



625 Burnell Street, Napa CA 94559

Napa County Transportation and Planning Agency (NCTPA)

Technical Advisory Committee (TAC)

AGENDA

Thursday, January 8, 2015
2:00 PM

NCTPA/NVTA Conference Room
625 Burnell Street
Napa CA 94559

General Information

All materials relating to an agenda item for an open session of a regular meeting of the Technical Advisory Committee (TAC) which are provided to a majority or all of the members of the TAC by TAC members, staff or the public within 72 hours of but prior to the meeting will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the TAC, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 5:00 p.m., except for NCTPA holidays. Materials distributed to a majority or all of the members of the TAC at the meeting will be available for public inspection at the public meeting if prepared by the members of the TAC or staff and after the public meeting if prepared by some other person. Availability of materials related to agenda items for public inspection does not include materials which are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.

Members of the public may speak to the TAC on any item at the time the TAC is considering the item. Please complete a Speaker's Slip, which is located on the table near the entryway, and then present the slip to the TAC Secretary. Also, members of the public are invited to address the TAC on any issue not on today's agenda under Public Comment. Speakers are limited to three minutes.

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Note: Where times are indicated for agenda items they are approximate and intended as estimates only, and may be shorter or longer, as needed.

ITEMS

1. Call to Order
2. Introductions
3. Public Comments
4. TAC Member and Staff Comments

Note: Where times are indicated for agenda items they are approximate and intended as estimates only, and may be shorter or longer, as needed.

5.	<u>STANDING AGENDA ITEMS</u>	<u>RECOMMENDATION</u>	<u>TIME</u>
5.1	Congestion Management Agency (CMA) Report*	INFORMATION	2:05 PM
5.2	Project Monitoring Funding Programs*	INFORMATION	2:10 PM
5.3	Transit Update* (<i>VINE Performance</i>)	INFORMATION	2:15 PM
5.4	Caltrans Report*	INFORMATION	2:20 PM
5.5	Vine Trail Update*	INFORMATION	2:25 PM
6.	<u>CONSENT ITEMS (6.1)</u>	<u>RECOMMENDATION</u>	<u>TIME</u>
6.1	Approval of Meeting Minutes of December 4, 2014 (Kathy Alexander) (<i>Pages 4-7</i>)	APPROVE	2:30 PM
7.	<u>REGULAR AGENDA ITEMS</u>	<u>RECOMMENDATION</u>	<u>TIME</u>
7.1	Travel Behavior Study (Danielle Schmitz) (<i>Pages 8-36</i>)	INFORMATION	2:35 PM
	Staff will provide an overview on the final Travel Behavior Study report		
7.2	Napa Countywide Transportation Plan: Vision 2040 <i>Moving Napa Forward</i> (Danielle Schmitz) (<i>Pages 37-42</i>)	INFORMATION	2:50 PM
	Staff will provide an update on the Countywide Transportation Plan and Community Based Transportation Plan.		
7.3	Active Transportation Program (Diana Meehan) (<i>Pages 43-90</i>)	INFORMATION	3:05 PM
	Staff will provide an update on the Active Transportation Program call for projects		

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|-----------|--|------------------------------|--------------------|
| 7.4 | One Bay Area Grant (OBAG) Update
(Danielle Schmitz) <i>(Pages 91-124)</i> | INFORMATION | 3:15 PM |
| | Staff will provide an update on the OBAG Program. | | |
| 7.5 | Legislative Update and State Bill
Matrix* (Kate Miller) | INFORMATION | 3:25 PM |
| | TAC will receive the monthly Federal and State Legislative Update | | |
| 7.6 | NCTPA Board of Director's Agenda for
January 21, 2015* (Kate Miller) | INFORMATION | 3:35 pm |
| 8. | <u>FUTURE AGENDA ITEMS</u> | | 3:40 PM |
| 9. | <u>ADJOURNMENT</u> | <u>RECOMMENDATION</u> | <u>TIME</u> |
| 9.1 | Approval of Regular Meeting Date of
February 5, 2015 and Adjournment | APPROVE | 3:45 PM |

I hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NCTPA offices, 625 Burnell Street, Napa, CA, by 5:00 p.m., Wednesday December 31, 2014.

Karalyn E. Sanderlin, NCTPA Board Secretary

*Items will be made available at the meeting

**Technical Advisory Committee
(TAC)**

MINUTES

Thursday, December 4, 2014

ITEMS

1. Call to Order

Chair Holley called the meeting to order at 12:40 PM.

Jason Holley, Chair	City of American Canyon
Creighton Wright	City of American Canyon
Mike Kirn	City of Calistoga
Rick Tooker	City of Napa
Julie Lucido	City of Napa
Joe Tagliaboschi	Town of Yountville
Nathan Steele	Town of Yountville
Rick Marshall	County of Napa
Ahmad Rahimi	Caltrans

2. Introductions

Kathy Alexander, Administrative Technician, NCTPA

3. Public Comments

None

4. TAC Member and Staff Comments

Information

Town of Yountville – Member Tagliaboschi informed TAC Yountville’s section of the Vine Trail is closed due to the storm debris.

City of Calistoga – Member Kirn announced Calistoga’s Annual Tractor Parade is Saturday, December 6, 2014 from 6-7 p.m.

City of American Canyon – Chair Holley announced they are unveiling a new traffic impact fee for highways and roadways at a public meeting on December 8th.

NCTPA - Staff provided TAC with the following information and handouts:

- There are issues with the Jameson Canyon environmental mitigation. There may not be enough funds to purchase property which may

impact the STIP. Work is in progress to obtain additional funds for mitigation from Caltrans for the Suscol Headwaters Preserve property which would reduce Jameson environmental costs and keep the project within budget.

- The final Travel Behavior Study will be presented to the board at their December 17th meeting.
- The Soscol Junction draft environmental document has been pushed back to January 2015.
- Staff provided a flyer on the CBTP public outreach events to TAC.
- There were no projects received for the Lifeline Program, therefore the deadline was extended to December 19, 2014. Accordingly the timeline has been revised: projects will be submitted to the NCTPA Board in February 2015 and MTC in March 2015.

5. REGULAR AGENDA ITEMS

5.1 Vine Trail Maintenance

Information Only / No Action Taken

Phillip Sales and Chuck McMinn from the Napa Valley Vine Trail Coalition (NVVTC) reviewed the Vine Trail Maintenance White Paper with the Committee.

Questions/Comments:

Member Tooker: Who will be responsible for artwork installation and ownership?

Sales: The NVVTC is working on an art conservancy document

Member Tagliaboschi: It is the Town of Yountville's understanding the NVVTC would take care of the cost of maintenance when the trail was built. It will be difficult for Yountville to provide the 50% match for maintenance costs.

Chair Holley: Will the Vine Trail be open after dark?

McMinn: The intent is to have the Vine Trail open 24/7 to allow an alternative method of transportation for worker's on all shifts.

Member Lucido: The police will want to be involved in working out the details if the trail is open 24/7.

Member Steele: Will the trail be lighted?

McMinn: No – most bicyclists already have lights.

NCTPA Staff Roberts: Will shelter areas be lit?

McMinn: Shelters will be lighted on a case-by-case basis.

McMinn inquired what the Committee thought should be the next step.

NCTPA Executive Director Kate Miller suggested a 5 year budget picture; more concrete figures for each jurisdiction to review; and alternatives to the 50% contribution match.

6. STANDING AGENDA ITEMS

Information Only / No Action Taken

6.1 Congestion Management Agency (CMA) Report

No report.

6.2 Project Monitoring Funding Programs

Staff provided TAC with the latest project reporting data and deadlines.

6.3 Transit Report (*VINE Ridership*)

Staff reported ridership is up and on track to reach one million this fiscal year.

6.4 CalTrans Report

Caltrans Representative Rahimi provided TAC with the latest Caltrans road project report update.

7. CONSENT AGENDA ITEMS (7.1 – 7.2)

7.1 Approval of Meeting Minutes

Member Marshall noted the following corrections to the meeting minutes of November 6, 2014:

Item 4. TAC Member and Staff Comments:

- Under County of Napa - should read: Member Wilkinson.
- Under Town of Yountville - should read: Joe Tagliaboschi – the new Public Works Director for the Town of Yountville.

7.2 2015 Technical Advisory Committee (TAC) Meeting Calendar –

MOTION MADE by MARSHALL SECONDED by TOOKER to APPROVE the Consent Calendar as amended. Motion Passed Unanimously.

8. REGULAR AGENDA ITEMS

8.1 Countywide Pedestrian Master Plan

Information Only / No Action Taken

Fehr & Peers provided an overview of the process and timeline to complete the Pedestrian Master Plan. Additionally they asked the Committee to provide feedback on goals and policies.

8.2 Napa Countywide Transportation Plan: Vision 2040 *Moving Napa Forward*

Information Only / No Action Taken

Staff provided an update on the Countywide Transportation Plan and the Community Based Transportation Plan. Additionally, staff requested any project omissions or corrections be submitted to Schmitz or Esqueda. Staff also provided an updated timeline for the CBTP/CTP. The agenda for the December 9th CAC meeting was also emailed to TAC for review.

8.3 Nomination and Election of Chairperson and Vice Chairperson of the Technical Advisory Committee (TAC)

By motion TAC nominated and elected the following members as 2015 Chair and Vice Chair.

Chairperson - Mike Kirn, City of Calistoga

MOTION MADE by MARSHALL SECONDED by TOOKER to APPROVE the nomination and election of Mike Kirn, City of Calistoga, for Chairperson of the Technical Advisory Committee for 2015. Motion Passed Unanimously.

Vice Chairperson – Rick Marshall, County of Napa

MOTION MADE by HOLLEY SECONDED by LUCIDO to APPROVE the nomination and election of Rick Marshall, County of Napa, for Vice Chairperson of the Technical Advisory Committee for 2015. Motion Passed Unanimously.

Both parties accepted their nominations and duties.

8.4 Draft 2015 Technical Advisory Committee (TAC) Work Plan

TAC reviewed the final draft and by motion approved the amended 2015 TAC Work Plan.

MOTION MADE by MARSHALL SECONDED by TOOKER to APPROVE the 2015 Technical Advisory Committee (TAC) Work Plan. Motion Passed Unanimously.

8.5 Legislative Update and State Bill Matrix

Information Only / No Action Taken

Staff provided TAC with the latest State and Federal legislative update.

9. ADJOURNMENT

The next regular meeting date is January 8, 2015.
Chair Holley adjourned the meeting at 2:43 PM.



January 8, 2015
TAC Agenda Item 7.1
Continued From: May 2014
Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Planning Manager
(707) 259-5968 / Email: dschmitz@nctpa.net
SUBJECT: Travel Behavior Study Final Report

RECOMMENDATION

Staff will provide an overview of the Travel Behavior Study final report findings.

EXECUTIVE SUMMARY

In April 2013, the NCTPA Board approved the agreement with Fehr & Peers to conduct a Travel Behavior Study. This study was desired to inform the Countywide Transportation Plan and to better understand travel behaviors and patterns throughout the county. Unlike the Napa-Solano Travel Demand Model, which solely looks at peak commute volumes Monday through Friday, the study looked at several different data sources to understand how, why, and where residents, workers, and visitors move throughout the county.

In May 2014 the draft Travel Behavior Study report was provided to TAC for review and comment. Due to limited winery participation in the initial data collection (fall 2013) the Napa County Winegrowers in partnership with the Napa Valley Vintners provided funding for additional winery data collection which took place in October 2014. NCTPA also funded additional vehicle counts at the south end of the county to review traffic patterns once Jameson Canyon was fully operational. The final report has now been completed and includes the additional data collected in October.

On December 17th the NCTPA Board received a presentation on the Travel Behavior Study. The County of Napa, which helped fund the study, will be receiving a presentation at a joint Board of Supervisors and Planning Commission meeting scheduled in March 2015.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

The Napa Travel Behavior Study focuses on vehicle trips throughout Napa County. The study has identified how many trips per day are associated with visitors, employees, and students, where those trips start and end, the predominant modes of travel, vehicle occupancies, and times of day/week that have the heaviest traffic volumes.

To better inform the study and validated data, the consultants pulled from several different data sources. Data sources included, basic traffic counts at selected locations, mailed surveys based on the capture of license plate numbers, cell phone tracking data (information about where a sample of vehicles travel within Napa County without identifying the owner/driver), and finally, detailed intercept interviews at selected locations, including 12 wineries throughout the county. Also, included in the study was a detailed employee survey that resulted in over 1,400 responses. This survey, along with the mailed survey, provided information about how likely workers and visitors would use other modes of transportation to get to and from their destinations.

The Napa County Travel Behavior Study provided NCTPA with several quantitative and qualitative data sets. The resulting data will provide NCTPA and its member jurisdictions the basis for future planning efforts. Such uses may include but are not limited to the refinement of the Napa-Solano Travel Demand Model (NSTDM) and the update of the Countywide Transportation Plan. The data collected in this study will also be used to inform future plans or projects requiring baseline data. NCTPA plans on repeating the study again in four (4) years as a predecessor to the next countywide plan.

Data Highlights:

- **License plate recognition** (cameras) at 11 strategic locations over a 24-hour period (a Friday in October - to capture weekday commute trips along with winery and other visitor trips during peak winery visitation season). The locations include the seven major Napa County gateways to capture all inter-regional travel as well as four locations within Napa County to capture a sample of local trips. Infrared video cameras provided classification of the vehicles into passenger vehicle, medium truck, heavy truck, and bus. 154,389 license plate numbers were observed, which led to the following conclusions:
- 9% of daily trips at Napa County external gateways are pass-through trips- the majority of pass-through traffic travels between SR 121 at the Napa/Sonoma county line and SR 12 at the Napa/Solano county line.
- 25% are imported work trips i.e. from a license plate observed entering and exiting Napa County at same location in an approximately 8 hour window.

- 16% are exported work trips observed exiting and entering Napa County at the same location in an approximately 8 hour window.
- The largest number of imported work trips from neighboring counties comes from Solano County (35%), Sonoma County (22%), Contra Costa County (10%), and Alameda County (7%).
- **Surveys:** To supplement previous surveys, three additional surveys were conducted:
 1. *Vehicle Intercept Mail Survey:* Using the license plate data (above) 183 surveys provided the following results:
52% of respondents are full-time residents of Napa County, 26% are non-residents but employed in Napa County.
66% of external trips were imported, consistent with license plate matching data and mobile device data.
 2. *In-person winery Survey* at 12 wineries around Napa:
 - 92% of groups were visitors to Napa County;
 - 35% of patrons started their day in Napa County, 23% of patrons started their day in San Francisco County;
 - 52% of groups traveled by rental car, 36% of groups by personal auto;
 - 58% said they would use transit if it was an option.
 3. *Online Major Employers Survey:* 100 of Napa County's major employers totaling approximately 20,000 employees in Napa County helped gather travel behavior and commute data for local employees. 1,444 responses reported:
 - 71% live in Napa County
 - 51% live in City of Napa
 - 97% commute using their personal automobile more than half the time
 - 43% said they would use public transit if service was expanded and it became a reasonable option.

Cell phones and GPS data: Anonymous reading of cell phone locations gathered over a two month period in September and October of 2013 was utilized to analyze traffic patterns within the county. Of the 206,152 data samples:

- Approximately 74,400 or 36% touched a Napa County external gateway, indicating an external trip
- 55% were internal trips.
- Additionally, approximately 6,700 or 9% of trips were observed passing through Napa County via Napa County external gateways.

Travel Behavior Study Conclusions

Data from all collection methods has been compiled in a format close to results derived from the Napa Solano Travel Demand Model (the principal computer model for transportation used by NCTPA). Study results have given us a substantial amount of real-life origin and destination-level travel data to supplement the recent (2013) California Household Travel Survey for base year calibration and validation purposes.

