.
- Establishes consistent formulas for all new employees going forward.

Ends Abuses

- Requires three-year final compensation to stop spiking for all new employees.
- Calculates benefits based on regular, recurring pay to stop spiking for all new employees.

- Limits post-retirement employment for all employees.
- Felons will forfeit pension benefits.
- Prohibits retroactive pension increases for all employees.
- Prohibits pension holidays for all employees and employers.
- Prohibits purchases of service credit for all employees.

Measures on the November 2012 ballot

The November 2012 ballot offers extensive choices for voters at the federal, state and local levels. The following highlight the eleven statewide measures on the ballot

November 2012 Statewide Ballot Measures

- **Proposition 30:** Temporary Taxes to Fund Education. Guaranteed Local Public Safety Funding. Initiative Constitutional Amendment.
- **Proposition 31:** State Budget. State and Local Government. Initiative Constitutional Amendment and Statute.
- **Proposition 32:** Political Contributions by Payroll Deduction. Contributions to Candidates. Initiative Statute.
- **Proposition 33:** Auto Insurance Companies. Prices Based on Driver's History of Insurance Coverage. Initiative Statute.
- **Proposition 34:** Death Penalty. Initiative Statute.
- **Proposition 35:** Human Trafficking. Penalties. Initiative Statute.
- **Proposition 36:** Three Strikes Law. Repeat Felony Offenders. Penalties. Initiative Statute.
- **Proposition 37:** Genetically Engineered Foods. Labeling. Initiative Statute.
- **Proposition 38:** Tax to Fund Education and Early Childhood Programs. Initiative Statute.
- **Proposition 39:** Tax Treatment for Multistate Businesses. Clean Energy and Energy Efficiency Funding. Initiative Statute.
- **Proposition 40:** Redistricting. State Senate Districts. Referendum.

In Alameda County, there are twenty-two measures that will appear on the ballot (shown in Attachment A), two of which are countywide:

- Measure A1: Oakland Zoo parcel tax
- Measure B1: Alameda County 2012 Transportation Sales Tax Measure

The 2012 Transportation Expenditure Plan (TEP) has received significant support from organizations throughout Alameda County. Attachment B highlights agencies and organizations that have supported the 2012 TEP.

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

On August 2nd, members of Congress adjourned for summer recess, but prior to returning to districts, the leaders of each party agreed to a six-month continuing resolution for fiscal year 2013 appropriations at 2012 levels, which will likely run through March 2013. The first six

months of the year would cap discretionary spending to the limits set by the budget control act of last August, and then the final six months will be governed by appropriations actions that will need to be taken prior to March, if the continuing resolution is passed in September, prior to new federal fiscal year which begins on October 1, 2012. Congressional members will return to Washington, D.C. by September 10th.

Sequestration

On August 7th, President Obama signed the Sequestration Transparency Act of 2012, which requires the President to detail budget reductions by program, project and activity level as a result of the across the board cuts required by sequestration, which is the result of the inability of Congress to come up with specific budget cut proposals last year to reduce the deficit. Since Congress was unable to come up with proposals, sequestration was put into effect, which will result in cuts in defense and domestic spending. It requires a total of \$109 billion in cuts, beginning January 2013, implemented over a nine-year period. When Congress returns in September, a new report from the Obama administration will be provided by September 6th to detail how it will implement sequestration. 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 with Democrats pushing for a mix of spending cuts and revenue increases while Republicans support replacing across the board cuts with specific, targeted spending reductions and major restructuring of some programs.

Idle Earmarks

In late August, the president announced that the U.S. Department of Transportation (DOT) immediately made \$473 million in unobligated earmarks available to states for infrastructure projects, derived from idle unspent highway earmarks from the FY03-FY06 appropriations acts. This action allows states to use the unspent funds on any eligible highway, transit, passenger rail, or port project, provide that states identify by October 1, 2012, the projects they plan to use the funds obligate the funds by December 31, 2012, or they will be redistributed throughout the country.

Alameda CTC 2013 Legislation Program

Looking toward the coming year, staff is beginning 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, the federal transportation bill implementation and new reauthorization efforts, implementation of the region's Sustainable Communities Strategy, and implementation of the 2012 TEP if it passes.

Fiscal Impact

No direct fiscal impact.

Attachments

Attachment A: Ballot Measures

Attachment B: 2012 Transportation Expenditure Plan support

Attachment A November 6, 2012 General Election from the Alameda County Registrar of Voters Website

<http://www.acgov.org/rov/next.htm>

Partisan Offices	Seat	
United States President	Nationwide	
Voter Nominated Offices	Seat	
United States Senator	Statewide	
United States Representative	Districts 13, 15, 17	
State Senator	Districts 7, 9	
Member of the State Assembly	Districts 15, 16, 18, 20, 25	
County Offices	Seat	Filing Office
County Board of Supervisors	District 2 (short-term)	Registrar of Voters
School District Offices	Seat	Filing Office
Chabot – Las Positas Community College District	Trustee Areas 1, 3, 5, 7	Registrar of Voters
Ohlone Community College District	3 Trustees, Area 2 1 Trustee, Area 1 (short-term)	
Peralta Community College District	Trustee Areas 1, 2, 4, 6	
San Joaquin Delta Community College District	Trustee Area 6	
Alameda Unified School District	3 Governing Board Members	
Castro Valley Unified School District	3 Governing Board Members	
Dublin Unified School District	3 Governing Board Members	
Fremont Unified School District	3 Governing Board Members	
Hayward Unified School District	3 Governing Board Members	

Livermore Valley Joint Unified School District	2 Governing Board Members
Mountain House Elementary	1 Governing Board Member
New Haven Unified School District	3 Governing Board Members
Newark Unified School District	3 Governing Board Members
Pleasanton Unified School District	3 Governing Board Members
San Leandro Unified School District	Governing Board Member Areas 1, 3, 5, At-Large
San Lorenzo Unified School District	3 Governing Board Members
Sunol Glen Unified School District	1 Governing Board Member

Special District Offices	Seat	Filing Office
Alameda – Contra Costa Transit District	District Directors – Wards 1, 2, At-Large	Registrar of Voters
Alameda County Water District	3 District Directors	
Bay Area Rapid Transit District	District Directors – Wards 3, 5, 7	
Castro Valley Sanitary District	3 District Directors	
City of Alameda Healthcare District	2 District Directors	
Dublin – San Ramon Services District	3 District Directors	
East Bay Municipal Utility District	District Directors – Wards 5, 6	
East Bay Regional Park District	District Directors – Wards 1, 2, 4	
Eden Township Healthcare District	2 District Directors	
Fairview Fire Protection District	3 District Directors	
Hayward Area Recreation and Park District	3 District Directors	

Livermore Area Recreation and Park District 2 District Directors
1 District Director (short-term)

Oro Loma Sanitary District 2 District Directors

Washington Township Healthcare District 2 District Directors

City Offices	Seat	Filing Office
Alameda	2 Council Members 1 Auditor 1 Treasurer	City Clerk
Albany	3 Council Members 2 Members of the Board of Education 1 Treasurer	
Berkeley	1 Mayor Council Districts 2, 3, 5, 6 4 Rent Board Members 2 Members of the Board of Education	
Dublin	1 Mayor 2 Council Members	
Fremont	1 Mayor 2 Council Members	
Oakland	Council Districts 1, 3, 5, 7, At-Large 1 City Attorney School Directors, Districts 1, 3, 5, 7	
Pleasanton	1 Mayor 1 Council Member	
San Leandro	Council Districts 2, 4, 6	
Union City	1 Mayor 2 Council Members	

Measures:

[List of Measures for the November 6, 2012 General Election](#) (PDF - 181kb) *

- [Measure A1](#) (PDF - 147kb) *
- [Measure B1](#) (PDF - 1907kb) *Alameda County 2012 Transportation Sales Tax Measure
- [Measure D](#) (PDF - 59kb) *
- [Measure F](#) (PDF - 121kb) *
- [Measure I](#) (PDF - 198kb) *
- [Measure J](#) (PDF - 140kb) *
- [Measure K](#) (PDF - 81kb) *
- [Measure L](#) (PDF - 346kb) *
- [Measure M](#) (PDF - 78kb) *
- [Measure N](#) (PDF - 88kb) *
- [Measure O](#) (PDF - 79kb) *
- [Measure P](#) (PDF - 67kb) *
- [Measure Q](#) (PDF - 101kb) *
- [Measure R](#) (PDF - 82kb) *
- [Measure S](#) (PDF - 93kb) *
- [Measure T](#) (PDF - 111kb) *
- [Measure U](#) (PDF - 223kb) *
- [Measure V](#) (PDF - 101kb) *
- [Measure W](#) (PDF - 123kb) *
- [Measure X](#) (PDF - 144kb) *
- [Measure Y](#) (PDF - 128kb) *
- [Measure Z](#) (PDF - 84kb) *

**ALAMEDA COUNTY REGISTRAR OF VOTERS
LIST OF LOCAL MEASURES
November 6, 2012
GENERAL ELECTION**

MEASURE I

Chabot-Las Positas Community College District – Parcel Tax

“To provide Chabot and Las Positas Community Colleges funds that cannot be taken by the state, ensure affordable quality education, prepare students for university transfer, maintain job training in healthcare, technology, public safety, and other areas, uphold core academics, and preserve student support services, shall Chabot-Las Positas Community College District levy \$28 per parcel annually for six years with Citizens’ Oversight, no money for permanent salaries, and all funds spent on local colleges?”