SUPPORTING DOCUMENTS

Attachments: (1) Napa County Travel Behavior Study (due to document size attachment it is not included in agenda packet. Document is available for review at the NCTPA Office, 625 Burnell Street, Napa CA or the NCTPA website by clicking on the following link:
http://www.nctpa.net/sites/default/files/Napa%20County%20Travel%20Behavior%20Study_Final%20Report.pdf

(2) Travel Behavior Study PowerPoint provided to the NCTPA Board on December 17, 2014

Napa County Travel Behavior Study

NCTPA Board Meeting Presentation

December 17, 2014



Overview

- **Objectives of the Study**
- **Community Advisory Committee**
- **Study Approach**
- **Data Analysis and Integration**
- **Conclusions**



Objectives of the Study

- Gather information on the travel behavior of **visitors, employees, residents, and students** who make **work and non-work trips** in Napa County
 - Numerous studies on where visitors come from but very few on visitor travel patterns within Napa County
 - Very few studies on resident, employee, and student travel patterns within Napa County
 - How much of the congestion is from residents, imported workers, pass-through trips, winery patrons, etc.?
 - Use the information to help expand transit and paratransit services and inform the Travel Demand Model.



Objectives of the Study

- An opportunity to integrate **innovative data collection methods** with **enhancements to traditional methods** to offer an unprecedented look into travel behavior in Napa County
 - The **integration of multiple advanced data collection methods** and technologies no longer lies in the realm of research
 - Maximize the accuracy and geographic scale of the data while providing a broad range of uses for the data
 - A multi-firm team comprised of Fehr & Peers, StreetLight Data, and MioVision was created



Community Advisory Committee

- Fehr & Peers worked with NCTPA staff to convene a Community Advisory Committee
 - Comprised of representatives from business and wine industry groups, major employers, and other community stakeholders
 - We understood the importance of effectively reaching out and engaging members of the community
 - This study will provide the **basis for multiple planning efforts** by NCTPA and planning agencies within the County
 - Data can be used to refine the Napa-Solano Travel Demand Model and update the Countywide Transportation Plan



Study Approach

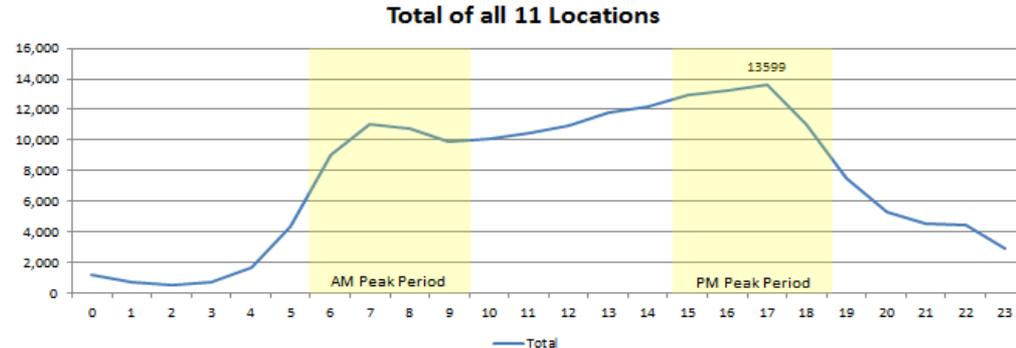
- Utilized and combined the results of **five data collection methods**
 1. Vehicle Classification Counts
 2. Winery Regression Analysis
 3. License Plate Matching
 4. In-Person Winery, Vehicle Intercept, and Online Employer Surveys
 5. Mobile Device Data

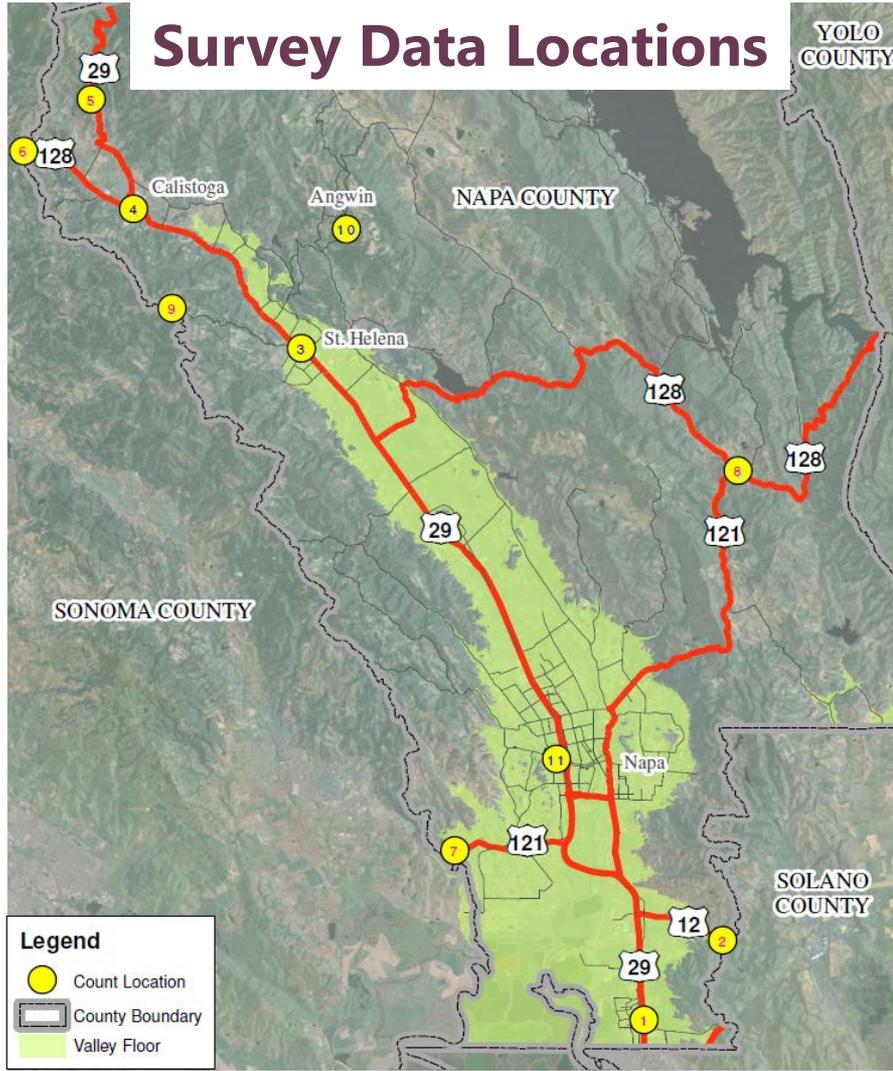


Study Approach

1. Vehicle Classification Counts

- Provided the **total traffic volume** that was used as the control total to refine travel data collected from the other methods
- MioVision collected data at **11 survey data locations**
- Including **7 Napa County external gateways** in order to quantify all Napa County inter-regional travel (Napa County internal travel nearly impossible to quantify using traditional methods)
- **181,330 total vehicles** were observed passing through the 11 survey data locations on Friday, October 4, 2013
- 126,736 total vehicles were observed at the 7 external gateways





- 1: SR 29 – North of American Canyon Rd
- 2: SR 12 - Napa/Solano County Line
- 3: SR 29 – Southeast of Adams St in St. Helena
- 4: SR 29 – Southeast of SR 128 in Calistoga
- 5: SR 29 – Napa/Lake County Line
- 6: SR 128 – Sonoma/Napa County Line
- 7: SR 121 – Sonoma/Napa County Line
- 8: SR 128 - East of SR 121
- 9: Spring Mountain Rd - Napa/Sonoma County Line
- 10: Howell Mountain Road - South of Cold Springs Rd
- 11: First St - West of SR 29



Study Approach

1. Vehicle Classification Counts – SR 12 Jameson Canyon Rd Widening Project
 - To determine potential shifts in traffic patterns after the completion of the project, **traffic count data was collected on SR 29 North of American Canyon Road and SR 12 at the Napa/Solano County Line on Friday, October 24, 2014**, more than one full month after the completion of the project.
 - The data was compared to traffic count data collected at the same two locations on Friday, October 4, 2013.
 - Traffic volumes along SR 12 increased by 4,300 daily vehicles (a 14% increase) and traffic volumes along SR 29 decreased by 4,600 vehicles (a 9% decrease), suggesting that **roughly 4,000 vehicles shifted their traffic pattern.**



Study Approach

2. Winery Regression Analysis

- Vehicle trip generation for the existing 434 winery parcels in Napa County was determined based on **simple linear regression analysis**, which relies on data collected at a sample of representative locations to predict data for the remaining locations.
- This method was selected due to the impracticality of and inability to collect driveway counts at all 434 winery parcels.
- Traffic counts were collected at **22 existing Napa County Wineries** over a 7-day period from Thursday, October 23, 2014 to Wednesday, October 29, 2014.



TABLE 5
WINERY REGRESSION COEFFICIENTS

Independent Variable	Average Monday to Wednesday	Thursday	Friday	Saturday	Sunday
Constant	126	102	196	222	100
Annual gallons produced (thousands)	0.20	0.31	0.33	0.35	0.28
Advanced Appointments (binary)	-86	-68	-150	-229	-110
On the Valley Floor (binary)	40	69	59	83	49
R-Squared	0.79	0.82	0.82	0.79	0.86

TABLE 7
ESTIMATED TOTAL DAILY WINERY VEHICLE TRIP GENERATION

Day of the Week	Total Daily Vehicle Trip Generation
Thursday	52,245
Friday	62,217
Saturday	54,713



Study Approach

3. License Plate Matching

- Involves the positioning of cameras at multiple locations to record the license plate of passing vehicles
- MioVision used **high-speed infrared cameras and sophisticated software**
- License plate listings were matched between survey data locations and the purpose of the trip was inferred
 - i.e. entering Napa County at 8 AM and leaving Napa County at 5 PM at the same location is likely an imported work trip
- Was also used to develop a list of unique license plate listings from which a calculated number of **randomly selected owners were surveyed by mail to obtain more detailed trip making information**



TABLE 9
PASSENGER VEHICLE LICENSE PLATE MATCHING DATA

Trip Type	Daily	Early AM (12 AM to 6 AM)	AM 4-Hr (6 AM to 10 AM)	Mid-Day (10 AM to 3 PM)	PM 4-Hr (3 PM to 7 PM)	Late Night (7 PM to 12 AM)
Inbound Trips	45%	55%	51%	45%	40%	46%
Outbound Trips	45%	31%	39%	45%	52%	46%
Pass-Through Trips	9%	14%	10%	10%	8%	8%
Trip Type	Daily	Early AM	AM Peak	Mid-Day	PM Peak	Late Night
Imported Work Trips	25%	37%	31%	17%	28%	22%
Imported Other Trips	16%	7%	12%	23%	14%	16%
Exported Work Trips	16%	20%	20%	12%	17%	18%
Exported Other Trips	11%	4%	8%	14%	10%	9%
One-Way Total	23%	18%	19%	24%	23%	28%
Pass-Through	9%	14%	10%	10%	8%	8%



Study Approach

3. In-Person Winery, Vehicle Intercept, and Online Employer Surveys
 - **Three types of surveys** were conducted
 - In-person survey at 13 wineries on Friday, October 4, 2013
 - 172 surveys were completed with an estimated response rate of 50%
 - Online employer survey sent via email on October 25, 2013
 - 1,444 surveys were completed with a response rate of 7%
 - Vehicle intercept mail survey to vehicles observed on Friday, October 4, 2013
 - 183 surveys were completed with a response rate of 2.2%



Study Approach

4. Mobile Device Data

- Mobile devices such as cell phones and GPS units frequently communicate with the mobile network
- INRIX and StreetLight Data collect and analyze this data while the device is in use to record the **anonymous location** (ensuring user privacy) and **movement of mobile devices** on the roadway network
- StreetLight Data obtained from INRIX movement and usage patterns over a **61-day period from September 1, 2013 to October 31, 2013**



Study Approach

4. Mobile Device Data

- StreetLight Data used sophisticated algorithms to infer the origin and destination of trips as well as the trip purpose (Home Zone and Work Zone)
- Fehr & Peers is able to tag this data to a user-specified geographic layer for seamless integration and **comparison with other sources of data**
 - Started with the Napa Solano Model TAZ system but added wineries, major employers, Napa County Airport, Napa Valley College, etc.
 - Can be very disaggregate (**664 total zones**) and aggregated later
- Results in **origin-destination trip tables** that provide the number of trips for each TAZ to TAZ origin-destination pair by time of day and trip purpose



Study Approach

4. Mobile Device Data

- **206,152 Napa County data samples over the 61-day period (versus 1,800 survey responses)**
- 36% of which were external trips and 9% of which were pass-through trips (matches 9% from license plate matching)
- 55% of samples had both their origin and destination within Napa County (internal trips – almost impossible to measure with traditional methods)
- **45% of samples touched one or more external gateways**
 - Extremely useful statistic as we have a control total of 127,000 vehicles counted at external gateway locations



Data Analysis and Integration

- Using multiple sources of data allows the unique advantages of the individual methods to be utilized, **reducing the following limitations of the data.**
 - Vehicle Classification Counts – no origin or destination, trip making, or demographic information
 - Winery Regression Analysis – only provides trip generation for wineries
 - License Plate Matching – no origin or destination, inferred trip purpose
 - 3 Types of Surveys - **very detailed data for a very small sample of observed trips** (2.2 and 7% response rates unfortunately are normal)
 - Mobile Device Data – inferred origin and destination and trip purpose information for a **very large sample size**



Data Analysis and Integration

- **Started with Mobile Device Data** due to the large sample size and high confidence in origin-destination data
- Data from the other four data collection methods was used to refine the origin-destination trip tables **to represent single days of absolute data**
 - Vehicle Classification Counts – provide control totals
 - Winery Regression Analysis – provides total winery trip generation
 - License Plate Matching – refine trip purpose and trip type
 - Surveys – refine origin and destinations, trip purpose, and trip type
- The resulting trip tables represent **a single meaningful dataset** of all data collected as part of the Napa County Travel Behavior Study



TABLE 14
PERSONAL AUTOMOBILE FINAL ORIGIN-DESTINATION TRIP TABLES SUMMARY

Trip Purpose	Average Monday to Thursday Trips	Friday Trips	Saturday Trips	Monday to Thursday Trip Percent	Friday Trip Percent	Saturday Trip Percent
Total	345,346	362,253	159,541	100%	100%	100%
Internalized	26,369	25,223	8,647	8%	7%	5%
Home-Based Work	60,393	62,932	10,618	17%	17%	7%
Home-Based Other	57,867	58,163	16,015	17%	16%	10%
Non Home-Based	49,803	53,261	6,399	14%	15%	4%
Winery	47,811	56,639	50,273	14%	16%	32%
Imported Trip	66,194	67,963	34,995	19%	19%	22%
Exported Trip	36,909	38,072	32,593	11%	11%	20%
Total Winery Trips (including work trips)	52,070	61,333	54,883	15%	17%	34%
Winery Trips from Winery Regression Analysis	52,245	62,217	54,713	--	--	--
Difference	-175	-883	170	--	--	--
External Trips (including pass-through)	125,490	128,431	88,046	36%	35%	55%
External Trips from Vehicle Classification Counts	--	126,736	--	--	--	--
Difference	--	1,695	--	--	--	--

- Origin-Destination trip data can be aggregated to any desired level to illustrate larger travel patterns such as flows to and from the five major cities in Napa County

Table 17

Daily Average Weekday Vehicle Trips to and from the Five Major Cities in Napa County

Total: 356,424		Destination Location							
		Calistoga	St. Helena	Yountville	Napa	American Canyon	Unincorporated County	Winery	External Gateway
Origin Location	Calistoga	2,062	444	47	360	95	1,586	544	780
	St. Helena	655	6,450	98	1,896	125	3,948	1,616	801
	Yountville	7	246	870	905	54	1,332	475	303
	Napa	397	1,793	1,018	63,359	2,766	19,801	3,099	17,329
	American Canyon	14	256	118	3,320	6,316	3,814	333	11,367
	Unincorporated County	1,381	4,474	1,106	18,514	3,267	40,469	12,053	21,083
	Winery	665	2,111	497	3,376	962	11,041	3,646	3,993
	External Gateway	1,723	841	270	17,464	12,780	18,803	3,902	11,203



- Origin-Destination trip data can be aggregated to any desired level to illustrate larger travel patterns such as flows to and from the five major cities in Napa County

Table 17

Daily Average Weekday Vehicle Trips to and from the Five Major Cities in Napa County

Total: 356,424		Destination Location							
		Calistoga	St. Helena	Yountville	Napa	American Canyon	Unincorporated County	Winery	External Gateway
Origin Location	Calistoga	1%	0%	0%	0%	0%	0%	0%	0%
	St. Helena	0%	2%	0%	1%	0%	1%	0%	0%
	Yountville	0%	0%	0%	0%	0%	0%	0%	0%
	Napa	0%	1%	0%	18%	1%	6%	1%	5%
	American Canyon	0%	0%	0%	1%	2%	1%	0%	3%
	Unincorporated County	0%	1%	0%	5%	1%	11%	3%	6%
	Winery	0%	1%	0%	1%	0%	3%	1%	1%
	External Gateway	0%	0%	0%	5%	4%	5%	1%	3%



Data Analysis and Integration

- Provides a **substantial amount of observed travel data** for model calibration and validation purposes

Vehicle Type	Daily Mobile Device Trips	Daily 2010 CCTA Model Trips in Napa County
Personal Automobile	345,346	353,521
Commercial Vehicles	16,922	8,731
Total	362,268	362,252



Conclusions

- The Napa County Travel Behavior Study provides NCTPA with several data sets. Data highlights that may be useful for future planning efforts include:
 - From Winery Regression Analysis
 - **Napa County wineries generate an estimated 62,200 vehicle trips on a Friday in October**
 - From License Plate Matching
 - **9% of daily trips at Napa County external gateways are pass-through trips**
 - **52% of Napa County pass-through traffic travels between SR 29 at the Sonoma County Line and SR 12 at the Solano County Line**
 - **41% of daily trips are imported trips and 27% are exported trips**
 - **23% of traffic was one-way (a portion of this is visitors)**
 - **21% of total daily trips into Napa County were “visitor” trips**



Conclusions

- From Surveys
 - **21% of winery patrons were from the Bay Area, 10% were from outside the United States**
 - **35% of winery patrons started their day in Napa County, 23% in San Francisco**
 - **32% of employer survey respondents live and work in the City of Napa**
 - **61% of employer survey respondents use SR 29 to travel to work**
 - **20% of employee survey respondents carpool (this includes taking kids to school)**
 - **43% of employee survey respondents said they would use public transit if service expanded**
 - **21% of vehicle intercept survey trips were said to be made “less than one time per month”**
- From Mobile Device Data
 - **55% of daily trips were internal to Napa County**
 - **9% were passing through Napa County**





January 8, 2015
TAC Agenda Item 7.2
Continued From: December 4, 2014
Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Planning Manager
(707) 259-5968 / Email: dschmitz@nctpa.net
SUBJECT: Update on Napa Countywide Transportation Plan: Vision 2040
Moving Napa Forward

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

As part of NCTPA's responsibilities under the interagency agreement with the Metropolitan Transportation Commission (MTC), the agency is tasked with developing long-range countywide transportation priorities to support regional planning and programming efforts. This effort informs MTC's Regional Transportation Plan and the Sustainable Communities Strategy (RTP/SCS) which is updated every four years. NCTPA last updated the countywide transportation plan in 2009.

NCTPA staff and its consulting team developed a new set of goals and objectives based upon the NCTPA Board feedback at its January 15, 2014 CWTP kickoff retreat. The new goals and objectives were approved at the March 19, 2014 Board Meeting. As part of an effort to make a meaningful plan the Board asked staff to create "performance measures" that reflected the goals and objectives and provide an annual progress report to the Board. In an effort to ensure projects and programs included in the plan are consistent with the goals and objectives, project sponsors scored their projects using the evaluation criteria that was approved at the July TAC meeting.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

At the January 15, 2014 Board retreat, the Board asked staff to create “performance measures” to supplement the Plan’s Goals and Objectives. At the July 2014 meeting the TAC approved the evaluation criteria. TAC has used the evaluation criteria to self-evaluate their transportation projects and programs. The scoring process is a simple one (1) point for every objective met – there are 27 objectives in all. NCTPA also used the evaluation criteria to assess transportation projects and programs that the agency administers.

After the initial compilation of projects, staff conducted second round-robin meetings with each jurisdiction in early October to refine their project and program lists. Unlike the RTP, the CTP can be used as visionary planning document and include financially unconstrained project and program lists. NCTPA will include a priority project list that will reflect the constrained projects and programs and a visionary list that will provide an unconstrained list of projects and programs.

Based on preliminary fund projections, there will be a significant shortfall in funding available for CTP projects and programs. At their November meeting the TAC formed an ad-hoc revenue committee to review potential revenue sources that could alleviate this shortfall. The end result, once approved by the TAC and the Board, will form a blue print expenditure plan for future sales tax or other locally generated revenues. The CTP consultant team will work with the ad-hoc committee to come up with a revenue blueprint to better outline future funding opportunities as well as identify priority projects for the constrained project list. The ad-hoc revenue group is scheduled to have their first meeting on Wednesday, January 7th.

Summary of Projects:

Jurisdiction	# of projects	Estimated project Cost	Estimated Need
American Canyon	20	\$126,994,075	\$125,840,075
Calistoga	14	\$21,403,000	\$20,853,000
City of Napa	34	\$173,200,000	\$169,453,000
County of Napa	7	\$22,500,000	\$21,000,000
St. Helena	11	\$31,468,000	\$31,446,722
Yountville	10	\$35,950,000	\$35,950,000
NCTPA	14	\$361,951,090	\$361,951,000
Total	109	\$773,466,165	\$766,493,887

SUPPORTING DOCUMENTS

- Attachments: (1) Countywide Transportation Plan: Vision 2040 *Moving Napa Forward*
Draft Timeline/Date of Events
(2) Countywide Transportation Plan Revenue Projection 2015-2040

Countywide Transportation Plan Timeline/Meeting Dates

Date/Time	Meeting	Subject	Location
November 19, 2014 at 1:30 PM	NCTPA Board Meeting	Provide a quarterly update to the Board on the CTP/CBTP	NCTPA
November 2014 -January 2015	CBTP follow-up stakeholder meetings	CBTP additional meetings in AC and with others to refine list of CBTP projects	Various locations
December 2, 2014	CBTP outreach meeting 10AM in Spanish/ 11AM in English	CBTP outreach	Napa Park Homes 790 Lincoln Ave. Napa, CA 94558
December 4, 2014 at 10:15 AM	CBTP American Canyon Senior Center	CBTP outreach	Senior Center 2185 Eliot Drive
December 4, 2014 at 2:00 PM	TAC Meeting	Standing Item – constrained and unconstrained project and program lists and revenue forecasts	NCTPA
December 8, 2014 at 5:00 PM	ATAC Meeting	Update on CTP/CBTP and review draft projects and programs	NCTPA
December 9, 2014 at 12:00 PM	Senior Center in Napa	CBTP Outreach	Senior Center 1500 Jefferson Street
December 9, 2014 at 5:30 PM	Community Advisory Committee Meeting	Review draft project and program lists and revenue sources	NCTPA
December 16, 2014 at 4:00 PM	Rianda House in St. Helena	CBTP Outreach	Rianda House 1475 Main Street

Countywide Transportation Plan Timeline/Meeting Dates

Date/Time	Meeting	Subject	Location
January 8, 2015 at 2:00 PM	TAC Meeting	CTP/CBTP update	NCTPA
January 2015	N/A	Send Issue Papers to jurisdictions for review	N/A
February 5, 2015 at 2:00 PM	TAC Meeting	Refine Project and Program Lists	NCTPA
February 18, 2015 at 1:30 PM	NCTPA Board Meeting	Provide a quarterly update to the Board on the CTP/CBTP	NCTPA
March 5, 2015 at 2:00 PM	TAC, PCC, VCAC Meeting	Feedback on Issue Papers and Project and Program Constrained List	NCTPA
March 23, 2015 at 5:00 PM	ATAC meeting	Draft Plan/ Projects and Programs	NCTPA
March 24, 2015 at 5:30 PM	Community Advisory Committee Meeting	Review Issue Papers and Project and Program Lists (Draft Plan)	NCTPA

Countywide Transportation Plan Timeline/Meeting Dates

Date/Time	Meeting	Subject	Location
April 2, 2015 at 2:00 PM	TAC	CTP update/ Draft plan	NCTPA
April 2015	Public Workshops	Public Workshops to review draft plan and projects and program	American Canyon, Napa, St. Helena
May 7, 2015 at 2:00 PM	TAC and PCC Meeting	Draft Plan	NCTPA
May 20, 2015 at 1:30 PM	NCTPA Board Meeting	Draft Plan to NCTPA Board	NCTPA
June 17, 2015 at 1:30 PM	NCTPA Board Meeting	Final Plan Approved by NCTPA Board	NCTPA
July 2015	Anticipated RTP call for projects		

*Dates/Times are subject to change

Countywide Plan
Revenue Projections 2015-2040



Source	Transportation Revenue	Amount (\$'000)	2015-2020
Federal			
	STP/CMAQ (Jurisdictions)	42,637	5,393
	STP/CMAQ (NCTPA)	15,000	3,000
State			
	TDA Article 3 Bike/Pedestrian (TDA 3)	4,831	692
	TDA Article 8 Planning Funds (NCTPA)	25,000	5,000
	Regional Improvement Program (RTIP/STIP/TE)	140,576	16,128
	Regional Improvement Program NCTPA 5%	7,029	806
	Gas Tax Subvention	90,662	18,402
	AB105 (Gas Tax Swap) Streets and Roads Funding	115,175	13,170
Local			
	Measure T (FY2018-19 to FY2039-40)	349,172	30,552
	Transportation for Clean Air (TFCA)	4,862	965
Transportation Total		\$794,943	\$94,108
Source	Transit Revenue	Amount (\$'000)	2015-2020
Federal			
	Federal Transit Administration (FTA Transit Funds)	\$77,045	\$11,644
State			
	State Transit Assistance (STA Transit Funds)	50,039	6,075
	Transportation Development Act- Transit (NCTPA)	211,696	28,886
Local			
Transit Total		\$338,779	\$46,606
REVENUE GRAND TOTAL		\$1,133,722	\$140,714

\$766,493,887	Project Funding Shortfall
\$1,074,905,569	Program Funding Shortfall
\$1,841,399,456	TOTAL FUNDING SHORTFALL

*All figures are for planning purposes and subject to change



January 8, 2015
TAC Agenda Item 7.3
Continued From: NEW

Action Requested: INFORMATION/DISCUSSION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Associate Planner
(707) 259-8327 / Email: dmeehan@nctpa.net
SUBJECT: Active Transportation Program (ATP) Cycle 2 Update

RECOMMENDATION

Information Only

EXECUTIVE SUMMARY

The Active Transportation Program (ATP) is a program of projects adopted by the California Transportation Commission (CTC) for allocation of transportation funds for projects with the overall goal to encourage increased use of active modes of transportation. The ATP funds are distributed through three competitively awarded components: Statewide component (50%), Small Urban and Rural component (10%), and the Metropolitan Planning Organization (MPO) component (40%).

Annual funding for the program is approximately \$129 million and is made up of both federal and state funds. A minimum of \$24 million of the statewide competitive program is available for safe routes to schools projects; \$7.2 million funds the state technical resource center and non-infrastructure grants.

The draft guidelines are available for comment (Attachment 1). A workshop was held in early December with another one to be scheduled in January. Guidelines must be adopted by the CTC in March.

The ATP Cycle 2 timeline will remain similar to Cycle 1, with program guideline adoption and call for projects in March 2015. Applications will be due by May 31, 2015. Currently proposed guideline changes include:

- **Timeline:** State/Small Urban, Rural and MPO call for projects may be concurrent instead of sequential.

- **Match Requirement:** 11.47% Match may be eliminated (there is discussion on awarding extra points for projects that leverage other funds)
- **Scoring Criteria:** Potential extra points for: project readiness (construction ready), multi-jurisdictional, projects that close gaps and projects that contribute to regional GHG reduction strategies.
- Funding amount similar to Cycle I but will be programmed over three years - FY 16/17 through 18/19. The earliest a project could receive funding is 2017.

FISCAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

The Active Transportation Program was created by Senate Bill 99 to encourage increased use of active modes of transportation, such as biking and walking.

The program guidelines describe the policy, standards, criteria, and procedures for the development, adoption and management of the Active Transportation Program. The guidelines were developed in consultation with the Active Transportation Program Workgroup. The Workgroup includes representatives from Caltrans, other government agencies, and active transportation stakeholder organizations with expertise in pedestrian and bicycle issues, including Safe Routes to School programs.

The CTC may amend the adopted guidelines after conducting at least one public hearing. The CTC must make a reasonable effort to amend the guidelines prior to a call for projects or they may extend the deadline for project submission in order to comply with the amended guidelines.

Comments on the draft guidelines will be accepted through January. Staff will provide information on the January workgroup meeting once it becomes available. A new application form will also be reviewed at workgroup meetings (see attachment 2)

A series of application workshops will be held in each district beginning in March and will last through May. Staff will send out workshop dates as soon as they are available.

Important dates are listed in the timeline below.

Action-Statewide	Date
Guidelines Hearing	February 2015 (Exact date TBD)
CTC Adopts ATP Guidelines	March 26, 2015
Call for Projects	March 26, 2015
Applications Due to Commission	May 31, 2015
Staff Recommendations	September 30, 2015
Adoption	October 22, 2015

Action-MPO (MTC)	Date
Call for Projects	March 26 , 2015
Applications Due	May 31, 2015
MPO submit optional guidelines to CTC	May 31, 2015
CTC approves/rejects guidelines	June 25, 2015
Projects not programmed distributed to MPO	October 22, 2015
MPO project recommendations to CTC	November 15, 2015
CTC Adoption of Regional Projects	December 10, 2015

Other	Date
ATP Application Workshops	March-May 2015

Questions about the 2015 ATP can be addressed to Laurie Waters at (916) 651-6145 or laurie.waters@dot.ca.gov.

SUPPORTING DOCUMENTS

Attachments: (1) 2015 Active Transportation Program Guidelines January 22, 2015
(2) Active Transportation Program Cycle 2 Project Application

2015
ACTIVE TRANSPORTATION PROGRAM
GUIDELINES

January 22, 2015

California Transportation Commission



**CALIFORNIA TRANSPORTATION COMMISSION
2015 ATP GUIDELINES
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I. Introduction

1. Background

The Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking.

These guidelines describe the policy, standards, criteria, and procedures for the development, adoption and management of the Active Transportation Program. The guidelines were developed in consultation with the Active Transportation Program Workgroup. The workgroup includes representatives from Caltrans, other government agencies, and active transportation stakeholder organizations with expertise in pedestrian and bicycle issues, including Safe Routes to School programs.

The California Transportation Commission (Commission) must hold at least two public hearings prior to adopting the Active Transportation Program guidelines. The Commission may amend the adopted guidelines after conducting at least one public hearing. The Commission must make a reasonable effort to amend the guidelines prior to a call for projects or may extend the deadline for project submission in order to comply with the amended guidelines.