Percentage Needed To Pass = Two-Thirds (66.6%)

MEASURE J

Oakland Unified School District (Bond Measure)

To improve the quality of Oakland schools and school facilities to better prepare students for college and jobs, to upgrade science labs, classrooms, computers and technology, improve student safety and security, repair bathrooms, electrical systems, plumbing and sewer lines, improve energy efficiency and earthquake safety, shall the Oakland Unified School District be authorized to issue \$475 million in bonds, with an independent citizens oversight committee and annual audits to guarantee funds are spent properly to benefit Oakland children?

Percentage Needed To Pass = Fifty-five (55%) Percent

MEASURE K

Ohlone Community College District – Election of Governing Board Members

“For the election of governing board members of the Ohlone Community College District, shall members residing in each trustee area be elected by the registered voters in that trustee area?”

Percentage Needed To Pass = Simple majority (50% + 1)

**ALAMEDA COUNTY REGISTRAR OF VOTERS
LIST OF LOCAL MEASURES
November 6, 2012
GENERAL ELECTION**

MEASURE L

San Leandro Unified School District – Parcel Tax

To offset severe State budget cuts with emergency funding that cannot be taken by Sacramento; protect core academic math/science/reading programs and student safety; keep libraries open; retain quality teachers; maintain classroom computers, instructional technology, PE, art, music and class size; shall San Leandro Unified School District levy \$39/year on single family homes and rates on commercial/other types of parcels, for five years, with annual audits, citizens oversight, senior exemptions, and no money for administrator salaries?

Percentage Needed To Pass = Two-Thirds

MEASURE A1

Alameda County – Oakland Zoo – Parcel Tax

OAKLAND ZOO HUMANE ANIMAL CARE/EDUCATION PROTECTION MEASURE. To maintain/upgrade humane animal care and basic needs (food, medical, heating, cooling, safe enclosures); retain veterinarians/animal specialists; care for wounded/endangered animals; support wildlife conservation; maintain children's educational, nature/science programs, field trips; and keep entrance fees affordable; shall Alameda County levy a tax of \$12/parcel annually for residential parcels and comparable commercial/industrial rates, with low-income senior exemptions, mandatory audits, and citizens' oversight?

Percentage Needed To Pass = Two-thirds

MEASURE B1

Alameda County – Transportation Commission – Expenditure Plan-Sales Tax

Shall a new Transportation Expenditure Plan be implemented to address current and future transportation needs that:

- Improves transit access to jobs and schools;
- Fixes roads, improves highways and increases bicycle and pedestrian safety;
- Reduces traffic congestion and improves air quality;
- Keeps senior, youth, and disabled fares affordable.

Approval extends the existing County sales tax and increases it by 1/2 cent, with independent oversight, local job creation programs. No money can be taken by the state.

Percentage Needed To Pass = 66.67%

ALAMEDA COUNTY REGISTRAR OF VOTERS
LIST OF LOCAL MEASURES
November 6, 2012
GENERAL ELECTION

MEASURE D

City of Alameda – Charter Amendment (Parks)

Charter Amendment Changing Requirements for When a Citywide Ballot Measure is Needed to Authorize Certain Sales or Disposals of City Parks

“Shall the Charter of the City of Alameda be amended by amending Section 22-12 to eliminate language that allows the City Council to sell or dispose of public parks or any portion thereof if a new public park is designated, which means the sale or disposal of public parks must be approved by the electors?”

Percentage Needed To Pass = Majority

MEASURE F

City of Albany – Sales Tax

To maintain and provide city services and facilities, including:

Fire and Police protection, safety, and emergency response

Recreational programs, parks, playgrounds, and open space

Senior and youth programs and facilities

Community development and environmental preservation

And other general city services and facilities,

Shall the City of Albany enact a one-half cent sales tax, with annual independent audits, to end after eight years, with all funds spent only in Albany?

Percentage Needed To Pass = Majority

MEASURE M

City of Berkeley – Streets and Water - Bond

Shall the City of Berkeley issue general obligation bonds not exceeding \$30,000,000 for street improvements and integrated Green Infrastructure such as rain gardens, swales, bioretention cells and permeable paving, to improve roads, reduce flooding and improve water quality in the creeks and Bay?

Financial Implications:

The average annual cost over the 30-year period the bonds are outstanding would be approximately \$38, \$61, and \$116, respectively, for homes with assessed valuations of \$330,500, \$700,000 and \$1,000,000.

Percentage Needed To Pass = Two-thirds (2/3)

**ALAMEDA COUNTY REGISTRAR OF VOTERS
LIST OF LOCAL MEASURES
November 6, 2012
GENERAL ELECTION**

MEASURE N

City of Berkeley – Pools - Bond

Shall the City of Berkeley issue general obligation bonds not exceeding \$19,400,000 to fund construction of replacement Warm and Willard pools, and renovation or replacement of associated facilities, as well as repair, renovation or replacement of locker rooms and associated facilities at the existing West Campus and King pools?

Financial Implications:

The average annual cost over the 30-year period the bonds are outstanding would be approximately \$7.01 per \$100,000 of assessed valuation.

Percentage Needed To Pass = Two-thirds (2/3)

MEASURE O

City of Berkeley – Pools – Parcel Tax

Shall a special tax of \$0.00779 per square foot of improvements on land in Berkeley be authorized to fund maintenance and operation of the replacement Warm Water and Willard Pools, if a bond measure funding construction of those pools is adopted?

Financial Implications:

The annual cost in fiscal year 2013-14 would be \$14.80 for a 1,900 square foot home, \$23.37 for a 3,000 square foot home and \$77.90 for a 10,000 square foot building.

Percentage Needed To Pass = Two-thirds (2/3)

MEASURE P

City of Berkeley - GANN

Shall the appropriation limit under Article XIII B of the California Constitution (which limits city expenditures) be increased to allow for the expenditure of taxes previously approved by the voters for parks maintenance; libraries; emergency medical services; emergency services for severely disabled persons; and fire protection and emergency response and preparedness, for fiscal years 2013 through 2016?

Financial Implications:

This measure would not increase taxes. It only authorizes expenditure of existing voter-approved taxes.

Percentage Needed To Pass = MAJORITY (50% + 1)

**ALAMEDA COUNTY REGISTRAR OF VOTERS
LIST OF LOCAL MEASURES
November 6, 2012
GENERAL ELECTION**

MEASURE Q

City of Berkeley - UUT

Without increasing the rate, shall an ordinance be adopted to update Berkeley's existing utility users tax, which funds police, fire and other essential City services, to keep current with changes in technology and Federal and State laws while maintaining exemptions for nonprofit educational organizations and hospitals, adding an exemption for low-income taxpayers, and requiring an annual verification and public report as to collection and expenditure of the tax?

Percentage Needed To Pass = Majority (50% + 1)

MEASURE R

City of Berkeley - Redistricting

Shall the Charter of the City of Berkeley be amended to provide that council district redistricting shall be adopted by ordinance and to require that districts be as equal in population as feasible taking into consideration topography, geography, cohesiveness, contiguity, integrity, compactness of territory and communities of interest, and have easily understood boundaries such as major traffic arteries and geographic boundaries?

Financial Implications:

No significant cost impacts.

Percentage Needed To Pass = Majority (50% + 1)

MEASURE S

City of Berkeley – Civil Sidewalks

Shall an ordinance prohibiting sitting on sidewalks in commercial districts from 7:00 am to 10:00 pm, with exceptions for: (a) medical emergencies; (b) wheelchairs and similar mobility devices; (c) bus benches; (d) street events; (e) other furniture placed on the sidewalk pursuant to a permit; requiring the City to ensure that it is applied in a constitutional manner and requiring a warning prior to citation, be approved?

Percentage Needed To Pass = Majority (50% + 1)

**ALAMEDA COUNTY REGISTRAR OF VOTERS
LIST OF LOCAL MEASURES
November 6, 2012
GENERAL ELECTION**

MEASURE T

City of Berkeley – West Berkeley

Shall the West Berkeley Plan and the Zoning Ordinance be amended to allow development flexibility on up to 6 large sites, each under the same ownership, during the next 10 years, allowing a maximum height of 75' with a site-wide average height of 50', and only if community and environmental benefits are provided to West Berkeley?

Percentage Needed To Pass = Majority (50% + 1)

MEASURE U

City of Berkeley - Sunshine

Shall an ordinance be adopted: establishing new agenda and meeting requirements for the City's legislative bodies (Council, Rent Stabilization Board and all 36 commissions), including earlier agenda deadlines; increased disclosure requirements for public records; and creating a new commission with authority to take enforcement action against the City in case of violations?

Financial Implications: Uncertain; annual costs are estimated between \$1,000,000 to \$2,000,000 depending on level of enforcement by commission and number of Council meetings.

Percentage Needed To Pass = Majority (50% + 1)

MEASURE V

City of Berkeley - FACTS

Shall an ordinance requiring the City to publish certified biennial reports of its 20-year financial obligations for employee/retiree expenses, capital assets, and "productive capacity of City services", the present value of those obligations, and the annual expenses needed to meet them, and prohibiting any new or increased debt financing, property-related fee, assessment or tax absent certification of the report by the City Manager or other, independent professional, be adopted?

Financial Implications: Uncertain.

Percentage Needed To Pass = Majority (50% + 1)

ALAMEDA COUNTY REGISTRAR OF VOTERS
LIST OF LOCAL MEASURES
November 6, 2012
GENERAL ELECTION

MEASURE W

City of Livermore – City Council Election Dates

City Council Election Dates

Shall the City change its general municipal election date from odd-numbered years to even-numbered years and add an extra year to the term of the existing Council members and Mayor to make that change? Fiscal Impact: Saves approximately \$250,000 per election starting with the next election in 2014.