2. Program Goals

Pursuant to statute, the goals of the Active Transportation Program are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

3. Program Schedule

The guidelines for ~~an initial two-year~~ **the second two-year** program of projects must be adopted by March 26, 2014 **2015**. ~~(within six months of enactment of the authorizing legislation).~~ ~~No later than 45 days prior to adopting the initial set of guidelines for the Active Transportation Program, the Commission must submit the draft guidelines to the Joint Legislative Budget Committee.~~

This second program of projects must be adopted by the Commission by December 2015. Subsequent programs must be adopted not later than April 1 of each odd-numbered year; however, the Commission may alternatively elect to adopt a program annually.

The following schedule lists the major milestones for the development and adoption of the 2014 Active Transportation Program:

Commission adopts Fund Estimate	January 22, 2015
Guidelines hearing, South	February xx, 2015
Guidelines hearing, North	February xx, 2015
Guidelines submitted to the Joint Legislative Budget Committee	February 3, 2014
Commission adopts Active Transportation Program Guidelines	March 26, 2015
Call for projects	March 26, 2015
Project applications to Caltrans Commission	May 31, 2015
Large MPOs submit optional guidelines to Caltrans Commission	May 31, 2015
Commission approves or rejects MPO guidelines	June 25, 2015
Staff recommendation for statewide and rural/small urban portions of the program	Sept. 30, 2015
Commission adopts statewide and rural/small urban portions of the program	October 22, 2015
Projects not programmed distributed to large MPOs based on location	October 22, 2015
Deadline for MPO project programming recommendations to the Commission	Nov. 15, 2015
Commission adopts MPO selected projects	Dec. 10, 2015

II. Funding

4. Source

The Active Transportation Program is funded from various federal and state funds appropriated in the annual Budget Act. These are:

- 100% of the federal Transportation Alternative Program funds, except for federal Recreation Trail Program funds appropriated to the Department of Parks and Recreation.
- \$21 million of federal Highway Safety Improvement Program funds or other federal funds.
- State Highway Account funds.

In addition to furthering the goals of this program, all Active Transportation Program projects must meet eligibility requirements specific to at least one of the Active Transportation Program's funding sources.

5. Distribution

State and federal law segregate the Active Transportation Program into multiple, overlapping components. The Active Transportation Program Fund Estimate must indicate the funds available for each of the program components. Consistent with these requirements, the Active Transportation Program funds must be distributed as follows:

- Forty percent to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000.

These funds must be distributed based on total MPO population. The funds programmed and allocated under this paragraph must be selected through a competitive process by the MPOs in accordance with these guidelines.

Projects selected by MPOs may be in either large urban, small urban, or rural areas.

A minimum of 25% of the funds distributed to each MPO must benefit disadvantaged communities.

The following statutory requirements apply specifically to the Southern California Association of Governments (SCAG)

- SCAG must consult with county transportation commissions, the Commission, and Caltrans in the development of competitive project selection criteria.
- The criteria used by SCAG should include consideration of geographic equity, consistent with program objectives.
- SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located.
- SCAG must obtain concurrence from the county transportation commissions.
- Ten percent to small urban and rural areas with populations of 200,000 or less, with projects competitively awarded by the Commission to projects in those regions. Federal law segregates the Transportation Alternative Program into separate small urban and rural competitions based upon their relative share of the state population. Small Urban areas are those with populations of 5,001 to 200,000. Rural areas are those with populations of 5,000 or less.

A minimum of 25% of the funds in the Small Urban and Rural programs must benefit disadvantaged communities.

Projects within the boundaries of an MPO with an urban area with a population of greater than 200,000 are not eligible for funding in the Small Urban or Rural programs.

- Fifty percent to projects competitively awarded by the Commission on a statewide basis.

A minimum of 25% of the funds in the statewide competitive program must benefit disadvantaged communities.

~~In the initial program, a~~ **A** minimum of \$24 million per year of the statewide competitive program is available for safe routes to schools projects, with at least \$7.2 million for non-infrastructure grants, including funding for a state technical assistance resource center, **subject to the annual State Budget Act.**

6. Matching Requirements

~~Projects must include at least 11.47% in matching funds except for projects predominantly benefiting a disadvantaged community, stand-alone non-infrastructure projects and safe routes to schools projects. The source of the matching funds may be any combination of local, private, state or federal funds. Although the Commission encourages the leveraging of additional funds for a project, matching funds are not required. If an agency chooses to provide match funds, those~~ Matching funds must be expended in the same project phase (permits and environmental studies; plans, specifications, and estimates; right-of-way capital outlay; support for right-of-way acquisition; construction capital outlay; and construction engineering) as the Active Transportation Program funding. **Matching funds cannot be expended prior to the Commission allocation of Active Transportation Program funds in the same project phase (permits and environmental studies; plans, specifications, and estimates; right-of-way capital outlay and support; and construction capital outlay and support).** Matching funds, ~~except matching funds over and above the required 11.47%,~~ must be expended concurrently and proportionally to the Active Transportation Program funds. The Matching funds ~~over and above the required 11.47%~~ may be adjusted before or shortly after contract award to reflect any substantive change in the bid compared to the estimated cost of the project.

Large MPOs, in administering a competitive selection process, may require a ~~different~~ funding match for projects selected through their competitive process. Applicants from within a large MPO should be aware that the match requirements may differ between the MPO and statewide competitive programs.

7. Funding for Active Transportation Plans

Funding from the Active Transportation Program may be used to fund the development of **community wide** bike, pedestrian, safe routes to schools, or active transportation plans in **predominantly** disadvantaged communities.

The Commission intends to set aside up to 5% of the funds in the statewide competitive ~~program~~ **component** and in the ~~rural and small urban~~ **and rural program component** for funding active transportation plans in ~~communities~~ **predominantly disadvantaged communities**. A large MPO, in administering its portion of the program, may make up to 5% of its funding available for active transportation plans in disadvantaged communities within the MPO boundaries.

The first priority for the funding of ~~active transportation~~ plans will be for cities, counties, county transportation commissions, regional transportation planning agencies, MPOs, school districts, or transit districts that have neither a bicycle plan, a pedestrian plan, a safe routes to schools plan, nor an active transportation plan. The second priority for the funding of active transportation plans will be for cities, counties, county transportation commissions, regional transportation planning agencies, or MPOs that have a bicycle plan or a pedestrian plan but not both.

Applications for plans may not be combined with applications for infrastructure or other non-infrastructure projects.

8. Reimbursement

The Active Transportation Program is a reimbursement program for **eligible** costs incurred. Reimbursement is requested through the invoice process detailed in Chapter 5, Accounting/Invoices, Local Assistance Procedures Manual. Costs incurred prior to Commission allocation and, for federally funded projects, Federal Highway Administration project approval (i.e. Authorization to Proceed) are not eligible for reimbursement.

III. Eligibility

9. Eligible Applicants

The applicant **and/or implementing agency** for Active Transportation Program funds assumes responsibility and accountability for the use and expenditure of program funds. Applicants **and/or implementing agencies** must be able to comply with all the federal and state laws, regulations, policies and procedures required to enter into a Local Administering Agency-State Master Agreement (Master Agreement). Refer to Chapter 4, Agreements, of the Local Assistance Procedures Manual for guidance and procedures on Master Agreements. The following entities, within the State of California, are eligible to apply for Active Transportation Program funds:

- Local, Regional or State Agencies- Examples include city, county, MPO*, and Regional Transportation Planning Agency.
- Caltrans*
- Transit Agencies - Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Natural Resources or Public Land Agencies - Federal, Tribal, State, or local agency responsible for natural resources or public land administration Examples include:
 - State or local park or forest agencies
 - State or local fish and game or wildlife agencies
 - Department of the Interior Land Management Agencies
 - U.S. Forest Service
- Public schools or School districts.
- Tribal Governments - Federally-recognized Native American Tribes.
- Private nonprofit tax-exempt organizations may apply for projects eligible for Recreational Trail Program funds recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors to trails. Projects must benefit the general public, and not only a private entity.
- Any other entity with responsibility for oversight of transportation or recreational trails that the Commission determines to be eligible.

For funding awarded to a tribal government, a fund transfer to the Bureau of Indian Affairs may be necessary. A tribal government may also partner with another eligible entity to apply if desired.

** Caltrans and MPOs, except for MPOs that are also regional transportation planning agencies, are not eligible project applicants for the federal Transportation Alternative Program funds appropriated to the Active Transportation Program. Therefore, funding awarded to projects submitted directly by Caltrans and MPOs are limited to other Active Transportation Program funds. Caltrans and MPOs may partner with an eligible entity to expand funding opportunities.*

10. Partnering With Implementing Agencies

Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. Entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project. If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (**e.g., letter of intent**) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

The implementing agency will be responsible and accountable for the use and expenditure of program funds.

11. Eligible Projects

All projects must be selected through a competitive process and must meet one or more of the program goals. Because the majority of funds in the Active Transportation Program are federal funds, most projects must be federal-aid eligible:

- **Infrastructure Projects:** Capital improvements that will further the goals of this program. This typically includes the ~~planning~~ **environmental**, design, **right-of-way**, and construction of facilities **phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete project study report (PSR) or PSR equivalent. The application may be considered a PSR equivalent if it defines and justifies the project scope, cost and schedule. Though the PSR or equivalent may focus on the project components proposed for programming, it must provide at least a preliminary estimate of costs for all components.**

A capital improvement that is required to receive other permit or development approval is not eligible for funding from the Active Transportation Program.

- **Plans:** The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan in a predominantly disadvantaged community.
- **Non-infrastructure Projects:** Education, encouragement, **and** enforcement, ~~and planning~~ activities that further the goals of this program. The Commission intends to focus funding for non-infrastructure projects on pilot and start-up projects that can demonstrate funding for ongoing efforts. The Active Transportation Program funds are not intended to fund ongoing program operations. Non-infrastructure projects are not limited to those benefiting school students.
- Infrastructure projects with non-infrastructure components.

A. Example Projects

Below is a list of projects considered generally eligible for Active Transportation Program funding. This list is not intended to be comprehensive; other types of projects that are not on this list may also be eligible if they further the goals of the program.

- Development of new bikeways and walkways that improve mobility, access, or safety for non-motorized users.
- Improvements to existing bikeways and walkways, which improve mobility, access, or safety for non-motorized users.
 - Elimination of hazardous conditions on existing bikeways and walkways.
 - Preventative maintenance of bikeways and walkways with the primary goal of extending the service life of the facility.
- Installation of traffic control devices to improve the safety of pedestrians and bicyclists.
- Safe Routes to School projects that improve the safety of children walking and bicycling to school, in accordance with Section 1404 of Public Law 109-59.
- Safe routes to transit projects, which will encourage transit by improving biking and walking routes to mass transportation facilities and school bus stops.
- Secure bicycle parking at employment centers, park and ride lots, rail and transit stations, and ferry docks and landings for the benefit of the public.
- Bicycle-carrying facilities on public transit, including rail and ferries.
- Establishment or expansion of a bike share program.
- Recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors to trails.
- Development of a **community wide** bike, pedestrian, safe routes to schools, or active transportation plan in a disadvantaged community.
- Education programs to increase bicycling and walking, and other non-infrastructure investments that demonstrate effectiveness in increasing active transportation, including but not limited to:
 - Development and implementation of bike-to-work or walk-to-work school day/month programs.
 - Conducting bicycle and/or pedestrian counts, walkability and/or bikeability assessments or audits, or pedestrian and/or bicycle safety analysis to inform plans and projects.
 - Conducting pedestrian and bicycle safety education programs.
 - Development and publishing of community walking and biking maps, including school route/travel plans.
 - Development and implementation of walking school bus or bike train programs.
 - Components of open streets events directly linked to the promotion of a new infrastructure project.

- Targeted enforcement activities around high pedestrian and/or bicycle injury and/or fatality locations (intersections or corridors). These activities cannot be general traffic enforcement but must be tied to improving pedestrian and bicyclist safety.
- School crossing guard training.
- School bicycle clinics.
- Development and implementation of programs and tools that maximize use of available and emerging technologies to implement the goals of the Active Transportation Program.

12. Minimum Request For Funds

In order to maximize the effectiveness of program funds and to encourage the aggregation of small projects into a comprehensive **bundling** of projects, the minimum request for Active Transportation Program funds that will be considered is \$250,000. This minimum does not apply to non-infrastructure projects, Safe Routes to Schools projects, and Recreational Trails projects.

MPOs, in administering a competitive selection process, may use a different minimum funding size. Use of a minimum project size greater than \$500,000 must be approved by the Commission prior to an MPO's call for projects.

13. Project Type Requirements

As discussed in the Funding Distribution section (above), State and Federal law segregate the Active Transportation Program into multiple, overlapping components. Below is an explanation of the requirements specific to these components.

B. Disadvantaged Communities

For a project to contribute toward the Disadvantaged Communities funding requirement, the project must clearly demonstrate a benefit to a community that meets any of the following criteria:

- The median household income is less than 80% of the statewide median based on the most current census tract level data from the American Community Survey. Data is available at:
<http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>
- An area identified as among the most disadvantaged 10% in the state according to latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores. Scores are available at
<http://oehha.ca.gov/ej/ces11.html>.
- At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at <http://www.cde.ca.gov/ds/sd/sd/files/sp.asp>. Applicants using this measure must indicate how the project benefits the school students in the project area or, for projects not directly benefiting school students, explain why this measure is representative of the larger community.

If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria, the applicant must submit for consideration a quantitative assessment of why the community should be considered disadvantaged.

MPOs, in administering a competitive selection process, may use different criteria for determining which projects benefit Disadvantaged Communities if the criteria are approved by the Commission prior to an MPO's call for projects.

C. Safe Routes To School Projects

For a project to contribute toward the Safe Routes to School funding requirement, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

D. Recreational Trails Projects

For trail projects that are primarily recreational to be eligible for Active Transportation Program funding, the projects must meet the federal requirements of the Recreational Trails Program as such projects may not be eligible for funding from other sources (http://www.fhwa.dot.gov/environment/recreational_trails/). Multi-purpose trails and paths that serve both recreational and transportation purposes are generally eligible in the Active Transportation Program, so long as they are consistent with one or more goals of the program.

E. Technical Assistance Resource Center

~~In 2009, the University of California, San Francisco was awarded federal Safe Routes to School funds to act as the Technical Assistance Resource Center for the purpose of building and supporting local regional Safe Routes School non-infrastructure projects.~~

Typical **Technical Assistance Resource** Center roles have included:

- Providing technical assistance and training to help agencies deliver existing and future projects and to strengthen community involvement in future projects including those in disadvantaged communities.
- Developing and providing educational materials to local communities by developing a community awareness kit, creating an enhanced Safe Routes to Schools website, and providing other educational tools and resources.
- Participating in and assisting with the Safe Routes to Schools Advisory Committee.
- Assisting with program evaluation.

~~The Commission intends to comply with the statutory requirement to fund a state technical assistance center by programming funds to the Department, who will administer contracts to expanding the existing Safe Routes to Schools Technical Assistance Resource Center interagency agreement to serve~~ **support all current and potential Active Transportation Program non-infrastructure projects applicants.**

F. Active Transportation Plan

A city, county, county transportation commission, regional transportation planning agency, MPO, school district, or transit district may prepare an active transportation plan. An active transportation plan prepared by a city or county may be integrated into the circulation element of its general plan or a separate plan which is compliant or will be brought into compliance with the

Complete Streets Act, Assembly Bill 1358 (Chapter 657, Statutes of 2008). An active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable:

- The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.
- The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.
- A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.
- A map and description of existing and proposed bicycle transportation facilities.
- A map and description of existing and proposed end-of-trip bicycle parking facilities.
- A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.
- A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.
- A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but are not limited to, rail and transit terminals, and ferry docks and landings.
- A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.
- A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.
- A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on accidents involving bicyclists and pedestrians.
- A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.
- A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.

- A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.
- A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.
- A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.
- A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.

A city, county, school district, or transit district that has prepared an active transportation plan may submit the plan to the county transportation commission or transportation planning agency for approval. The city, county, school district, or transit district may submit an approved plan to Caltrans in connection with an application for funds for active transportation facilities which will implement the plan.

Additional information related to active transportation plans can be found in the sections on Funding for Active Transportation Plans and Scoring Criteria.

IV. Project Selection Process

14. Project Application

Active Transportation Program project applications will be available at: www.dot.ca.gov/hq/LocalPrograms/atp/index.html.

A project application must include the signature of the Chief Executive Officer or other officer authorized by the applicant's governing board. Where the project is to be implemented by an agency other than the applicant, documentation of the agreement between the project applicant and implementing agency must be submitted with the project application. A project application must also include documentation of all other funds committed to the projects.

Project applications should be addressed or delivered to:

California Transportation Commission
Attention: **Laurel Janssen, Deputy Director**
1120 N Street
Room 2221, MS 52
Sacramento, CA 95814

Except for applications submitted through an optional MPO supplemental call for projects, the Commission will consider only projects for which five hard copies and one electronic copy (via cd or portable hard drive) of a complete application are received by ~~May 21, 2014~~ **the application deadline**. By the same date, an additional copy must also be sent to the Regional

Transportation Planning Agency or County Transportation Commission within which the project is located and to the MPO (a contact list can be found at www.dot.ca.gov/hq/tpp/offices/orip/).

15. Sequential Project Selection

All project applications, except for applications submitted through an optional MPO supplemental call for projects, must be submitted to **the Commission** for consideration in the statewide competition. The Commission will consider approval of a competitive grant only when it finds that the grant request meets the requirements of statute and that the project has a commitment of any supplementary funding needed for a full funding plan.

Projects not selected for programming in the statewide competition must be considered in the large MPO run competitions or the state run Small Urban or **and** Rural competitions.

A large urban MPO may elect to have a supplemental MPO specific call for projects. The projects received in this call must be considered along with those not selected through the statewide competition.

16. MPO Competitive Project Selection

As stated above, projects not selected for programming in the statewide competition must be considered by the MPOs in administering a competitive selection process.

An MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of disadvantaged communities as used by the Commission for the statewide competition may ~~defer~~ **delegate** its project selection to the Commission. An MPO ~~deferring~~ **delegating** its project selection to the Commission may not conduct a supplemental call for projects.

An MPO, with Commission approval, may use a different project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantaged communities for its competitive selection process. Use of a minimum project size of \$500,000 or less, or of a different match requirement than in the statewide competitive program does not require prior Commission approval. An MPO may also elect to have a supplemental MPO specific call for projects. The projects received in this call must be considered along with those not selected through the statewide competition.

In administering a competitive selection process, an MPO must use a multidisciplinary advisory group to assist in evaluating project applications. Following its competitive selection process, an MPO must submit its programming recommendations to the Commission along with a list of the members of its multidisciplinary advisory group. If the MPO submitted a project application and that project is recommended for programming, the MPO must explain how its evaluation process resulted in an unbiased evaluation of projects.

17. Screening Criteria

Demonstrated needs of the applicant: A project that is already fully funded will not be considered for funding in the Active Transportation Program. ~~The Commission will make an exception to this policy by allowing the supplanting of federal funds on a project for the 2014 Active Transportation Program.~~

Consistency with a regional transportation plan: All projects submitted must be consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080.

18. Scoring Criteria

Proposed projects will be ~~rated~~ **scored** and ranked on the basis of applicant responses to the below criteria. Project programming recommendations may not be based strictly on the rating criteria given the various components of the Active Transportation Program and requirements of the various fund sources.

- Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; and including increasing and improving connectivity and mobility of non-motorized users. (0 to 30 points)
- Potential for reducing the number and/or rate of pedestrian and bicyclist fatalities and injuries, including the identification of safety hazards for pedestrians and bicyclists. (0 to 25 points)
- Public participation and Planning. (0 to 15 points)

Identification of the community-based public participation process that culminated in the project proposal, which may include noticed meetings and consultation with local stakeholders. Project applicants must clearly articulate how the local participation process resulted in the identification and prioritization of the proposed project.

For projects costing \$1 million or more, an emphasis will be placed on projects that are prioritized in an adopted city or county bicycle transportation plan, pursuant to Section 891.2, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, or circulation element of a general plan that incorporated elements of an active transportation plan. In future funding cycles, the Commission expects to make consistency with an approved active transportation plan a requirement for large projects.

- Cost-effectiveness. (0 to 10 points)

Applicants must:

- Discuss the relative costs and benefits of the range of alternatives considered.
- **Using the Caltrans benefit/cost model**, quantify the safety and mobility benefit in relationship to both the total project cost and the funds provided.

~~(link) Caltrans must develop a benefit/cost model for infrastructure and non-infrastructure active transportation projects in order to improve information available to decision makers at the state and MPO level in future programming cycles by September 30, 2014.~~

- Improved public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma or other health issues. (0 to 10 points)
- Benefit to disadvantaged communities. (0 to 10 points)
- Use of the California Conservation Corps or a qualified community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141.

Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate. (0 or to -5 points)

The California Conservation Corps can be contacted at ccc.ca.gov. Community conservation corps can be contacted at californialocalconservationcorps.org.

Direct contracting with the California Conservation Corps or a qualified community conservation corps without bidding is permissible provided that the implementing agency demonstrates cost effectiveness per 23 CFR 635.204 and obtains approval from Caltrans. A copy of the agreement between the implementing agency and the proposed conservation corps must be included in the project application as supporting documentation.

- Applicant's performance on past grants. This may include project delivery, project benefits (anticipated v. actual), and use of the California Conservation Corps or qualified community conservation corps (planned v. actual). Applications from agencies with documented poor performance records on past grants may be excluded from competing or may be penalized in scoring. (0 or to -10 points)

19. Project Evaluation Committee

Commission staff will form a multidisciplinary Project Evaluation Committee to assist in evaluating project applications. In forming the Project Evaluation Committee, staff will seek participants with expertise in bicycling and pedestrian transportation, including Safe Routes to Schools type projects, and in projects benefiting disadvantaged communities, and will seek geographically balanced representation from state agencies, large MPOs, regional transportation planning agencies, local jurisdictions in small urban and rural areas, and non-governmental organizations. Priority for participation in the evaluation committee will be given to those who do not represent a project applicant, or will not benefit from projects submitted by others.

In reviewing and selecting projects to be funded with federal Recreational Trails program funds, the Commission **and/or Caltrans** staff will collaborate with the Department of Parks and Recreation to evaluate proposed projects.

MPOs, in administering a competitive selection process, must use a multidisciplinary advisory group, similar to the aforementioned Project Evaluation Committee, to assist in evaluating project applications.

V. Programming

Following at least one public hearing, the Commission will adopt a program of projects for the Active Transportation Program, by April 1 of each odd numbered year. The Active Transportation Program must be developed consistent with the fund estimate and the amount programmed in each fiscal year must not exceed the amount identified in the fund estimate.

The program of projects for each fiscal year will include, for each project, the amount to be funded from the Active Transportation Program, and the estimated total cost of the project. Project costs in the Active Transportation Program will include all project support costs and all project listings will specify costs for each of the following components: (1) completion of all permits and environmental studies; (2) preparation of plans, specifications, and estimates; (3)

right-of-way capital outlay and support ~~(4) support for right-of-way acquisition;~~ and (4) construction capital outlay and support; ~~and (6) construction management and engineering, including surveys and inspection.~~ The cost of each project component will be listed in the Active Transportation Program no earlier than in the fiscal year in which the particular project component can be implemented.

When proposing to fund only preconstruction components for a project, the applicant must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the regional transportation plan or the Caltrans interregional transportation strategic plan.

When project design, right-of-way or construction are programmed before the implementing agency completes the environmental process, updated cost estimates, updated analysis of the project's cost effectiveness, and updated analysis of the project's ability to further the goals of the program must be submitted to the Commission following completion of the environmental process. If this updated information indicates that a project is expected to accomplish fewer benefits or is less cost effective as compared with the initial project application, future funding for the project may be deleted from the program. For the MPO selected competitions, this information must be submitted to the MPO. It is the responsibility of the MPO to recommend that the project be deleted from the program if warranted.

The Commission will program and allocate funding to projects in whole thousands of dollars and will include a project only if it is fully funded from a combination of Active Transportation Program and other committed funding. The Commission will regard funds as committed when they are programmed by the Commission or when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, and federal formula transit funds, the commitment may be by Federal approval of the Federal Statewide Transportation Improvement Program. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

If the program of projects adopted by the Commission does not program the full capacity identified in the fund estimate for a given fiscal year, the balance will remain available to advance programmed projects. Subject to the availability of federal funds, a balance not programmed in one fiscal year will carry over and be available for projects in the following fiscal year.

The intent of the Commission is to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest project may be designated, at the time of programming, for state-only funding.

VI. Allocations

The Commission will consider the allocation of funds for a project when it receives an allocation request and recommendation from Caltrans in the same manner as for the STIP (see section 64 of the STIP guidelines). The recommendation will include a determination of project readiness, the availability of appropriated funding, and the availability of all identified and committed supplementary funding.

Where the project is to be implemented by an agency other than the applicant, the allocation request must include a copy of the Memorandum of Understanding or Interagency Agreement between the project applicant and implementing agency.

The Commission will approve the allocation if the funds are available and the allocation is necessary to implement the project as included in the adopted Active Transportation Program.

In order to ensure the timely use of all program funds, the Commission will, in the last quarter of the fiscal year, allocate funds to projects programmed in a future fiscal year on a first-come, first served basis. If there are insufficient funds, the Commission may delay the allocation of funds to a project until the next fiscal year without requiring an extension. Should requests for allocations exceed available capacity, the Commission will give priority to projects programmed in the current-year.

Allocation requests for a project in the MPO selected portion of the program must include a recommendation by the MPO.

In compliance with Section 21150 of the Public Resources Code, the Commission will not allocate funds for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act. As a matter of policy, the Commission will not allocate funds for design, right-of-way, or construction of a federally funded project prior to documentation of environmental clearance under the National Environmental Policy Act. Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of National Environmental Policy Act review.

In the case of a non-infrastructure project, the agency must provide documentation of environmental clearance, or that CEQA and/or NEPA is not applicable to the project, prior to allocation.

If an implementing agency requests an allocation of funds in an amount that is less than the amount programmed, the balance of the programmed amount may be allocated to a programmed project advanced from a future fiscal year. An MPO, in administering its competitive portion of the Active Transportation Program, must determine which projects to advance and make that recommendation to the Commission. Unallocated funds in one fiscal year will carry over and be available for projects in the following fiscal year.

A local agency may expend an amount allocated for environmental, design, right of way, or construction for another project component, provided that the total expenditure shifted to a component in this way is not more than 20 percent of the amount actually allocated for either component. This means that the amount transferred by a local agency from one component to another may be no more than 20 percent of whichever of the components has received the smaller allocation from the Commission.

VII. Project Delivery

Active Transportation Program allocations must be requested in the fiscal year of project programming, and are valid for award for six months from the date of allocation unless the Commission approves an extension. Applicants may submit and the Commission will evaluate extension requests in the same manner as for STIP projects (see section 66 of the STIP guidelines) except that extension to the period for project allocation and for project award will be limited to twelve months. Extension requests for a project in the MPO selected portion of the

program must include a recommendation by the MPO, consistent with the preceding requirements.

If there are insufficient funds, the Commission may delay the allocation of funds to a project until the next fiscal year without requiring an extension.

Whenever programmed funds are not allocated within the fiscal year they programmed or within the time allowed by an approved extension, the project will be deleted from the Active Transportation Program. Funds available following the deletion of a project may be allocated to a programmed project advanced from a future fiscal year. An MPO, in administering its competitive portion of the Active Transportation Program, must determine which projects to advance and make that recommendation to the Commission. Unallocated funds in one fiscal year will carry over and be available for projects in the following fiscal year.

The implementing agency must enter into a cooperative agreement with Caltrans and, if the project is federally funded, obligate the federal funds within six months.

Funds allocated for project development or right of way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. After the award of a contract, the implementing agency has up to 36 months to complete (accept) the contract. At the time of fund allocation, the Commission may extend the deadline for completion of work and the liquidation of funds if necessary to accommodate the proposed expenditure plan for the project. The implementing agency has six months after contract acceptance to make the final payment to the contractor or vendor, prepare the Final Report of Expenditures and submit the final invoice to Caltrans for reimbursement.

It is incumbent upon the implementing agency to develop accurate project cost estimates. If the amount of a contract award is less than the amount allocated, or if the final cost of a component is less than the amount awarded, the savings generated will not be available for future programming.

Caltrans will track the delivery of Active Transportation Program projects and submit to the Commission a semiannual report showing the delivery of each project phase.

20. Federal Requirements

Unless programmed for state-only funding, project applicants must comply with the provisions of Title 23 of the U.S. Code of Federal Regulations and with the processes and procedures contained in the Caltrans Local Assistance Procedures Manual and the Master Agreement with Caltrans. Below are examples of federal requirements that must be met when administering Active Transportation Program projects.

- National Environmental Policy Act (NEPA) compliance and documentation is required on all projects. Refer to Chapter 6, Environmental Procedures, of the Local Assistance Procedures Manual for guidance and procedures on complying with NEPA and other federal environmentally related laws.
- Project applicants may not proceed with the final design of a project or request "Authorization to proceed with Right-of-Way" or "Authorization to proceed with Construction" until Caltrans has signed a Categorical Exclusion, a Finding of No Significant Impact, or a Record of Decision. Failure to follow this requirement will make the project ineligible for federal reimbursement.

- If the project requires the purchase of right of way (the acquisition of real property), the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 apply. For more information, refer to Chapter 13, Right of Way, of the Local Assistance Procedures Manual.
- If the project applicant requires the consultation services of architects, landscape architects, land surveyors, or engineers, the procedures in the Chapter 10, Consultant Selection, of the Local Assistance Procedures Manual must be followed.
- Contract documents are required to incorporate applicable federal requirements such as Davis Bacon wage rates, competitive bidding, Disadvantaged Business Enterprises/Equal Employment Opportunity provisions, etc. For more information, refer to Chapter 9, Civil Rights and Disadvantaged Business Enterprises, and Chapter 12, Plans, Specifications & Estimate, of the Local Assistance Procedures Manual
- Failure to comply with federal requirements may result in the repayment to the State of Active Transportation Program funds.

21. Design Standards

Streets and Highways Code Section 891 requires that all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted utilize all minimum safety design criteria established by Caltrans. Chapter 11, Design Standards, of the Caltrans Local Assistance Procedures Manual describes statewide design standards, specifications, procedures, guides, and references that are acceptable in the geometric, drainage, and structural design of Local Assistance projects. The chapter also describes design exception approval procedures, including the delegation of design exception approval authority to the City and County Public Works Directors for projects not on the state highway system. These standards and procedures, including the exception approval process, must be used for all Active Transportation Program projects.

For capital projects off the state highway system, the project applicant will be responsible for the ongoing operations and maintenance of the facility. If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

All facilities constructed using Active Transportation Program funds cannot revert to a non-Active Transportation Program use for a minimum of 20 years or its actual useful life as documented in the project application, whichever is less, without approval of the Commission.

22. Project Inactivity

Once funds for a project are encumbered, project applicants are expected to invoice on a regular basis (for federal funds, see 23 CFR 630.106 and the Caltrans' Inactive Obligation Policy). Failure to do so will result in the project being deemed "inactive" and subject to deobligation if proper justification is not provided.

23. Project Reporting

As a condition of the project allocation, the Commission will require the implementing agency to submit semi-annual reports on the activities and progress made toward implementation of the

project and a final delivery report. An agency implementing a project in the MPO selected portion of the program must also submit copies of its semi-annual reports and of its final delivery report to the MPO. The purpose of the reports is to ensure that the project is executed in a timely fashion and is within the scope and budget identified when the decision was made to fund the project.