Percentage Needed To Pass = 51%

MEASURE X

City of Livermore – City Council Election Dates-Alternative

City Council Election Dates – Alternative

If the City's voters do not approve of an immediate change in Livermore's general municipal election date, shall the City change to even-numbered election years by adding a year to the terms of the incoming Council members and Mayor at the general municipal elections in 2013 and 2015? Fiscal Impact: Costs approximately \$750,000 for transition elections, then saves approximately \$250,000 per election, starting in 2018.

Percentage Needed To Pass = 51%

MEASURE Y

City of Piedmont – Parcel Tax

To maintain essential police, fire, and paramedic service, to prevent the reduction in maintenance in City parks, greenspaces and other public areas, and to prevent the loss of youth, family, and senior recreational and safety services, shall the City of Piedmont continue to authorize a parcel tax, replacing the existing Municipal Services Tax, as is more specifically set forth in Ord. 707 N.S. which is on file with the Piedmont City Clerk?

Percentage Needed To Pass = Two Thirds

MEASURE Z

Washington Township Health Care District – Bond Measure

To provide rapid, lifesaving emergency medical care to our local community by expanding Emergency/Intensive Care units and other facilities, provide the latest lifesaving medical technologies and facilities for treating heart disease, stroke, diabetes, cancer and other diseases, reduce overcrowding and wait times and to enable Washington Hospital to become a designated Trauma Center, shall Washington Township Health Care District issue \$186,000,000 of bonds with an independent citizens' oversight committee, annual audits, and no proceeds going towards administrative salaries?

Percentage Needed To Pass = Two-thirds

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Attachment B: Alameda CTC 2012 Transportation Expenditure Plan Support

The following organizations have supported the 2012 Transportation Expenditure Plan.

- AC Transit
- Alameda Building Trades
- Alameda County Board of Supervisors
- Alameda Labor Council, AFL-CIO
- Albany Strollers and Rollers
- BART
- Bay Planning Coalition
- Carpenters Local 713
- Center for Independent Living
- City of Alameda
- City of Albany
- City of Berkeley
- City of Dublin
- City of Emeryville
- City of Fremont
- City of Hayward
- City of Livermore
- City of Newark
- City of Oakland
- City of Piedmont
- City of Pleasanton
- City of San Leandro
- City of Union City
- Congressman John Garamendi
- Congressman Mike Honda
- Congressman Jerry McNerney
- Congressman Pete Stark
- Downtown Oakland Senior Center
- East Bay Bicycle Coalition
- East Bay Economic Development Alliance
- East Bay Regional Park District
- Engineering & Utility Contractors Association
- Fremont Chamber of Commerce
- Genesis
- Hispanic Chamber of Commerce Alameda County
- Hong Lok Senior Center
- Livermore Chamber of Commerce
- Metropolitan Transportation Commission
- North Oakland Senior Center
- Oakland Chinatown Chamber of Commerce

- Oakland Metropolitan Chamber of Commerce
- Pleasanton Chamber of Commerce
- Port of Oakland
- SEUI Local 1021
- TransForm
- Tri-Cities Democratic Forum
- United Seniors of Oakland and Alameda County
- Walk Oakland Bike Oakland
- West Oakland Senior Center

Memorandum

DATE: August 30, 2012

TO: Planning, Policy and Legislation Committee

FROM: Tess Lengyel, Deputy Director of Policy, Legislation and Public Affairs
Beth Walukas, Deputy Director of Planning
Matt Todd, Manager of Programming

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

Recommendation

The Committee is requested to review Alameda County's proposed policy recommendations for implementation of the Metropolitan Transportation Commission (MTC) One Bay Area Grant (OBAG) program included in MTC Resolution 4035 (Attachment A).

The Alameda County Technical Advisory Committee (ACTAC) has reviewed this item at its September 4th meeting.

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 that Bay Area congestion management agencies must meet as a condition for the receipt of OBAG funds. The purpose of this memorandum is to provide a brief overview of the OBAG Program and Alameda CTC's proposed approach to meet the OBAG Program requirements.

This memorandum provides an overview of the following:

- Federal Cycle 2 and OBAG program
- Complete Streets and Priority Development Area (PDA) Investment and Growth Strategy requirements and how they are being addressed in Alameda County
- Programming and project selection considerations
- Outreach activities and overall implementation schedule
- Policy recommendations for OBAG implementation

Discussion

The OBAG program is the region's newest approach to distribute federal STP/CMAQ funds to Bay Area congestion management agencies to better integrate the region's federal transportation program with the state's climate change legislation (2008 Senate Bill 375) and with the development of a Sustainable Community Strategy (SCS). Through the implementation of the OBAG Program, it is the region's goal to encourage counties to develop and implement land use and housing policies that support the production of housing with supportive transportation investments. To accomplish this goal, MTC and Association of Bay Area Governments (ABAG) developed the OBAG program framework to financially support and reward jurisdictions that help in fulfilling the state's mandates as well as other policies established in the on-going development of the Regional Transportation Plan (RTP).

Overview of the Federal Cycle 2 STP/CMAQ Funding and One Bay Area Grant Program

MTC's Resolution 4035 provides guidance on the policy and programming for the Federal Cycle 2 funding. The OBAG program is a major component funded by the Federal Cycle 2 program to link transportation and land use to support the implementation of the Sustainable Communities Strategy. The funding amounts may change based upon the outcomes of the adopted federal surface transportation act, MAP-21, which was signed into law in July 2012.

Federal Cycle 2 STP/CMAQ Funding Summary

Below is a brief overview of the current Federal Cycle 2 and OBAG fund estimates.

- Estimated total available Federal Cycle 2 fund for the entire Bay Area: \$795 million
- Funds are split as follows:
 - 60 percent (or \$475 million) allocated to the Regional Program to be administered by MTC
 - 40 percent (or \$320 million) allocated to OBAG Program for the nine Bay Area counties
- Alameda County's estimated share of the OBAG funding is \$63 million spread over four fiscal years (FY 2012-13 through FY 2015-16).
- Safe Routes to Schools remains a regional program with direct county distributions, including \$4.3 million for Alameda County.
- The program is flexible and can be used on the following types of investments:
 - Local streets and roads preservation on the Metropolitan Transportation System (MTS) roadway network
 - Bike/pedestrian investments
 - Transportation for Livable Communities
 - Safe Routes to Schools
 - Priority Conservation Areas
 - CMA planning
- 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 anywhere else in the county.

One Bay Area Grant Policy Framework and Requirements

The following highlights the general policy framework of OBAG and key requirements:

- Use transportation dollars to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process to support the Sustainable Communities Strategy.
- Target transportation investments in Priority Development Areas (PDAs).
- Select transportation projects for OBAG funding based on an approved PDA Investment and Growth Strategy to be developed and adopted by the Alameda CTC.
- Require the adoption of a Complete Streets policy resolution at the local level
- Require OBAG funding recipients to have adopted RHNA Compliant General Plans. A jurisdiction is required to have its general plan housing element adopted and certified by the state prior to January 31, 2013.
- Expand the Priority Conservation Area (PCA) eligibility to all counties, with priority for North Bay Counties (Marin, Napa, Solano and Sonoma), allowing all areas to compete for PCA funding.
- Require public outreach and involvement processes to provide input and share information about how OBAG funds are programmed.

Alameda County Transportation Commission's Proposal to Meet OBAG Requirements

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
2. Development of a Priority Development Area Investment and Growth Strategy by May 1, 2013

Complete Streets Requirements

To receive funding from the OBAG program, by January 31, 2013, a jurisdiction is required to have either updated its General Plan to comply with the California Complete Streets Act of 2008 or adopted a Complete Streets Resolution that incorporates specific complete streets elements. MTC guidance for Complete Streets is described in Attachment B. The goal of this requirement is to ensure that, wherever possible, 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, while promoting safe and accessible operations for all users. Under a separate agenda item, ACTAC and the Commission will be requested to review and provide feedback on a draft Alameda County resolution for jurisdictions to adopt to meet the OBAG requirement.

Considerations for Complete Streets Next Steps: Beyond meeting the requirements of the OBAG Program, and based on the feedback heard at the workshop that the Alameda CTC sponsored on June 19, 2012, Alameda CTC may consider the following activities to effectively move forward with Complete Streets development and implementation in Alameda County. Implementation will depend on funding availability, which will be determined over the next few months, including OBAG and other funding sources. These items will require further refinement with input from stakeholders, through existing Alameda CTC committees, such as ACTAC, PAPCO, and BPAC. Additional detail on each of these areas of consideration is included in Attachment C.

Local assistance:

- Provide technical assistance and training to local jurisdictions to develop, adopt, and implement local complete streets policies.
- Promote information sharing on Complete Streets between local jurisdictions via regular forums, such as ACTAC and the Pedestrian Bicycle Working Group meetings.
- Provide tools and resources to assist local jurisdictions with educating the public and elected officials on Complete Streets.
- Support local jurisdictions in monitoring and assessing how they are meeting Complete Streets goals by taking on or continuing data collection-related roles.
- Provide support to local jurisdictions in complying with the California Complete Streets Act; for instance, by providing forums to clarify the state requirement.

Alameda CTC internal actions:

- Adopt an internal (Alameda CTC) Complete Streets policy, which would address the programming of funds and, where applicable, project implementation.
- Provide education for Alameda CTC Commissioners on Complete Streets through periodic presentations at Committee and Commission meetings. This will support increasing the knowledge and common approach to Complete Streets at the local level, as the Commissioners bring their knowledge back to their communities.
- Develop Alameda CTC Complete Streets policy guidelines.