Within one year of the project becoming operable, the implementing agency must provide a final delivery report to the Commission which includes:

- The scope of the completed project as compared to the programmed project.
- Before and after photos documenting the project.
- The final costs as compared to the approved project budget.
- Its duration as compared to the project schedule in the project application.
- Performance outcomes derived from the project as compared to those described in the project application. This should include before and after pedestrian and/or bicycle counts, and an explanation of the methodology for conduction counts.
- Actual use of the California Conservation Corps or qualified community conservation corps as compared to the use **described** in the project application.

Please note that the final delivery report required by this section is in addition to the aforementioned Final Report of Expenditures.

For the purpose of this section, a project becomes operable when the construction contract is accepted or acquired equipment is received, or in the case of non-infrastructure activities, when the activities are complete.

Caltrans must audit a sample of Active Transportation Program projects to evaluate the performance of the project, determine whether project costs incurred and reimbursed are in compliance with the executed project agreement or approved amendments thereof; state and federal laws and regulations; contract provisions; and Commission guidelines, and whether project deliverables (outputs) and outcomes are consistent with the project scope, schedule and benefits described in the executed project agreement or approved amendments thereof. A report on the projects audited must be submitted to the Commission annually.

VIII. Roles And Responsibilities

24. California Transportation Commission (Commission)

The Commission responsibilities include:

- Adopt guidelines and policies for the Active Transportation Program.
- Adopt Active Transportation Program Fund Estimate.
- **Solicit project applications.**
- Evaluate projects, including ~~the~~ **forming and facilitating** of the Project Evaluation Committee.

- **Recommend and** adopt a program of projects, including:
 - The statewide **component** of the Active Transportation Program,
 - The small urban & rural **component** of the Active Transportation Program, and
 - The MPO selected **component** of the program based on the recommendations of the MPOs.
 - Ensure that at least 25% of the funds benefit disadvantaged communities.
- **Post recommendations and final adopted list of approved projects on the Commission's website.**
- Allocate funds to projects.
- Evaluate and report to the legislature.

25. California Department of Transportation (Caltrans)

Caltrans has the primary responsibility for the administration of the **adopted** Active Transportation Program. Responsibilities include:

- Provide statewide program and procedural guidance (i.e. provide project evaluation of materials and instructions), conduct outreach through various networks such as, but not limited to, the Active Transportation Program website, and at conferences, meetings, or workgroups.
- Provide program training.
- ~~Solicit project applications for the program.~~
- ~~Facilitate the Project Evaluation Committee.~~ **Evaluate projects.**
- Perform eligibility **and deliverability** reviews of Active Transportation Program projects **and inform the Commission of any identified issues.**
- ~~Evaluate, score, and rank applications.~~
- ~~Recommend projects to the Commission for programming and allocation.~~
- Notify **successful** applicants of the results **their next steps** after each call for projects.
- Track and report on project implementation.
- **Recommend project allocations (including funding type) to the Commission.**
- Audit a selection of projects
- Serve as the main point of contact in project implementation, including the technical assistance resource center. ~~after notifying successful applicants of project award.~~

26. Metropolitan Planning Organizations (MPOs) With Large Urbanized Areas

MPOs with large urbanized areas are responsible for overseeing a competitive project selection process in accordance with these guidelines. The responsibilities include:

- Ensure that at least 25% of the funds in each MPO must benefit disadvantaged communities.

- If using different project selection criteria or weighting, minimum project size **greater than \$500,000**, match requirement, or definition of disadvantaged communities for its competitive selection process, the MPO must obtain Commission approval prior to the MPO's call for projects. ~~Use of a minimum project size of \$500,000 or less, or of a different match requirement than in the statewide competitive program does not require prior Commission approval.~~
- If electing to have a supplemental MPO specific call for projects, the projects within the MPO boundaries that were not selected through the statewide competition must be considered along with those received in the supplemental call for projects. An MPO must notify the Commission of their intent to have a supplemental call no later than ~~May 21, 2014~~ **the application deadline**.
- In administering a competitive selection process, an MPO must use a multidisciplinary advisory group to assist in evaluating project applications.
- In administering a competitive selection process, an MPO must explain how the projects recommended for programming by the MPO include a broad spectrum of projects to benefit pedestrians and bicyclists. The explanation must include a discussion of how the recommended projects benefit students walking and cycling to school.
- An MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of disadvantaged communities as used by the Commission for the statewide competition may ~~defer~~ **delegate** project selection to the Commission. An MPO ~~deferring~~ **delegating** its project selection to the Commission must notify the Commission ~~by May 21, 2014~~ **the application deadline**, and may not conduct a supplemental call for projects.
- ~~Approve amendments to the MPO selected portion of the program prior to Commission approval.~~
- Recommend allocation requests for a project in the MPO selected portion of the program.
- Determine which projects to advance and make that recommendation to the Commission.
- Submit an annual assessment of its portion of the program in terms of its effectiveness in achieving the goals of the Active Transportation Program.

In addition, the following statutory requirements apply specifically to the Southern California Association of Governments (SCAG):

- SCAG must consult with county transportation commissions, the Commission, and Caltrans in the development of competitive project selection criteria. The criteria should include consideration of geographic equity, consistent with program objectives.
- SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located.
- SCAG must obtain concurrence from the county transportation commissions.

27. Regional Transportation Planning Agencies (RTPAs) Outside An MPO With Large Urbanized Areas And An MPO Without Large Urbanized Areas

These Regional Transportation Planning Agencies and MPOs may make recommendations or provide input to the Commission regarding the projects within their boundaries that are applying for Active Transportation Program funding.

28. Project Applicant

Project applicants nominate Active Transportation Program projects for funding consideration. If awarded Active Transportation Program funding ~~for a submitted project~~, the project applicant (or partnering implementing agency if applicable) has contractual responsibility for carrying out the project to completion and complying with reporting requirements in accordance with federal, state, and local laws and regulations, and these guidelines.

For **infrastructure** ~~capital~~ projects off the state highway system, the project applicant will be responsible for the ongoing operations and maintenance of the facility. If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

IX. Program Evaluation

The Active Transportation Program will be evaluated for its effectiveness in increasing the use of active modes of transportation in California. Applicants that receive funding for a project must collect and submit data to Caltrans as described in the "Project Reporting" section.

~~By December 31, 2014, the Commission will post on its website information about the initial program of projects, including a list of all projects programmed and allocated in each portion of the program, by region, and by project type, along with information on grants awarded to disadvantaged communities.~~

~~After 2014,~~ The Commission will include in its annual report to the Legislature a discussion on the effectiveness of the program in terms of planned and achieved improvement in mobility and safety and timely use of funds, and will include a summary of its activities relative to the administration of the Active Transportation Program including:

- Projects programmed,
- Projects allocated,
- Projects completed to date by project type,
- Projects completed to date by geographic distribution,
- Projects completed to date by benefit to disadvantaged communities, and
- Projects completed to date with the California Conservation Corps or qualified community conservation corps.



ACTIVE TRANSPORTATION PROGRAM

CYCLE 2

PROJECT APPLICATION

PROJECT NAME

--

APPLICANT (Agency name, address and zip code)

--

APPLICANT CONTACT (Name, title, e-mail, phone #)

--

APPLICANT CONTACT (Address & zip code)

--

CO-APPLICANT (if applicable) (Agency name, address and zip code)

--

CO- APPLICANT CONTACT (Name, title, e-mail, phone #)

--

CO-APPLICANT CONTACT (Address & zip code)

--

If the project has more than one co-applicant; attach the remaining co-applicant information on a separate page

PARTNER 1 NAME (if applicable)

--

PARTNER 2 NAME (if applicable)

--

PARTNER 3 NAME (if applicable)

--

DO NOT FILL IN-For Caltrans use only: ___ RTP ___ SRTS ___ SRTS-NI ___ Plan Project # _____
--



GENERAL INFORMATION

PROJECT DESCRIPTION

PROJECT LOCATION

Congressional District: _____

Caltrans District: _____

County: _____

MPO/RTPA: _____

If Small Urban and Rural, indicate Caltrans as MPO

MPO UZA Population: _____

>200k or <200k but >5k or <5k

Project Coordinates: (latitude/longitude in decimal format) lat. _____/long. _____

PROJECT FUNDING (in 1000s)

ATP funds being requested this Cycle: \$ _____

Matching funds (11.47% min.) (if applicable): \$ _____

Matching funds are not required for SRTS projects, NI projects or projects benefitting Disadvantaged Communities.

Other project funds: \$ _____

TOTAL PROJECT FUNDS: \$ _____

MASTER AGREEMENTS (MAs):

Does applicant currently have a MA with Caltrans? (Y/N)* _____

Applicant/Co-applicant Federal Caltrans MA number? _____

Applicant/Co-applicant State Caltrans MA number? _____

*If the applicant does not currently have a MA with Caltrans, the applicant must be able to meet the requirements and enter in MA with Caltrans prior to funds allocation.



GENERAL INFORMATION (cont.)

PROJECT TYPE

% of project that is infrastructure: _____
% of project that is non-infrastructure: _____

PROJECT SUB-TYPE

- _____ Bicycle
- _____ Pedestrian
- _____ Bicycle and Pedestrian
- _____ Development of Plan in Disadvantaged Community **ONLY** (check all that apply)
 - _____ Bicycle Plan
 - _____ Pedestrian Plan
 - _____ Active Transportation Plan
 - _____ Safe Routes to School Plan

Indicated any of the following plans that your agency currently has:

- _____ Bicycle Plan
- _____ Pedestrian Plan
- _____ Active Transportation Plan
- _____ Safe Routes to School Plan

_____ **Safe Routes to School** (provide the information below**)

School name: _____
 School address: _____
 District name: _____
 District address: _____
 Co.-Dist.-School Code: _____
 Total student enrollment: _____
 % of students that currently walk or bike to school% _____
 Approx. # of students living along route proposed for improvement: _____
 Project distance from school (k-8) _____

**If the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

_____ **Recreational Trails**

For trail projects that are primarily recreational to be eligible for Active Transportation Program funding, the projects must meet the federal requirements of the Recreational Trails Program found at: http://www.fhwa.dot.gov/environment/recreational_trails/.

Recreational Trails project applicants must submit additional information to the California Department of Parks and Recreation (Parks) for eligibility determination prior to submittal.

Submit the following information:

- Project Name
- Project Scope
- Location Map
- Cost Estimate
- Photos

To: California Department of Parks and Recreation
Attention: Richard Rendón
Office of Grants and Local Services
1416 9th Street
Sacramento, CA 95814



PROJECT STATUS

Describe the current status of the following project components: (If work on project has not yet begun, please indicate so below)

Environmental Clearance-CEQA/NEPA:

R/W Clearance:

Design:

Permits:



SIGNATURE PAGE

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge. (All applications must be signed by the CEO or other officer authorized by the applicant's governing board).

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in this Infrastructure application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list. (For SRTS projects only)

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

Caltrans District Traffic Operations Office Approval*

If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached () or the signature of the traffic personnel be secured below. This signature does not imply approval of the project. This signature is an acknowledgement that District staff is aware of the proposed project; and upon initial review, the project appears to be acceptable.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>



PROJECT PROGRAMMING REQUEST (PPR)

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at <http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm>

Notes:

- The PPR's fiscal year begins July 1.
- Fund No. 1 must represent ATP funding being requested for program years 2015/2016 through 18/19 only.
- If "future" ATP funds will be requested, enter that information in the Fund No. 2 area.
- Non-infrastructure project funding must be identified as Con and indicated as "Non-infrastructure" in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.
- The PPR is comprised of two (2) Excel Tabs:
 - A "Project Info" tab or General Information and Milestone page, and
 - A "Funding" tab.**-Both tabs must be filled in and submitted with the ATP application.**

All Federally funded Construction projects require a right of way certification and environmental certification. Therefore, N/A is not an appropriate response for these milestones. If you are unsure about the amount of time Caltrans will take to issue these documents, you should contact your DLAE.



PROJECT ESTIMATE

Infrastructure Projects:

A detailed Engineer's Estimate is REQUIRED for all Infrastructure projects

- Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
- Must identify all items that ATP will be funding
- Contingency is limited to 10% of funds being requested
- Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal

Non-Infrastructure Projects:

A detailed Non-Infrastructure Estimate is REQUIRED for all Non-Infrastructure projects or Infrastructure projects with non-infrastructure components.

- Schedule of with start and end times and deliverables
- Detailed estimate
- Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
-

Plans:

No estimate needed

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ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- Exhibit 22-F “Request for State-Only ATP Funding” (if State-only funds are being requested)**
If you want to request State funding only for your project, you must include this form in your application. The Commission will be determine projects with State funds only at time of program adoption.
- Vicinity/Location Map- REQUIRED for all Infrastructure projects and Plan applications**
 - *North Arrow*
 - *Label street names and highway route numbers*
 - *Scale*
- Photos and/or Video of Existing Location- REQUIRED for all Infrastructure projects**
 - *Minimum of one labeled color photo of the existing project location*
 - *Minimum photo size 3 x 5 inches*
 - *Optional video and/or time-lapse*
- Preliminary Plans- REQUIRED for all Infrastructure (pre-construction phase) projects**
 - *Must include a north arrow*
 - *Label the scale of the drawing*
 - *Layout sheet(s) depicting the complete length of the project & improvements*
 - *A Typical Cross section with property or right-of-way lines*
 - *Label street names, highway route numbers and easements*
- Final Plans- Required for “Shovel Ready” or Con only Infrastructure projects**
See Prelim Plan requirements
- Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility**
A copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.
- Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))**
- Digital** copy (only) of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
- Documentation of the public participation process (required)**
- Letter of Support from impacted school- when the school isn’t the applicant or partner on the application (required)**



SCREENING CRITERIA

1. Demonstrated needs of the applicant.

Applicant must explain the need for ATP funds for this project, i.e., no other funding available or a high risk situation exists that needs immediate action.

If the project fully funded prior to ATP funding award then project is not eligible to compete for ATP funding. Subvention of funds is not permitted.

2. Consistency with Regional Plan.

All projects submitted must be consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080.

Applicant must provide that portion of RTP showing that proposed project is consistent. Projects not providing proof will not be evaluated.

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NARRATIVE QUESTIONS

QUESTION #1

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-25 POINTS)

- A. Describe how your project will achieve the following upon completion:
- Encourage increased biking and walking amongst all users. (5 points max.)
 - Encourage increased biking and walking amongst students. (2 points max.)
 - Increase the comfort level amongst non-motorized users. (3 points max.)

Be specific when describing how each element of your project/plan will contribute to the encouragement of users to walk and bike. It is imperative to describe how the comfort level will be increased amongst potential users.

- B. Describe the following:
- Current and projected types of users. (2 points max.)

This includes students, commuters, recreational users, senior citizens, etc.

- Current number of users. (2 points max.)

Quantify how many bicyclists and pedestrians currently use the project/plan area/corridor. Recent bicycle and pedestrian counts collected in the field are preferred. Include data source, date collection methods, and year of data collection.

- Estimated number user upon project completion. (2 points max.)

Must include methodology for estimated

Discuss how many bicyclists and pedestrians are expected to use the project/plan area/corridor after construction. Describe methodology for determining future use. Stated preference surveys, estimates based on before-after data from comparable local projects, and other project-specific estimates are preferred.

The U.S. Census American Community Survey has information on mode share to work. The website is: <https://www.census.gov/acs/www/>



NARRATIVE QUESTIONS (cont.)

QUESTION #1 (cont.)

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-25 POINTS)

-Data collection methods for number of users before and after project completion. (2 points max.)

Project/Plan should have existing count data and a defensible methodology for estimating future use, and plans for counting post completion use of the project.