Monitoring:

- Monitor local adoption of Complete Streets policy resolutions through January 2013.
- Monitor local updates of General Plans to incorporate Complete Streets, per state law and the MTC requirement, through 2015.
- Set up a method for monitoring implementation of Complete Streets at the county level.

Priority Development Area Investment and Growth Strategy Requirements

The OBAG program requires that by May 1, 2013, the Alameda CTC must prepare and adopt a PDA Investment and Growth Strategy to guide the selection of transportation projects to be funded with OBAG funds. The initial details of the required activities for the development of the PDA Investment and Growth Strategy are included as Attachment D. However, the exact roles and responsibilities of the Bay Area CMAs and the regional agencies (MTC and ABAG) for the development of the PDA Investment and Growth Strategy are still being identified.

To comply with the new regional policy requirements for federal funding through the OBAG Program, Alameda CTC is required to expand its traditional planning and programming practices and utilize new factors to prioritize transportation projects to be eligible to receive OBAG funding. The development and periodic updating of the PDA Investment and Growth Strategy will provide critical information to help determine how to program 70 percent of the OBAG funding to transportation projects that encourage land use development in PDAs. Historically, allocation of the federal funds has been prioritized for maintenance and rehabilitation projects.

To develop a meaningful and effective PDA Investment and Growth Strategy to guide transportation investments that are supportive of PDAs, staff proposes that the Alameda CTC undertake the following planning activities:

- Engage local planners, public works staff, and policy makers to provide information regarding the concept of a typical PDA, its normal development process (from planning to construction), and factors that affect the development of a PDA.
- Engage local planners to assess the development status, costs, and funding of each of the 43 approved PDAs in Alameda County.
- Develop a PDA Strategic Plan to document the process for prioritizing projects for OBAG funding.

Alameda County Population, Housing and PDA and Priority Conservation Areas: 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). Currently, there are 43 PDAs in Alameda County approved by ABAG. These 43 Alameda County PDAs have been self-nominated by local jurisdictions as appropriate areas for development and meet three criteria: located in existing communities, located near transit, and planned for more housing. Originally, PDAs focused on housing production but were later expanded to include jobs, a critical element in the success of PDA development.

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. In addition, there are 17 PCAs that have also been approved by ABAG, of which 8 are located in North County.

PDA Development Factors: PDAs are developed and implemented over a long time horizon and can take from 10 to 30 years to be fully developed due to the timeframes required for general plans and zoning designation updates, and/or the demand for housing, either rentals or ownership, takes time to mature. PDAs are expected to develop incrementally, building by building, as the market allows and funding is available. A successful PDA is expected to include adequate housing for all income levels, access to jobs and multi-modal transportation infrastructure, and it also must provide other public services, such as police, fire, schools, utilities, and other infrastructure upgrades, which are funded through other non-OBAG funding sources. Due to the economic downturn in 2008 and the loss of redevelopment funds, local jurisdictions are facing challenges in providing these basic services.

An additional factor to the success of PDAs is that their development primarily relies on infill development opportunities, which can be complex. Although every land-use development project is complicated, infill development has its own set of challenges including:

- More expensive product type

- Need for higher than currently zoned height limits
- Small and/or narrow parcels
- Difficult to redevelop existing uses
- Lack of community support, particularly in existing neighborhoods primarily composed of single-family dwelling units

As a result of these challenges, it can be more difficult to attract financing.

For developers, any development and particularly infill development will need to meet certain litmus tests. Before proposing on a project, a developer will evaluate market support, city support, community support, and financial return. They will ask if zoning is in place, if the proposed development fits with the surrounding uses, if there is sufficient water and sewer capacity or an agreement for future capacity, and/or if entitlements are difficult to get. They will want information on the feasibility of the market including 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.

PDA Strategic Plan: The commitment required to develop PDAs is long term compared to the short term, 4-year funding cycle for the current OBAG program, and demonstrates the need for a PDA Strategic Plan in Alameda County that shows how the 43 PDAs in Alameda County can be expected to be supported over the next 28 years, the timeframe of the Countywide Transportation Plan and the Regional Transportation Plan. To develop an Alameda County PDA Strategic Plan, staff is working with local jurisdictions to create an inventory of PDAs in Alameda County, assess PDA readiness to receive funding based on the type of planning that has been done and the policies in place, determine the strength of the housing market and the status of housing and jobs development, and determine transportation project readiness. A draft inventory is expected to be available by September 20, 2012, and staff will present data at the September committee meetings as it becomes available. The draft inventory will be used to develop a draft Strategic Plan in October 2012, concurrent with the programming guidelines being developed and which are discussed in the next section.

While this discussion focuses primarily on PDAs, Alameda County's 17 PCAs are also important because there is \$5 million of non-OBAG regionally competitive funding for these areas that promote open space, conservation, and habitat protection. Examples of projects eligible for this funding are still being determined, but could include planning, land/easement acquisition, farm-to-market capital projects, and open space access projects. An inventory of Alameda County's PCAs is also being conducted, but it is not yet available and will be presented to the Commission later in the fall.

Programming Considerations for Establishing Funding Priorities

MTC has requested an OBAG program recommendation by June 30, 2013, that demonstrates that OBAG program requirements have been met 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 Eligibility Constraints

Even though this \$63 million constitutes less than 1 percent of the total amount of funding that Alameda County is projected to receive over the next 28 years (assuming Measure B1 passes in November), it is overly subjected to a number of requirements that the Alameda CTC and local jurisdictions must meet to receive this federal funding. In addition, the programming of these federal funds will be further constrained to only 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. Furthermore, selected projects will be required to meet federal obligation deadlines no later than FY 15-16 (i.e., be ready to submit request for fund obligation to Caltrans in by January 2016). In addition, certain types of transportation projects are eligible for the OBAG federal fund sources, CMAQ and STP. 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 (road rehabilitation is not eligible for CMAQ funding)

Grant size requirements: OBAG project selection is constrained by minimum grant size requirements. Selected projects must be a minimum of \$500,000, or no less than \$100,000 for any project, provided the overall average of all grants meets the \$500,000 minimum threshold.

OBAG-specific evaluation criteria: In addition to the above constraints, specific funding priorities must place emphasis on the following OBAG project selection criteria:

- Projects located in “high impact” project areas: Key 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:
 - http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf
 - 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 Communities Air Risk Evaluation (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.

Alameda CTC Considerations for Programming OBAG Funds

In determining the project selection criteria for this funding cycle, all of the above requirements need to be included as well as some traditional criteria that have been used in past funding cycles. Project selection criteria that could be used in this OBAG funding cycle include: transportation need and project readiness; proximate access/PDA supportiveness; the role of funding exchanges; equity; and maximizing funding sources, as follows.

- *Transportation need and project readiness:* Based on the PDA Strategic Plan, PDAs that may be ready to receive transportation funding and PDAs that need planning support will be identified. For PDAs that are ready to receive funding, transportation projects that are needed and are ready to be under construction by January 1, 2017 will be identified. These transportation projects must be in PDAs or provide proximate access to a PDA. For projects beyond 2018 that would be addressed in future funding cycles, the need for planning support may be identified. The analysis of PDAs that are ready to receive funding and which need support will be included in the PDA Strategic Plan. Individual projects proposed for OBAG funding will need to meet all the OBAG minimum requirements and provide information that demonstrates support for the PDA, including the nexus of how the project will leverage the advancement of PDA development. All projects proposed for OBAG funding will also still be required to provide traditional project information such as project benefit, current status of project, delivery schedule, funding plan, and work completed to date as part of the evaluation process.
- *Proximate Access/PDA Supportive Projects:* Per the MTC OBAG policy, 70 percent of the OBAG funds are required to be programmed to projects that are physically in a PDA identified area or provide proximate access to a PDA. For any project not physically located in a PDA boundary, the Alameda CTC will be required to map proposed projects and provide policy justification for how the project provides the proximate access to a PDA. This process is required to be included in a publicly reviewed programming process. For a project to be considered PDA supportive, the project will need to be physically located within the boundaries of a PDA or provide a justification of how the proposed transportation improvement will facilitate travel to or from a PDA or between the PDA and a job center or other important community services or areas.

- *Role of funding 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 many 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).
- *Equity:* Equity is also an issue that needs to be addressed. There are metrics such as population that are often used, by county, planning area, or local jurisdiction. Equity can be measured over a period of time or funding cycles to provide more flexibility when dealing with larger projects or in other ways, such as pavement condition for local streets and roads funding, and vehicles registered by planning area. Equity measured over all the fund sources that the Alameda CTC is responsible to program would provide flexibility to fund a wide variety of projects and transportation needs in Alameda County.
- *Maximizing fund sources:* Other fund sources could also be considered in Alameda CTC's approach to selecting projects for the OBAG program. When considering other fund sources that could complement the OBAG program, Alameda CTC should also consider the timing, eligibility, and best use of each individual fund source, in a comprehensive manner. Policies for consideration include:
 - Certain fund types for matching purposes
 - Certain fund types for specific project categories/types
 - Certain fund types for the preliminary phases of projects (environmental or design)
 - A package of projects that provides a balance of project development and capital phases to advance the ready to be constructed projects as well as creating a shelf of projects that will be ready for future cycles of capital funding

Other fund sources that Alameda CTC is also responsible for programming include:

- Measure B funds (about \$60 million per year in programmatic funds)
- Vehicle Registration Fee (VRF, about \$11 million per year)
- State Transportation Improvement Program (STIP, about \$30 million in the 2012 STIP over a 2-year period)
- Transportation Fund for Clean Air (TFCA, about \$2 million per year)

Defining a Program of Projects and Establishing Programming Guidelines

Applying the overall programming target of \$63 million to the region's new policy requirements and approach to the programming of federal transportation fund to promote the development of

PDAs and focused development, it is proposed that the Alameda CTC develop programming guidelines to program the OBAG funds 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 PDAs will play a role in the amount of funds available for each program category (the identification of an exchange could provide flexibility in defining funding for each program category).