The Federal Highway Administration (FHWA) 2013 Traffic Monitoring Guide has details on bicycle and pedestrian count methodologies listed at: http://www.fhwa.dot.gov/policyinformation/tmqguide/tmq_2013/traffic-monitoring-for-non-motorized.cfm

C. Describe how the project/plan creates or improves (or addresses for plans) walking and/or bicycling routes connection to one or more of the following destinations:

- School or school facility.
- Transit facility.
- Community center.
- Employment center.
- State or national trail system.
- Points of interest.
- Other destinations.

(1 point for each destination-4 points max.)

List the destinations that will be served by this project/plan, and provide measure of size for each destination (e.g. # employees, # transit routes/riders, etc.)

Include a map showing the project, activity centers, and existing and near-term proposed bicycle/pedestrian infrastructure within ½ to 1 mile walking/biking distance of project area.

D. Describe how the project removes a barrier to mobility and/or closes a gap in the non-motorized facility. Must include the following:

- Description of the existing barrier or gap (1 point max.)
- How the barrier or gap discourages biking or walking (1 point max.)
- How barrier or gap will be effectively addressed upon project completion (1 points max.)



NARRATIVE QUESTIONS (cont.)

QUESTION #2

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-30 POINTS)

- A. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)

Describe how the project, plan, or program will address bicyclist and pedestrian injuries and fatalities, citing collision statistics, police reports, academic research, or other data. Use data within 2 miles of the project location.

If the facility is new, or so dangerous that there isn't any data available, select a parallel or similar facility and compare the accident data from that location. You must describe how the locations are similar. Provide photos of the location and a detail as to why there is no data available.

Specific counts must be provided in an easily understood format. Accident/incident descriptions, date of accident/incident, severity of injuries and victim type (pedestrian/bicyclist) must be provided, at a minimum.

Some possible sources for safety data can be found at:

Statewide Integrated Traffic Record System (SWITERS):
<http://iswitrs.chp.ca.gov/Reports/jsp/userLogin.jsp>

UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS):
<http://tims.berkeley.edu/>

- B. Describe how the project will remedy potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. For a plan, describe how the plan will address potential hazards that contribute to pedestrian and/bicyclist injuries or fatalities. (10 points max.)

Describe each hazard and how each hazard was identified. Describe how the project/plan will address each hazard

Projects should include countermeasures to address specific collision types occurring at the location. Plans and programs should address a) specific types of collisions reported in the plan/program location and/or b) common types of collisions identified through academic research.

The Metropolitan Transportation Commission has a list of crash types and countermeasures in their Safety Toolbox which may be helpful. It can be found at:

<http://mtc.ca.gov/planning/bicyclespedestrians/safety/physical-crash.htm>

For NI projects, how will the project educate pedestrians and bicyclists of safety hazards?



NARRATIVE QUESTIONS (cont.)

QUESTION #2 (cont.)

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-30 POINTS)

C. Describe if/how your project will achieve each of the following:

- Reduces speed or volume of motor vehicles.
- Improves sight distance and visibility.
- Improves compliance with local traffic laws.
- Eliminates behaviors that lead to collisions or accidents.
- Eliminates behaviors that lead to collisions or accidents.
- Addresses inadequate or unsafe bicycle facilities, trails, crosswalks or sidewalks.

You must give specific examples of the existing issue and explain how the project will address each. Points will not be given if you simply state that the project will address each and do not present examples or details.

(2 point for each destination-10 points max.)



NARRATIVE QUESTIONS (cont.)

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

A. Describe the community based public participation process that culminated in the project proposal or will be utilized as part of the development of a plan. Include details on the following:

-Describe how the community outreach was conducted or will be for a plan. (3 points max.)

Describe how the community was involved in development of the project/plan/program and how the community's expressed needs are reflected in the project proposal.

-Identify stakeholders, advocacy groups, and community leaders that were consulted. (3 points max.)

List community groups, elected officials, advocacy groups, and underserved communities that were involved in project development. Consideration will be given as to the size of the community and how meetings were conducted and accessible to community members.

List the public agencies involved with project/plan/program development, and describe how each was involved (i.e. Caltrans, law enforcement, public health agencies, transit agencies, schools, school districts, local jurisdictions, CMA's, MPO's).

-If in a DAC, describe additional efforts were made to engage the community. (1 point max.)

Applicant must describe details of engagement with DACs such as interpreters, door to door, radio spots, etc.

For planning projects, the applicant should describe the methodology they plan to utilize to reach the residents in the project area, including participation of disadvantaged community members impacted by the project.

-Describe public meetings/ open houses/ community meetings that were or will be conducted. (2 points max.)

- o How many? What type? (attach supporting documentation)

Attach any applicable meeting minutes, links to websites, public service announcements or Face book pages.

-Provide support letters for the project. (1 point max.)

Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)



NARRATIVE QUESTIONS (cont.)

QUESTION #3 (cont.)

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

- B. Describe the feedback from the public participation process and how it was addressed, (or will be addressed for plans). (5 points max.)

Describe how projects/programs/plans were developed with community involvement and coordination with other agencies (if applicable) and describe how the community will continue to be engaged in the implementation of the project or program to ensure sustainability.

Discuss how participant feedback will be addressed.

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NARRATIVE QUESTIONS (cont.)

QUESTION #4

COST EFFECTIVENESS (0-10 POINTS)

- A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen. (5 points max.)

No Build is not an alternative.

Discuss how different width facilities or different materials, etc., were considered and eliminated or describe how this project was selected over a similar project in a different location.

- B. Using the Benefit/Cost Model provided by Caltrans, calculate the ratio of the benefits of the project relative to both the total project cost and funds requested. (5 points max.)

$$\left(\frac{\text{Benefit}}{\text{Total Project Cost}} \text{ and } \frac{\text{Benefit}}{\text{Funds Requested}} \right).$$

The B/C calculations will be reviewed for logic. Points will be awarded only if logic coincides with project benefits as presented in application.



NARRATIVE QUESTIONS (cont.)

QUESTION #5

IMPROVED PUBLIC HEALTH (0-10 points)

- A. Describe the health issues or high risk factors in the project area and how the project will address each of them. (5 point max.)

Describe such health issues as asthma, obesity, etc. and target populations and specify how the project can help to address these issues.

Nationwide or statewide health data will not be sufficient to receive points.

To estimate the health benefits from increasing cycling or walking, the World Health Organization (WHO) has developed a web based tool called the Health Economic Assessment Tool (HEAT) to monetize the benefits from active transportation projects.

<http://www.heatwalkingcycling.org/>

- B. Provide Local Health data and sources. (5 point max.)

*Applicant must describe how they coordinated with their **local** health department or health data sources to identify health data and risk factors in the area.*

Applicant should attached map, data, or references to academic articles.

Health data on the county level can be found at the California Health Interview Survey (CHIS) website (an account will need to be created to use the data). Once you have registered account information such as physical inactivity, walking for transportation and leisure, park use and health conditions can be queried.

<http://healthpolicy.ucla.edu/chis/Pages/default.aspx>



NARRATIVE QUESTIONS (cont.)

QUESTION #6

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

E. To receive disadvantaged community credit under the ATP, the project must be located within or benefit a disadvantaged community with meets at least two of the criterion below. (Answer all that apply)

- Median household income, by census tract for the community-(ies) benefited by the project:
\$ _____
 - Provide all census tract numbers.
 - Provide the median income for each census track listed
 - Provide the population for each census track listed

The median household income is less than 80% of the statewide median based on the most current census tract level data from the American Community Survey. Data is available at <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml> (Use the 5 year data for all areas). List all of the zip codes or census tracts that the project is in, or were used for this calculation.

- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: _____

An area identified as among the most disadvantaged 10% in the state according to latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores. Scores are available at <http://oehha.ca.gov/ej/ces11.html>.

- For Safe Routes to Schools projects only, percentage of students eligible for the Free or Reduced Price Meals Programs: _____ %

At least 75% of public school students in the project area are eligible to receive free or reduced price meals under the National School Lunch Program. Data is available at <http://www.cde.ca.gov/ds/sd/sd/filesesp.asp>. Applicants using this measure must indicate how the project benefits the school students in the project area or, for projects not directly benefiting school students, explain why this measure is representative of the larger community.

- Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.

If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria, the applicant must submit for consideration a quantitative assessment of why the community should be considered disadvantaged.



NARRATIVE QUESTIONS (cont.)

QUESTION #6 (cont.)

- F. Describe how the project demonstrates a clear benefit to a disadvantaged community. (5 points max.)

Describe what infrastructure, safety, or public health challenges and/or barriers are present within the disadvantaged community that contributes to the need for the project. You can refer to barriers highlighted in previous questions, but explain here how these challenges are particularly faced by the disadvantaged community.

Describe how the project will address these barriers and improve access to active transportation for the residents living in disadvantaged communities.

How will disadvantaged community residents have daily access to the project site or be targeted by the non-infrastructure program? Address any potential barriers to access if applicable, particularly for projects not located within the disadvantaged community, such as location of the disadvantaged community to the project site, physical barriers such as fencing, barricades, etc.,

-What percentage of the project funding will benefit that community, ____%. Describe the methodology when calculating this %. (5 points max.)

Discuss the percentage of the project that falls geographically within the disadvantaged community (if the project includes infrastructure) and estimate the proportion of funding that will be targeted for disadvantaged communities.

For Safe Routes to School projects discuss how the school students and community specifically benefit from the project.



NARRATIVE QUESTIONS (cont.)

QUESTION #7

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 to 5 points)

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

Project Description
Project Map
Project Schedule

Detailed Estimate
Preliminary Plan

The corps agencies can be contacted at:

California Conservation Corps at: www.ccc.ca.gov

Community Conservation Corps at: <http://callocalcorps.org>

- G. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N
- a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them
- H. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N
- a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them
- I. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N

Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate.

Follow the application instructions for submitting your project information to both corps.

The CALCC and CCC will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant need not attach any documentation from the CALCC or CCC to the application.

Applicants will not be penalized if either corps determines that they cannot participate in a project.



NARRATIVE QUESTIONS (cont.)

QUESTION #8

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

(0 to10 points x # of evaluators) For Caltrans District response only

Caltrans will score this question separately for all points. Evaluators will not score this question. Caltrans will review the applicant's performance on past grants and the deliverability on the project based on scope, estimate, schedule and eligibility of project.

DRAFT



January 8, 2015
TAC Agenda Item 7.4
Continued From: NEW
Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Planning Manager
(707) 259-5968 / Email: dschmitz@nctpa.net
SUBJECT: One Bay Area Grant (OBAG) Update

RECOMMENDATION

That the TAC receives the report on the OBAG Program.

EXECUTIVE SUMMARY

On December 17th the Metropolitan Transportation Commission (MTC) approved a fifth year of OBAG, extending the program through FY 2016-17, to accommodate for a program funding shortfall. The OBAG amendment approved by MTC also provided a time extension for jurisdictions to have their general plan circulation elements comply with the Complete Streets Act of 2008 and to update their housing elements with the most recent Regional Housing Need Allocation (RHNA) numbers. Jurisdictions are now required to have housing element certification by May 31, 2015 and have a general plan that is inclusive of Complete Streets Policies by January 31, 2016.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

MTC adopted the OBAG Program in May 2012. OBAG provides funding to regional programs and to the county congestion management agencies (CMAs) for local decision making that advances the objectives of Plan Bay Area. The program was adopted to span four years from FY2012-13 through FY2015-16.

The reason for adding a fifth year (FY 2016-17) is because MTC faces a significant funding shortfall in OBAG due to reduced federal revenues. MTC initially estimated receiving about \$185 million in federal funds annually over the four-year OBAG period. Updated revenue estimates indicate that only \$153 million per year is anticipated under

MAP-21. This represents a shortfall of about \$126 million regionwide over the four-year OBAG 1 period. MTC added an additional year to OBAG 1 (FY2016-17) as a transition year into OBAG 2. This approach minimizes the impact of the shortfall and honors prior funding commitments. The primary reasons for the roughly \$32 million annual funding shortfall is summarized below:

- MTC's share of federal revenues decreased under MAP-21 from SAFETEA due to a lower population growth rate in relation to the rest of the State, and changes in CMAQ funding weighting factors for other air basins. (\$24 million)
- MTC staff based OBAG revenue projections on SAFETEA extensions, which were artificially high due to the redirection of earmark funds to formula programs. (\$5 million)
- Caltrans increased its off-the-top takedown of federal funds for oversight of local programs. (\$3 million)

In addition, MTC is programming \$27 million in new funding in FY2016-17 to fund ongoing program commitments such as regional operations and regional and county planning.

In order to be eligible for the next cycle of funding, OBAG required that jurisdictions update their general plans' circulation elements and housing elements by January 31, 2015 to comply with the California Complete Streets Act of 2008 and to reflect the most recent RHNA numbers. After MTC conducted outreach in November through the CMAs they found that over half of jurisdictions were not going to meet the January 31st deadline (50% in Napa County).

Looking toward the next round of OBAG MTC has provided the following draft schedule:

Tentative OBAG 2 Development Schedule
Spring 2015
<ul style="list-style-type: none"> • Staff to work with stakeholders to develop OBAG 2 proposal • Present proposed OBAG 2 framework to PAC and finalize schedule
Summer 2015 – Fall 2015
<ul style="list-style-type: none"> • Conduct outreach and refine proposal
Fall 2015
<ul style="list-style-type: none"> • Commission Approve OBAG 2 Policies and Programs
Winter 2015 – Fall 2016
<ul style="list-style-type: none"> • CMA project Solicitations and Selections
Fall 2016
<ul style="list-style-type: none"> • Commission approves OBAG 2 projects

SUPPORTING DOCUMENTS

Attachments: (1) MTC Commission Report on OBAG Funding Status Update and Next Steps

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 10, 2014

MTC Resolution No. 4035, Revised

Subject: One Bay Area Grant (OBAG) Program Funding Status Update and Next Steps

Background: The Commission adopted the inaugural OBAG Program in May 2012. OBAG provides funding to regional programs and to the county congestion management agencies (CMAs) for local decision making that advances the objectives of Plan Bay Area. The program spans four years from FY2012-13 through FY2015-16. Staff is providing an update to the OBAG Program and recommending actions to address projected financial shortfalls and upcoming local compliance deadlines.

Funding Outlook for OBAG 1: MTC faces a significant funding shortfall in OBAG due to reduced federal revenues. MTC staff estimated receiving about \$185 million in federal funds annually over the four-year OBAG period, but MAP-21 has provided only \$153 million per year. This represents a shortfall of about \$126 million over the four-year OBAG 1 period. Staff recommends adding an additional year to OBAG 1 (FY2016-17) as a transition year into OBAG 2. This approach minimizes the impact of the shortfall and honors prior funding commitments. The primary reasons for the roughly \$32 million annual funding shortfall are summarized below:

- MTC's share of federal revenues decreased under MAP-21 from SAFETEA due to a lower population growth rate in relation to the rest of the State, and changes in CMAQ funding weighting factors for other air basins. (\$24 million)
- MTC staff based OBAG revenue projections on SAFETEA extensions, which were artificially high due to the redirection of earmark funds to formula programs. (\$5 million)
- Caltrans increased its off-the-top takedown of federal funds for oversight of local programs. (\$3 million)

In addition, staff recommends programming \$27 million in new funding in FY2016-17 to fund ongoing program commitments such as regional operations and regional and county planning. This is in addition to redirecting roughly \$1.5 million from project failures (see item 2.c) to help cover ongoing commitments in FY2016-17.

As outlined in Attachment 1, staff proposes that \$17 million of the new funding in FY2016-17 be assigned to on-going regional commitments with approximately \$10 million assigned to on-going county CMA initiatives (\$7.4 million to CMA planning and \$2.7 million to Safe Routes to School). Final county CMA amounts are shown on the appendices to Attachment A of Resolution 4035.