- *Planning/Programming*: Consider the ongoing planning and programming functions provided by the Alameda CTC to maintain compliance with MTC mandated requirements (e.g., RTP, CMP, countywide travel demand model, Lifeline, fund programming). Other planning needs that emerge from the PDA Investment and Growth Strategy and PDA Strategic Plan and/or programs to provide PDA technical assistance to local agencies should also be considered. These efforts will need to be funded with STP funds because they are not eligible for CMAQ funds. This programming can be split between the 70/30 percent PDA and non-PDA categories on a similar percentage. The identification of an exchange, as described above, could provide flexibility in funding this program category.
- *Local Streets and Roads (LSR)*: These projects are not eligible for CMAQ funding. Projects may be included in the PDA Supportive category based on the location of the project. LSR funds have been programmed by a formula in the past (last cycles formula included Population/Road Miles/PCI/Shortfall each weighted 25 percent). Exchanges in the LSR program have been used in the past to allow smaller jurisdictions to implement projects with non-federal funds.
- *PDA Supportive Transportation Investment (non-LSR)*: Based on the expected needs of the Planning/Programming and LSR categories, it is expected that the projects in this category will need to be CMAQ eligible. This category could include PDA supportive bicycle, pedestrian, and transit capital improvement projects. The identification of an exchange could provide flexibility in funding projects for this program category.
- *Safe Routes to School (SR2S)*: MTC has identified about \$4.3 million for SR2S efforts over a 4-year period over and above the OBAG funds. The level of effort required to continue the SR2S program in Alameda will need to be evaluated. If additional resources are required, OBAG funds are eligible to supplement the already identified funding for this project. The current Alameda Countywide SR2S program has an annual budget of about \$1.2 million.
- *Priority Conservation Areas (PCA)*: This is a \$10 million program that is regionally competitive. 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. Alameda CTC will need to determine an approach for PCAs, including working with partner

agencies, such as the East Bay Regional Park District, to apply for funds through the regional program.

Alameda CTC OBAG Implementation Schedule and Outreach Activities

The following summarizes a month-by-month schedule for the Alameda CTC implementation and outreach activities for the OBAG program. The detailed implementation and outreach schedule is included as Attachment E.

Table 1: Alameda CTC OBAG Implementation Schedule

Date	OBAG Items to Alameda CTC Board and Committees
September 2012	<ul style="list-style-type: none"> • Overall OBAG approach, policy discussion, and feedback from Commission and Committees • Complete Streets draft policy
October 2012	<ul style="list-style-type: none"> • Initial Draft OBAG Program Guidelines • Draft PDA Strategic Plan • Final Complete Streets Policy
November/December 2012	<ul style="list-style-type: none"> • Draft OBAG Program guidelines and project and program selection criteria and process • Draft Final PDA Strategic Plan
December 2012/January 2013	<ul style="list-style-type: none"> • Final OBAG Program adoption including guidelines and project and program selection criteria and process
January 2013	<ul style="list-style-type: none"> • PDA Growth and Investment Strategy update • Report on Complete Streets Policy approvals by jurisdictions • Update on programming
February 2013	<ul style="list-style-type: none"> • Initial Draft PDA Growth and Investment Strategy Draft • Update on programming
March 2013	<ul style="list-style-type: none"> • Final Draft PDA Growth and Investment Strategy to Commission • Update on programming
April 2013	<ul style="list-style-type: none"> • Final PDA Growth and Investment Strategy Adoption by Alameda CTC and submission to MTC • Draft OBAG programming recommendation
May/June 2013	<ul style="list-style-type: none"> • Final Commission approval of OBAG programming and submission to MTC

Alameda CTC Public Outreach Activities for OBAG: The Alameda CTC will conduct the following outreach activities during the development of the Alameda County OBAG Program. These outreach activities are consistent with the requirements of Resolution 4035.

- Social media coverage of outreach: Facebook and Twitter
- Presentation of OBAG efforts to Alameda CTC public meetings:
 - Alameda CTC Commission and standing committees:
 - Policy, Planning and Legislation Committee

- Projects and Programming Committee
- Alameda CTC Advisory Committees:
 - Alameda County Technical Advisory Committee
 - Bicycle and Pedestrian Advisory Committee
 - Citizens Advisory Committee
 - Citizens Watchdog Committee
 - Paratransit Advisory and Planning Committee
 - Paratransit Technical Advisory Committee
- Publication of OBAG efforts on Alameda CTC website
- Publication of OBAG efforts in Executive Director's Report
- Publication of OBAG efforts in E-newsletter publications
- Distribution of OBAG fact sheet at Alameda CTC table at public events (pursuant to existing outreach calendar)
- Outreach to Alameda CTC Community and Technical Advisory Groups involved in the development of the Countywide and Transportation Expenditure Plans
- Outreach to contacts made through the Countywide and Transportation Expenditure Plan processes
- Press releases at key milestones to inform media of Alameda County OBAG implementation activities

Alameda CTC Policy Considerations

This section addresses policy recommendations for consideration in addressing OBAG implementation and programming of funds for Cycle 2. The six areas for consideration are listed below, and staff requests feedback from the Commission:

- *Housing Policies:* SB 375 specifically requires, amongst many things, that a Sustainable Communities Strategy (SCS) identifies areas within the region sufficient to house all the region's population, including all economic segments, and sets forth a forecasted development pattern that, when integrated with the transportation network, will reduce greenhouse gas (GHG) emissions to achieve the adopted GHG emission reduction goals. In addition, SB 375 states that an SCS shall not supersede the exercise of the land-use authority of cities and counties within the region.

Balancing state, regional, and local regulatory authority is essential to ensure that jurisdictions develop in a manner consistent with the unique attributes of each community while also meeting state law and regional requirements. As part of the OBAG program, via the PDA Investment and Growth Strategy, there are two timelines for addressing housing policies:

- The first requires by May 1, 2013, that Alameda CTC review the progress of local jurisdiction implementation of housing elements and identify housing policies that encourage affordable housing production and/or community stabilization.
- The second requires that beginning in 2014, PDA Investment and Growth Strategies must assess performance in housing production for all income levels, and that locally crafted policies should be targeted to the specific circumstances of each PDA. CMAs are expected to assist local agencies in implementing local

policy changes to facilitate achieving housing goals and to recommend policy changes where applicable.

Given the required timelines for acquiring information about housing policies and assessing their performance, as well as recognizing that there is not a “one size fits all” policy that will support all the varied PDAs throughout Alameda County (since all jurisdictions will develop in different ways and have different housing needs), staff recommends that the Commission honor the development of housing policies at the local jurisdictional level. Staff recommends that Alameda CTC’s role should be to assist in the development of a countywide assessment to address how all the individual policies interact with one another from a countywide perspective in supporting the implementation of the SCS.

- *Jobs and Proximity to PDAs:* In Alameda County, as of spring 2012, 9.7 percent of the labor force—or 75,200 people—were unemployed. The annual average unemployment rate in Alameda County in 2008 before the real estate market crash was 6.2 percent, or 46,700 people. Due to the economic recession, Alameda County has lost an estimated 28,500 jobs. Transportation investments are strongly linked to job creation by either creating new jobs, sustaining existing ones, or expanding access and services for workers to more efficiently get to existing jobs. ABAG’s *Jobs-Housing Connection Strategy (May 2012)* identifies that Alameda County will experience employment growth of over 250,000 jobs through 2040. Of those, it is expected that approximately 69 percent of the new job growth will be located in PDAs; however, of the total jobs in Alameda County during that period, ABAG’s reports shows that only 51 percent will be located in PDAs.

OBAG requires that 70 percent of its funding allocation to large counties, like Alameda County, must be spent in PDAs. OBAG allows counties to spend a portion of the 70 percent funds outside PDAs if the expenditures provide proximate access to a PDA, and the county has developed and adopted a policy rationale for determining proximate access. In Alameda County, not all major job centers are located in PDAs. Staff recommends that transportation investments supporting access to jobs serve as a key determinant in defining proximate access to PDAs.

- *Technical Assistance Programs:* SB 375 requires significant changes to the development of the general plan housing elements. In addition, OBAG requires that 70 percent of the funds be allocated in PDAs to support more investments in PDAs to connect transportation and housing. The work that local jurisdictions must do to support these policy changes is significant for both the short-term efforts of this OBAG funding cycle, as well as the long-term requirements of both SB 375 and OBAG. Based upon feedback from Alameda County jurisdictions, there is strong support for a simple and readily accessible method to acquire technical and financial support for PDA development in both current and long-term horizons, including potentially funding staff for local jurisdictions to perform the required steps to develop PDAs. Staff recommends the development of Technical Assistance Programs and/or local jurisdiction staff augmentation to support PDA development, particularly in light of the loss of staff at

local jurisdictions, and that Alameda CTC seek additional funding through the regional programs to support this effort.

- *Funding Flexibility and Programming Guidelines:* The Alameda CTC will develop programming guidelines for implementation of the OBAG program in Alameda County. Initial draft program guidelines will come before the Commission in October and final guidelines are expected to be adopted in December 2012 or January 2013. Staff recommends that four elements be considered as the major funding categories under this OBAG funding cycle and include the following:
 - Planning and Programming Support: Support Alameda CTC planning and technical assistance programs, as described previously.
 - Local Streets and Roads: Support local streets and roads as a specific category, recognizing its importance as a backbone to the transportation system that supports transit, bicycle, pedestrian, freight, and emergency services. Complete Streets policies described earlier in this memo apply to this funding category.
 - PDA Supportive Transportation Investments: Support investments in PDAs that enhance bicycle, pedestrian, local streets and roads, transit, and transit oriented development.
 - Safe Routes to School (SR2S): Provide the matching funds and potentially augment these funds to expand the SR2S program in Alameda County, including the technical, educational, and capital categories of the current program.
- *Applicability of PDA Policy Decisions to Other Funding Sources:* Program guidelines for OBAG will come to the Commission for consideration in both October and November/December. During that time, the TEP will be voted on and could potentially expand the funding opportunities for projects in PDAs. Staff recommends, where applicable, integrating the policies and programming guidelines for PDAs with the current sales tax measure's Transit Center Development Funds and 2012 Transportation Expenditure Plan to support investments identified through the PDA Investment and Growth Strategy and the PDA Strategic Plan.

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: MTC Resolution 4035

Attachment B: MTC Complete Streets Guidance

Attachment C: Complete Streets Implementation Considerations for Alameda County

Attachment D: PDA Investment and Growth Strategy Requirements, Resolution 4035, Appendix A-6

Attachment E: Alameda CTC OBAG Implementation and Outreach Schedule

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

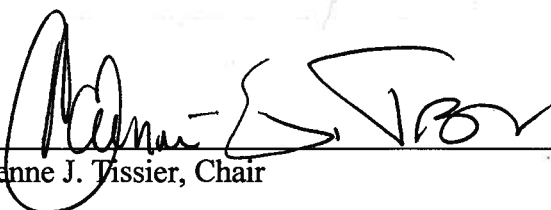
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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**

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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
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) . 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. 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

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

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Cycle 2

Regional and County Programs

FY 2012-13 through FY 2015-16

May 2012

Proposed Cycle 2 Funding Commitments

Regional Program (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) (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
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Cycle 2 Total Total:*	\$795
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* Amounts may not total due to rounding

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

Appendix A-2

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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

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Regional Agency Planning

		Cycle 2 Regional Agency Planning				STP 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

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

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* From California Department of Education for FY 2010-11

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

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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. 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
 - 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
 - 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
 - iii. 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 goals¹. 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:

¹ 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
 - 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

CMAs develop PDA Investment & Growth Strategy	June 2012 – May 2013
PDA Investment & Growth Strategy Presentations by CMAs to Joint MTC Planning and ABAG Administrative Committee	Summer/Fall 2013
CMAs amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2014
CMAs 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

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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					
SolTrans - Preventive Maintenance	Solano	SolTrans	\$149,000,000	\$0	\$149,000,000
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

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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
CYCLE 2 COUNTY OBAG PROGRAMMING		\$301,964,000	\$18,036,000	\$320,000,000
ALAMEDA COUNTY				
<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
ALAMEDA COUNTY	TOTAL:	\$60,006,000	\$3,726,000	\$63,732,000
CONTRA COSTA COUNTY				
<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
CONTRA COSTA COUNTY	TOTAL:	\$42,403,000	\$2,384,000	\$44,787,000
MARIN COUNTY				
<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
MARIN COUNTY	TOTAL:	\$9,340,000	\$707,000	\$10,047,000
NAPA COUNTY				
<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
NAPA COUNTY	TOTAL:	\$6,222,000	\$431,000	\$6,653,000
SAN FRANCISCO COUNTY				
<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
SAN FRANCISCO COUNTY	TOTAL:	\$36,927,000	\$1,910,000	\$38,837,000
SAN MATEO COUNTY				
<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
SAN MATEO COUNTY	TOTAL:	\$24,255,000	\$1,991,000	\$26,246,000
SANTA CLARA COUNTY				
<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
SANTA CLARA COUNTY	TOTAL:	\$82,934,000	\$4,350,000	\$87,284,000
SOLANO COUNTY				
<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
SOLANO COUNTY	TOTAL:	\$17,660,000	\$1,141,000	\$18,801,000
SONOMA COUNTY				
<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
SONOMA COUNTY	TOTAL:	\$22,217,000	\$1,396,000	\$23,613,000
Cycle 2 Total	TOTAL:	\$301,964,000	\$18,036,000	\$320,000,000

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**METROPOLITAN
TRANSPORTATION
COMMISSION**

Attachment B

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Partnership Jurisdictions Expecting to Receive
OBAG Funding

DATE: July 16, 2012

FR: Sean Co

RE: One Bay Area Grant: Complete Streets Required Elements

The One Bay Area Grant (OBAG) Complete Streets requires agencies to incorporate the elements listed in Attachment A into a council/board of supervisors-adopted resolution by January 31, 2013. Jurisdictions are encouraged to develop the best policy that fits within the context of their local area in consultation with affected departments and stakeholders and to go beyond the required elements to accommodate all users of the roadway network. Language in the elements is general to allow jurisdictions the flexibility they need to develop their own policy. For example there are no specific exceptions for complete streets in the MTC requirements so agencies can define their own. Jurisdictions may also meet this requirement by having adopted a General Plan that complies with the California Complete Streets Act of 2008.

For the next round of One Bay Area Grants (anticipated in 2015), the OBAG program will require jurisdictions to update the circulation element of their general plan consistent with the Complete Streets Act to maintain eligibility for these funds.

To assist agencies in developing their own resolution, MTC with assistance from [ChangeLab Solutions](#), has developed a sample resolution of support. Jurisdictions are encouraged to adapt the elements and language of the sample resolution to meet their own circumstances and plans. This sample resolution is included as Attachment B. As an example of sample language of an adopted complete streets policy, the City of Baldwin Park's policy is included as Attachment C.

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Attachment A:
Elements Required of a Complete Streets Resolution to Comply with the One Bay Area Grant
(Revised July 1, 2012)

To receive funding through the OneBayArea Grant (OBAG) program, a jurisdiction must have either updated its General Plan to comply with the Complete Streets Act of 2008 or adopted a complete streets Resolution that incorporates all nine of the following elements.

Complete Streets Principles

1. **Serve all Users** - 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, ~~whenever possible while promoting safe and accessible operations for all users.~~
2. **Context Sensitivity** – 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 ~~merchants~~ businesses to ensure that a strong sense of place is maintained.
3. **Complete Streets in all Departments** – 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.
4. **All Projects/Phases** - 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.

Implementation

5. **Plan Consultation** –Any proposed improvements should be evaluated for consistency with all local bicycle, pedestrian and ~~or~~ *transportation* plans and any other plans that affect the right of way should be consulted for consistency with any proposed improvements.
6. **Street Network/Connectivity** - 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 non-motorized 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).
7. **BPAC Consultation** - 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.)
8. **Evaluation** – 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.

Exceptions

9. **Process**– 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.

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

Attachment B:
Sample MTC Complete Streets Sample Resolution
for Bay Area Cities and Counties

ChangeLab Solutions & MTC
<http://changelabsolutions.org/>

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] 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, [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, 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 well-being of their communities;

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, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards;

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 shall 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

SAMPLE

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]

A. Complete Streets Principles

1. **Complete Streets Serving All Users.** [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, seniors, children, youth, and families *[insert other significant local users if desired, e.g. drivers of agricultural vehicles, emergency vehicles, freight, etc.]*.
2. **Context Sensitivity.** In planning and implementing street projects, departments and agencies of [Jurisdiction] shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall 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 traffic calming circles, transit bulb outs, and road diets *[, as well as other features 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] shall 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. The following projects provide opportunities: pavement resurfacing, restriping, accessing above and underground utilities, signalization operations or modifications, and maintenance of landscaping/related features.
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 shall 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 exemption is approved via the process set forth in section C. 1 of this policy.

B. Implementation

1. **Plan Consultation and Consistency.** Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, except that where such consistency cannot be achieved without negative consequences, consistency shall not be required if the head of the relevant department provides written approval explaining the basis of such deviation. If [Jurisdiction] has a Bicycle and Pedestrian Advisory Committee, such deviations shall be presented to the Bicycle and Pedestrian Advisory Committee early in the planning and design stage, to ensure the Bicycle and Pedestrian Advisory Committee has an opportunity to provide comments and recommendations.

2. **Street Network/Connectivity.** As feasible, [Jurisdiction] shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users and to create employment, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for existing and anticipated future areas of travel origination or destination.
3. **Bicycle and Pedestrian Advisory Committee Consultation.** If [Jurisdiction] has a Bicycle and Pedestrian Advisory Committee, transportation projects shall be reviewed by the Bicycle and Pedestrian Advisory Committee early in the planning and design stage, to provide the Bicycle and Pedestrian Advisory Committee an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the project.
4. **Evaluation.** All relevant agencies or departments shall 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. Exemptions

1. **Leadership Approval for Exemptions.** Projects that seek Complete Streets exemptions must provide written finding of why accommodations for all modes that were not included in the project and signed off by the Public Works Director or equivalent high level staff person. Projects that are granted exceptions must be made publically available for review. 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

SAMPLE

Attachment C: Alameda CTC Considerations for Complete Streets Next Steps

This attachment provides a more extensive description of considerations that Alameda CTC could take in implementing Complete Streets in Alameda County, as well as a summary of the complete streets requirements from different levels of government.

Alameda CTC Complete Streets Considerations: Alameda CTC held a Complete Streets Workshop on June 19, 2012 with the purpose of creating a common understanding of complete streets; initiating dialogue among Alameda County jurisdictions on complete streets policies, resources and implementation; and identifying varying levels of need for support in implementing complete streets. Seventy regional, county, and city planners and engineers; local transit agency staff; advocates; and consultants gathered to discuss the realities of implementing complete streets policies within Alameda County jurisdictions and agencies.

Based on the feedback heard at the workshop, the requirements for local jurisdictions, and the additional resources needed to effectively implement complete streets, Alameda CTC may consider the following actions and tasks to move forward with complete streets development and implementation in Alameda County. These items attempt to address all of the challenge areas and desired resources heard at the workshop. Implementation will depend on funding availability, which will be determined over the next few months, including OBAG and other funding sources. These items would require further refinement with input from stakeholders, through existing Alameda CTC committees, such as ACTAC, PAPCO and BPAC.

Local Assistance:

- Provide technical assistance and trainings to local jurisdictions to develop, adopt, and implement local complete streets policies. This could take many forms, including:
 - A half-day conference on complete streets implementation. The final topics would be selected in consultation with stakeholders.
 - A local best practices online resource that would allow sharing of details on Alameda County jurisdiction's policies and designs that support complete streets, such as bicycle parking ordinances, and innovative designs for transit, bicycle and pedestrian facilities. This would be a living document, with information, including project/program contact info, regularly being added.
 - An interactive countywide Complete Streets website that could be used by stakeholders to share their successes, learn from shortcomings, and transfer technical learning.
 - A review and assessment of the most effective and implementable existing guidelines/standards/best practices that are available for use by local jurisdictions as appropriate. Alameda CTC could consider supplementing existing guidelines, as needed, to meet the needs of the county.
 - Coordination with MTC on their complete streets workshops in fall 2012.
- Promote information sharing on complete streets between local jurisdictions via regular forums, such as ACTAC and the Pedestrian Bicycle Working Group meetings.

- Provide tools and resources to assist local jurisdictions with educating the public and elected officials on complete streets, including:
 - Presentation templates
 - Survey tools to help determine local priorities
 - Web-based resources that highlight success stories and case studies
 - A complete streets workshop specifically targeted to elected officials in Alameda County
 - Presentation on Complete Streets for local elected officials and the public that also fosters a consistent message for entire county
 - Development of packages of complete streets educational materials tailored to specific needs or concerns of each local jurisdiction, and meetings with local officials to discuss them
- Support local jurisdictions in monitoring and assessing how they are meeting complete streets goals by taking on or continuing these data collection-related roles:
 - Continuing and expanding the annual countywide bicycle/pedestrian count program.
 - Using GIS to track local and countywide bicycle and pedestrian facility implementation.
 - Exploring the appropriate measures to address other modes (transit, goods movement).
- Provide support to local jurisdictions in complying with the California Complete Streets Act, such as by providing forums to clarify the state requirement.

Alameda CTC internal actions:

- Adopt an internal (Alameda CTC) Complete Streets policy, which would address the programming of funds and, where applicable, project implementation.
- Provide education of Alameda CTC Board members on complete streets through periodic presentations at Committee and Board meetings. This will support increasing the knowledge and common approach to complete streets at the local level, as the Board members bring their knowledge back to the communities.
- Develop Alameda CTC Complete Streets guidelines

Monitoring:

- Monitor local adoption of complete streets policy resolutions through January 2013.
- Monitor local updates of General Plans to incorporate complete streets, per state law and the MTC requirement, through 2015.
- Set up a method for monitoring implementation of complete streets at the county level. Focus on those policies and improvements that are most effective, where investments are most beneficial, and determine what metrics should be measured over time. The National Complete Streets Coalition is currently working on implementation metrics which the Alameda CTC could adapt and use to document local projects. One example is the Denver Regional Transportation District (RTD), which developed a Quality of Life Index as another kind of metric for assessing outcomes. The agency reports on progress annually and maintains an ongoing database to track trends over time.

Summary of state, regional and county policy requirements: Since Complete Streets is becoming a requirement at many levels of government, this section is intended to summarize its requirements from a state, regional and local level.

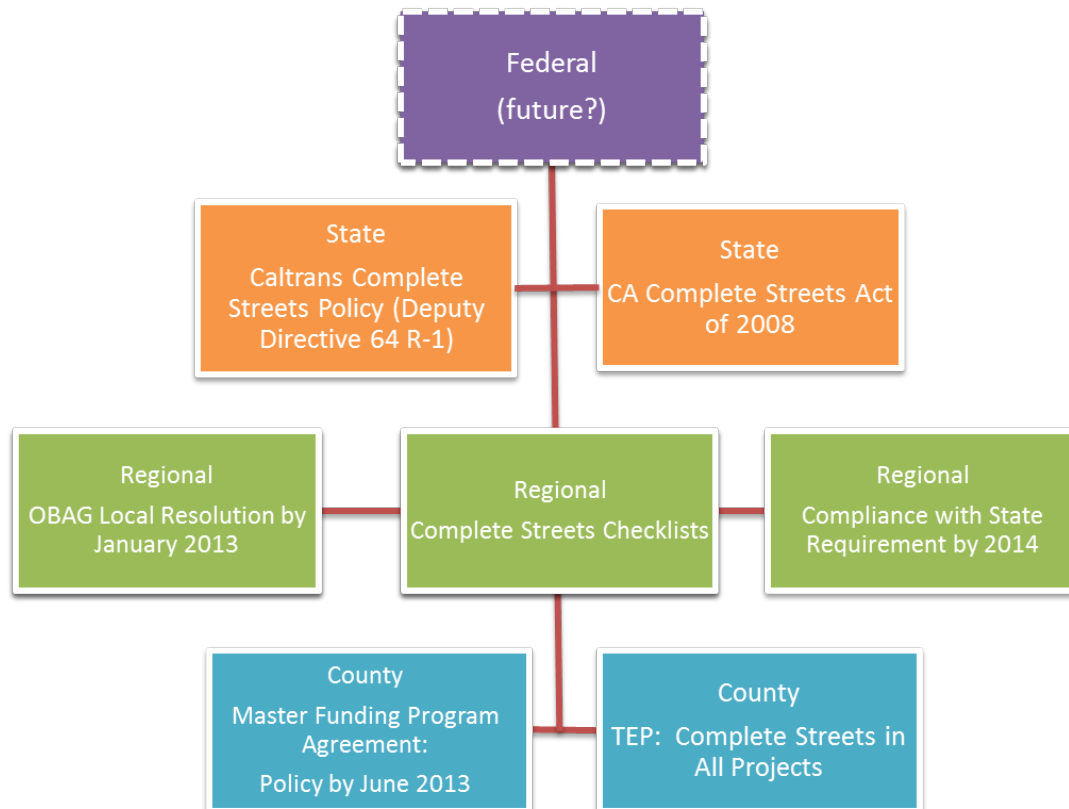
There are three complete streets requirements in place today that impact Alameda County jurisdictions as described below and shown in Figure 1:

- *State:* California Complete Streets Act of 2008 (Assembly Bill 1358)
This law, which took effect in January 2011, requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users. 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. Local agencies must self-certify if they believe their current circulation element complies with the law. More info: http://leginfo.ca.gov/pub/07-08/bill/asm/ab_1351-1400/ab_1358_bill_20080930_chaptered.html
- *Regional:* MTC requires that any jurisdiction receiving 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. MTC has developed nine policy elements that must be included in a resolution; a discussion of these elements as they compare to Alameda CTC requirements is included in a separate agenda.
- *County:* The current Master Program Funding Agreements (MPFA's) between Alameda CTC and all local jurisdictions in Alameda County, which allows the distribution of local sales tax and Vehicle Registration Fee (VRF) pass-through funding, includes a complete streets policy requirement. Local jurisdictions must 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 ten "Elements of an Ideal Complete Streets Policy" developed by the National Complete Streets Coalition. These elements, and their relationship to the nine required MTC complete streets elements, are described in a separate agenda item. In addition, the MPFAs require that jurisdictions comply with the state Complete Streets Act, but there is no Alameda CTC deadline for this action. The Alameda CTC MPFAs were executed prior to OBAG adoption, and the guidance for complete streets in the MPFAs will also be incorporated into the complete streets resolution in coordination with MTC and local jurisdictions, so that the resolution will address both Alameda CTC and MTC requirements.

In addition to these existing complete streets requirements, there are several possible future requirements, as well. The 2012 Transportation Expenditure Plan (TEP), which will be on the November ballot, includes a complete streets requirement for all projects included in the TEP. It states: "It is the policy of the Alameda CTC that all transportation investments shall consider the needs of all modes and all users. All investments will conform to Complete Streets requirements

and Alameda County guidelines to ensure that all modes and all users are considered in the expenditure of funds so that there are appropriate investments that fit the function and context of facilities that will be constructed.” Finally, although there is currently no federal complete streets requirement in the newly adopted federal transportation bill, one was proposed in the draft bill, inferring that in the future there could be a federal requirement.

Figure 1: Complete Streets Requirements in Alameda County



A separate agenda item includes a draft Alameda CTC complete streets resolution and more detailed discussion of how the MTC and Alameda CTC policy requirements relate to each other.

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 goals¹. 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:

¹ 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
 - 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

CMAs develop PDA Investment & Growth Strategy	June 2012 – May 2013
PDA Investment & Growth Strategy Presentations by CMAs to Joint MTC Planning and ABAG Administrative Committee	Summer/Fall 2013
CMAs amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2014
CMAs 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

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

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

¹ 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"> ED Report publication E-newsletter Outreach events 	Draft Final PDA Strategic Plan						
December 2012/January 2013	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission ED Report publication Outreach events 	Final OBAG Program adoption including guidelines and project and program selection criteria and process	✓	✓	✓	✓	✓	✓
January 2013	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission BPAC, CAC, CWC, PAPCO E-newsletter publication ED Report publication Press release on OBAG Outreach events 	PDA Growth and Investment Strategy update Report on Complete Streets Policy approvals by jurisdictions Update on Programming	✓	✓	✓	✓	✓	✓
February 2013	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission ED Report publication Outreach events 	Initial Draft PDA Growth and Investment Strategy Draft Update on Programming	✓	✓	✓		✓	✓
March 2013	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission BPAC, CAC, CWC, PAPCO (per regular schedules) E-newsletter publication ED Report publication Outreach events 	Final Draft PDA Growth and Investment Strategy to Commission Update on Programming	✓	✓	✓		✓	✓
April 2013	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission BPAC, CAC, CWC, PAPCO (per regular schedules) ED Report publication Outreach events 	Final PDA Growth and Investment Strategy Adoption by Alameda CTC and submission to MTC Draft OBAG programming recommendation	✓	✓	✓		✓	✓
May/June 2013	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission BPAC, CAC, CWC, PAPCO (per regular schedules) ED Report publication Press release on OBAG Outreach events 	Final Board approval of OBAG programming Submission of OBAG programming to MTC	✓	✓	✓	✓	✓	✓



Memorandum

DATE: August 30, 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: Review of Draft Alameda CTC Complete Streets Policy Elements

Recommendation

This item is for information only. The committee is requested to review and provide feedback on the draft complete streets elements for jurisdictions to include in their local complete streets policies to be compliant with both Alameda CTC and One Bay Area Grant (OBAG) requirements. The Alameda County Technical Advisory Committee (ACTAC) has reviewed this item at its September 4th meeting.

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 (see Attachment A) to be required for local jurisdictions in Alameda County be compliant with the MPFA requirement, which directs the inclusion of the ten elements of a successful complete streets policy described by the National Complete Streets Coalition. 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 agency requirements. To assist local jurisdictions in adopting a policy resolution, staff developed a sample resolution which may be used by jurisdictions (see Attachment B).

The committee is requested to provide input on the draft policy elements, the sample resolution, and also the deadline for adoption of the policy, as described further below.

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.

Complete Streets, as an approach, is now being used around the country; there are almost 400 communities of all sizes, from states to small rural towns, with complete streets policies, resolutions or ordinances.

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. This schedule allows jurisdictions to meet the housing and complete streets policies through one general plan amendment (page 13 of Resolution 4035).

Alameda CTC and MTC Complete Streets Policy requirements

At this time, Alameda CTC is focused on developing guidance for what should be included in a complete streets policy that will meet the Alameda CTC requirement in the MPFAs, and also allow jurisdictions to simultaneously comply with the MTC requirement. Alameda CTC is committed to supporting local jurisdictions in this first step of creating complete streets, which is to have adopted policies, and ultimately working towards seeing that complete streets are successfully implemented throughout the county. In developing a policy, the NCSC states that “the most effective Complete Streets laws or policies primarily engage decision makers in an appropriate role of setting a new standard of intent and defining desired outcomes...”¹

Attachment A presents the draft Alameda CTC required policy elements. They are closely based 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 have been evaluated for which are the most effective in resulting in complete streets implementation. As stated by the NCSC, their ten elements can be divided into four categories²:

- ‘Pre-policy’ work of establishing a compelling **vision**;
- Creating a strong **core commitment** to providing for all users and modes in all projects;
- Rounding out that directive with supporting **best practices**; and
- Planning next steps for policy **implementation**.

For each policy element, the complimentary NCSC policy and also the relevant MTC policy are listed for comparison in Attachment A, and notes are provided explaining any differences. Jurisdictions are encouraged to develop the best policy that fits within the context of their local area in consultation with affected departments and stakeholders, and to go beyond the required elements, as feasible and desired.

As shown in Attachment A, the Alameda CTC and MTC policy requirements are similar in some ways and distinct in others. Alameda CTC has drafted its policy requirement with the goal of

¹ *Complete Streets Policy Analysis 2010*, National Complete Streets Coalition

² *Complete Streets Policy Analysis 2011*, National Complete Streets Coalition

ensuring that its requirement is complimentary to and consistent with the MTC requirement, so that jurisdictions only need to adopt one policy to be in compliance with both requirements.

A draft sample resolution is provided in Attachment B that 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. Note that the sample resolution is being provided to assist local jurisdictions, and that neither agency requires that this exact language be used. Local jurisdictions may modify the resolution language, as appropriate, while ensuring that the final policy language meets the intent of the Alameda CTC complete streets policy element requirement.

Timing for Policy Adoption

Currently, 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. Since the Alameda CTC MPFAs, with the June 30th 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.

Resources

Alameda CTC wants to ensure that local jurisdictions have the resources they need to adopt and implement successful complete streets policies. As described in the previous agenda item on OBAG, a package of technical tools, assistance and resources are being considered. In addition, Alameda CTC has recently added a complete streets page to its website, listing many of the best complete streets resources available for both developing local policies and for implementation. 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>

Additional resources are available on Alameda CTC’s website that were shared at an Alameda CTC Complete Streets Workshop on June 19, 2012. The purpose of the workshop was to create a common understanding of complete streets; initiate dialogue among Alameda County jurisdictions on complete streets policies, resources and implementation; and identify varying levels of need for support in implementing complete streets.

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

Attachments:

Attachment A: Draft Alameda CTC Complete Streets Policy Elements with comparison to Other Policy Elements

Attachment B: Draft Sample for Alameda CTC Complete Streets Resolution

Attachment C: MTC Required Complete Streets Policy Elements

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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 on differences between Alameda CTC, NCSC and MTC elements
1	Vision: A clear and strong vision that is based on local needs and goals. Language must contain a direct statement that all transportation improvements “must,” “shall,” or “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.	Vision: Includes a vision 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	All Users and Modes: 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.	All Users and Modes: Specifies that ‘all users’ include pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as trucks, buses, and automobiles.	Serve all Users: 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	All Projects/Phases: The policy applies 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.	All Projects/Phases: Applies to <u>both new and retrofit</u> projects, including design, planning, maintenance, and operations, for the entire right of way.	All Projects/Phases: 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	Exceptions: Plans or projects that seek exemptions from the Complete Streets policy must provide a written finding of why accommodations for all users and modes were not included in the plan or project. The memorandum shall be approved by the Public Works Director or an equivalent senior-level department head. Plans or projects that are granted exceptions must be made publically available for review. Specific exceptions may be listed.	Exceptions: Makes <u>any exceptions</u> specific and sets a clear procedure that requires high-level approval of exceptions.	Process: 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	Network/Connectivity: 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.	Connectivity: Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.	Street Network/Connectivity: 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 on differences between Alameda CTC, NCSC and MTC elements
6	Jurisdiction: 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.	Jurisdiction: Is adoptable by <u>all agencies</u> to cover <u>all roads</u> .	Complete Streets in all Departments: 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	Design: 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.	Design: 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	Context Sensitivity: 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.	Context Sensitivity: Directs that Complete Streets solutions will <u>complement the context</u> of the community.	Context Sensitivity: 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	Performance Measures: 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.	Performance Measures: Establishes <u>performance measures</u> with measurable outcomes.	Evaluation: 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	Implementation Next Steps: 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 shall be solicited from stakeholders, including local bicycle and pedestrian advisory committees (BPACs) and other advisory groups, in an early project development phase.	Implementation Plan: Includes <u>specific next steps</u> for implementation of the policy.	Plan Consultation: 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 BPAC <i>Consultation</i> elements into one element, and adds the intent of the NCSC element to create a plan for specific next steps.
		Implementation Plan (see above)	BPAC Consultation: 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 OneBayArea 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, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards;

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 shall 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] shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall 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 traffic calming circles, transit bulb outs, and road diets [, as well as other features 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] shall 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. The following projects provide opportunities: pavement resurfacing, restriping, accessing above and underground utilities, signalization operations or modifications, and maintenance of landscaping/related features.

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 shall 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 exemption 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] shall 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 existing and anticipated future areas of travel origination or destination.

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 shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans.
- B. Stakeholder Consultation: Public input on projects and plans shall be solicited from stakeholders, including, but not limited to, local bicycle and pedestrian advisory committees (BPACs) and/or other advisory groups, in an early project development phase to provide the stakeholders with an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the project.
- C. *[Add additional specific next steps here.]*

4. Performance Measures. All relevant agencies or departments shall 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. Exemptions

1. Leadership Approval for Exemptions. Projects and plans that seek exemptions from this Complete Streets policy must provide a written finding of why accommodations for all modes were not included in the project and must be signed off by the Public Works Director or equivalent senior-level department head. Projects that are granted exceptions must be made publically available for review. *[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). *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.]*

**Attachment A:
Elements Required of a Complete Streets Resolution to Comply with the One Bay Area Grant
(Revised July 1, 2012)**

To receive funding through the OneBayArea Grant (OBAG) program, a jurisdiction must have either updated its General Plan to comply with the Complete Streets Act of 2008 or adopted a complete streets Resolution that incorporates all nine of the following elements.

Complete Streets Principles

1. **Serve all Users** - 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, ~~whenever possible while promoting safe and accessible operations for all users.~~
2. **Context Sensitivity** – 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 ~~merchants~~ businesses to ensure that a strong sense of place is maintained.
3. **Complete Streets in all Departments** – 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.
4. **All Projects/Phases** - 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.

Implementation

5. **Plan Consultation** –Any proposed improvements should be evaluated for consistency with all local bicycle, pedestrian and ~~or~~ *transportation* plans and any other plans that affect the right of way should be consulted for consistency with any proposed improvements.
6. **Street Network/Connectivity** - 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 non-motorized 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).
7. **BPAC Consultation** - 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.)
8. **Evaluation** – 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.

Exceptions

9. **Process**– 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.

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

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