Consistent with current OBAG 1 policies for FY2015-16, funding provided to the counties by the CMAs under OBAG 1 will count toward the Federal Aid Secondary (FAS) program requirement for FY2016-17. Counties not receiving their minimum guarantee during OBAG 1 will be made whole during OBAG 2.

Local Compliance Policies: In order to be eligible for the next cycle of funding, OBAG currently requires that jurisdictions update their general plans' circulation elements and housing elements by January 31, 2015 to comply with the California Complete Streets Act of 2008 and to reflect the most recent Regional Housing Need Allocation (RHNA) commitments respectively. Staff recommends providing additional flexibility by extending the deadline for the circulation element update to January 31, 2016, and by extending the deadline for the housing element update to May 31, 2015 as detailed below:

Extend the deadline for housing element certification by 120 days from January 31, 2015 to May 31, 2015. This lines up with a 120-day grace period provided by the California Department of Housing and Community Development (HCD). If the grace period is exceeded per state law a jurisdiction will need to update its housing element on a four- rather than eight-year cycle to address RHNA. Along with providing more time, staff also recommends retaining HCD certification as the compliance milestone, the same used for OBAG 1.

Extend the deadline for circulation element adoption to meet Complete Streets Act of 2008 by one year from January 31, 2015 to January 31, 2016. CMA staff brought concerns earlier this year from a number of local jurisdictions about the difficulty of meeting the Complete Streets Act deadline of January 31, 2015. Reasons include cost and that the circulation element update was more involved and complex than the housing element update. MTC staff discussed this requirement at length with the Active Transportation Working Group (ATWG) in September 2014. ATWG members expressed concern that if jurisdictions were pressed to meet this deadline, the approach taken might be more hurried and less meaningful. However, some advocates were mixed on whether a resolution or a plan update were more effective, but expressed a desire to see continued progress.

MTC staff recommends providing more time for jurisdictions to update their general plan circulation elements by extending the deadline to January 31, 2016, with additional clarification of the final requirement (a resolution or general plan update) to be provided during development of OBAG 2. This will provide time to discuss this requirement further with the jurisdictions, advocates, and other stakeholders as part of developing policies for OBAG 2 over the next year.

The extension recommendations acknowledge that OBAG 2 funds will not begin to be available until FY2017-18, and that a considerable number of jurisdictions will not meet the current January 31, 2015 deadline for housing and circulation element updates. Attachment 2 summarizes current compliance regionally.

OBAG 2 Development: Staff is also examining the implications of recommending that OBAG 2 continue over a five-year period (FY2017-18 through FY2021-22). The tentative development schedule of OBAG 2 is described below:

Tentative OBAG 2 Development Schedule	
Spring 2015	
	<ul style="list-style-type: none"> • Staff to work with Stakeholders to develop OBAG 2 proposal • Present proposed OBAG 2 framework to PAC and finalize schedule
Summer 2015 – Fall 2015	
	<ul style="list-style-type: none"> • Conduct outreach and refine proposal
Fall 2015	
	<ul style="list-style-type: none"> • Commission Approves OBAG 2 Policies and Programs
Winter 2015 - Fall 2016	
	<ul style="list-style-type: none"> • CMA Project Solicitations and Selections
Fall 2016	
	<ul style="list-style-type: none"> • Commission approves OBAG 2 projects

Issues: None

Recommendation: Refer MTC Resolution No. 4035, Revised to the Commission for approval. Because Resolution No. 4035, Revised, is proposed for revision under other agenda items, it is included once under this item with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.

Attachments: Attachment 1: Proposed FY2016-17 programming for on-going commitments
 Attachment 2: OBAG Local Policy Compliance – Progress Report
 Letter: Bicycle Coalition – OBAG Complete Streets Requirement
 MTC Resolution No. 4035, Revised, Attachment A, Appendix A-1, Appendix A-2, Attachment B-1 and Attachment B-2.

Attachment 1

OBAG 1 STP/CMAQ Program

FY 2016-17 New Funding to On-Going Commitments

December 2014

FY 16-17 STP/CMAQ OBAG 1 Funding	(\$ millions)
FY 2016-17 expected STP/CMAQ revenue (FY 2013-14 actuals):	\$153
Funding needed for committed OBAG 1 shortfall:*	\$126
Balance remaining and available for on-going OBAG 1 commitments in FY 17:	\$27

FY17 Funding for On-Going Program Commitments

Regional Programs ***	
Regional Planning Activities (ABAG, BCDC, MTC) **	\$1.8
511 Traveler Information	\$8.5
Incident Management	\$1.4
Freeway Performance Initiatives (FPI)	\$3.2
PMP, PTAP	\$1.9
Climate Initiatives	\$0.3
Regional Programs Total:	\$17

County Safe Routes To School Program	
County SRTS	\$2.7
County SRTS Total:	\$3

County CMA Planning	
County CMA OBAG 1 (CMA Planning) **	\$7.4
County CMA Planning Total:	\$7

Grand Total:	\$27
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J:\PROJECT\Funding\T4-MAP21\MAP21 - STP-CMAQ\MAP21 Cycle Programming\MAP21 Cycle 3\OBAG 2 Development\Revenue and Funding\OBAG 2 Funding 11-26-2014.xlsx\OBAG 2 Dec 17 2014

* OBAG 1 shortfall = amount needed to reach \$795 million commitment for OBAG 1

** 3% escalation over FY 15-16 Base Planning amount, consistent with OBAG 1 policy

*** Does not include \$1.5 M redirected from deleted Cycles 1 & 2 projects

OBAG Local Policy Compliance -- Progress Report

12/1/2014

General Plan Housing Element RHNA 2014-2022

Status		Number of Jurisdictions	
Final	Adopted element certified by HCD	8	7%
Adopted	Adopted element in review by HCD	2	2%
Draft	Draft element in compliance, pending local adoption & HCD approval	34	31%
Draft	Draft element currently being reviewed by HCD	16	15%
Draft	Draft element reviewed by HCD, additional tasks pending	7	6%
Draft	Draft element released but not sent to HCD	16	15%
Not Released to the Public	Draft element not yet released to the public	26	24%
Totals		109	100%

General Plan Circulation Element Complete Streets Act of 2008 Compliance

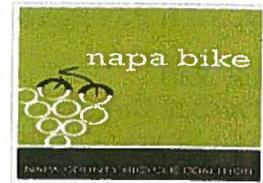
Status as of November 2013 OBAG 1 Report Card (92 Jurisdictions Receiving OBAG Funds):

	Resolution / Ordinance	General Plan *
No. of Jurisdictions	58	34
Percentage	63%	37%

Estimated Status of General Plan Amendments/Self-Certifications as of November 2014:

	General Plan *
No. of Jurisdictions	69
Percentage	63%

* Circulation Element meeting Complete Streets Act of 2008



November 4, 2014

Alix Bockelman
Deputy Executive Director, Policy
Metropolitan Transportation Commission (MTC)
101 Eighth Street
Oakland, California 94607
abockelman@mtc.ca.gov

Re: OBAG Complete Streets Requirement

Dear Ms. Bockelman:

We, the twelve undersigned organizations, are writing to provide input on updating the Complete Streets requirement in OBAG. The Complete Streets requirement has been a success, with over ninety percent of Bay Area jurisdictions reporting that they either have a resolution on the books or have a general plan that complies with AB 1358, California’s Complete Streets Act of 2008. MTC should carefully consider how best to build upon that success, and maintain strong Complete Streets requirements for future OBAG rounds.

Currently, jurisdictions are required to ensure their general plans comply with the Act by the end of January 2015. We could understand a reasonable delay in implementation for jurisdictions that have not yet complied to allow for a broader discussion about how best to ensure Complete Streets policies and practices are furthered in the Bay Area, or for an education campaign to get jurisdictions moving on plan updates.

However, we oppose completely eliminating at this time MTC’s requirement that general plans comply with the state Complete Streets Act in order to receive OBAG funds. We do not

believe advocates and the community have had sufficient time to discuss with MTC and jurisdictions how implementation went this round, what needs remain, and what alternatives exist, if any. This topic is important and deserving of a wide-ranging conversation. We look forward to discussing this in more detail.

Thank you for your time and consideration.

Sincerely,

Marty Martinez, MPP
Bay Area Regional Policy Manager
Safe Routes to School National
Partnership
marty@saferoutespartnership.org

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Tyler Frisbee
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Chris Hwang
Walk Oakland Bike Oakland
Board President
chris@wobo.org

Date: May 17, 2012
W.I.: 1512
Referred by: Planning
Revised: 10/24/12-C 11/28/12-C
12/19/12-C 01/23/13-C
02/27/13-C 05/22/13-C
09/25/13-C 11/20/13-C
12/18/13-C 01/22/14-C
02/26/14-C 03/26/14-C
04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C
09/24/14-C 12/17/14-C

ABSTRACT

Resolution No. 4035, Revised

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

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed \$20 million of the \$40 million in the regional PDA Implementation program to eight CMAAs and the San Francisco Planning Department for local PDA planning implementation. Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the \$20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

ABSTRACT

MTC Resolution No. 4035, Revised

Page 2

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities. As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

As referred by the Programming and Allocations Committee, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on May 22, 2013 to shift funding between components of the Freeway Performance Initiative Program with no change in total funding; and split the FSP/Incident Management project into the Incident Management Program and FSP/Callbox Program with no change in total funding; and redirect funding from ACE fare collection equipment to ACE positive train control; and add new OBAG projects selected by the Contra Costa Transportation Authority, Napa County Transportation and Planning Agency, City/County Association of Governments of San Mateo (CCAG), and the Solano Transportation Authority, including OBAG augmentation for CCAG Planning activities.

Attachments B-1 and B-2 were revised on September 25, 2013 to add new projects selected by various Congestion Management Agencies in the OneBayArea Grant, Regional Safe Routes to School, and Priority Conservation Area Programs.

ABSTRACT

MTC Resolution No. 4035, Revised

Page 3

Attachment A, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on November 20, 2013 to add new projects and make grant amount changes as directed by various Congestion Management Agencies in the OneBayArea Grant Program. Also the deadline for jurisdictions' adoption of general plans meeting the latest RHNA was updated to reflect the later than scheduled adoption of Plan Bay Area.

Attachment B-1 to the resolution was revised on December 18, 2013 to add an FPI project for environmental studies for the I-280/Winchester I/C modification.

Attachment B-2 was revised on January 22, 2014 to adjust project grant amounts as directed by various Congestion Management Agencies in the OneBayArea Grant Program, including changes as a result of the 2014 RTIP.

Attachments B-1 and B-2 were revised on February 26, 2014 to add six OBAG projects selected by the CMA's, make adjustments between two Santa Clara OBAG projects, and add three PDA Planning Program projects in Sonoma County.

Attachment B-1 was revised on March 26, 2014 to add 15 projects to the Transit Performance Initiative Program and 3 projects in Marin County to the North Bay Priority Conservation Area Program.

On April 23, 2014, Attachment B-1 was revised to add 13 projects to the Priority Conservation Grant Program, revise the grant amount for the BART Car Exchange Preventative Maintenance Project in the Transit Capital Rehabilitation Program, and add three projects to the Climate Initiatives Program totaling \$14,000,000.

As referred by the Planning Committee, Attachment B-1 was revised on May 28, 2014 to reflect Commission approval of the selection of projects for the PDA Planning Technical Assistance and PDA Staffing Assistance Programs.

As referred by the Programming and Allocations Committee, Attachment A and Attachment B-2 were revised on May 28, 2014 to change the program delivery deadline from March 31, 2016 to January 31, 2017, and to adjust two projects as requested by Congestion Management Agencies in the OneBayArea Grant Program.

ABSTRACT

MTC Resolution No. 4035, Revised

Page 4

On June 25, 2014, Attachment B-1 was revised to add an additional \$500,000 to the Breuner Marsh Project in the regional PCA Program and to identify a transportation exchange project (Silverado Trail Phase G) for the Soscol Headwaters Preserve Acquisition in the North Bay PCA Program, and to Redirect \$2,500,000 from Ramp Metering and Traffic Operations System (TOS) elements to the Program for Arterial System Synchronization (PASS), within the Freeway Performance Initiatives (FPI) Program.

On July 23, 2014, Attachment B-1 was revised to redirect \$22.0 million from the Cycles 1 & 2 Freeway Performance Initiatives (FPI) Programs and \$5 million from other projects and savings to the Golden Gate Bridge Suicide Deterrent System.

On September 24, 2014, Attachments B-1 and B-2 were revised to add 5 projects totaling \$19M to the Transit Performance Initiative Program (TPI), to shift funding within the Freeway Performance Initiative Program; to add a project for \$4 million for SFMTA for priority identified TPI funding; to provide an additional \$500,000 to the Freeway Performance Initiative (FPI); and to amend programming for two projects in Santa Clara County: San Jose's The Alameda "Beautiful Way" Phase 2 project, and Palo Alto's US-101/Adobe Creek Bicycle and Pedestrian Bridge project.

On December 17, 2014, Attachments A, B-1, and B-2 and Appendices A-1 and A-2 to Attachment A were revised to add a fifth year – FY 2016-17 - to the Cycle 2/OBAG 1 program to address the overall funding shortfall and provide additional programming in FY 2016-17 to maintain on-going commitments in FY 2016-17; make adjustments within the Freeway Performance Initiatives Program; rescind the Brentwood Wallace Ranch Easement Acquisition from the Priority Conservation Area (PCA) Program reducing the PCA program from \$5 million to \$4.5 million and use this funding to help with the FY 17 shortfall; identify two Santa Clara Local Priority Development Area Planning Program projects totaling \$740,305 to be included within MTC's Regional Priority Development Area Program grants; make revisions to local OBAG compliance policies for complete streets and housing as they pertain to jurisdictions' general plans update deadlines; add five car sharing projects totaling \$2,000,000 under the climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for \$2,684,772.

ABSTRACT

MTC Resolution No. 4035, Revised

Page 5

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, and December 10, 2014.

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
Revised: 10/24/12-C 11/28/12-C
12/19/12-C 02/27/13-C
11/20/13-C 05/28/14-C
12/17/14-C

Attachment A
Resolution No. 4035

Cycle 2 / OBAG 1 Program Project Selection Criteria and Programming Policy

**For
FY 2012-13, FY 2013-14,
FY 2014-15, FY 2015-16, and FY 2016-17**

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~~ **FY 2016-17** 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~~ **FY 2016-17**, 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.

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** **FY 2016-17**) 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

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 five** federal fiscal years: FY 2012-13, 2013-14, 2014-15, ~~and~~ FY 2015-16 **and FY 2016-17**. 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 January 31, 2017. 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

- 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 January 31, 2015 (based on a July 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.~~
- For the OBAG cycle subsequent to FY 2016-17, 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 2014-22 RHNA prior to May 31, 2015. Additionally, a jurisdiction is required to have its general plan circulation element comply with the Complete Streets Act of 2008 prior to January 31, 2016. These deadlines must be met in order to be eligible for funding for the subsequent OBAG cycle.
- 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.

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 **and fifth** years 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

- 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 five** fiscal years: FY 20012-13, FY 2013-14, FY 2014-15 **and** FY 2015-16 **and FY 2016-17**. 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 **and fifth** 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

**Cycle 2 / OBAG 1
Regional and County Programs
FY 2012-13 through FY 2016-17
December 2014**

Cycle 2/OBAG 1 Funding Commitments

Regional Program (millions \$ - rounded)		4-Year Total	FY 2016-17 *	5-Year Total
Regional Categories				
1	Regional Planning Activities	\$7	\$1.8	\$8
2	Regional Operations	\$96	\$9.9	\$106
3	Freeway Performance Initiative	\$96	\$3.2	\$99
4	Pavement Management Program	\$7	\$1.9	\$9
5	Priority Development Activities	\$40		\$40
6	Climate Initiatives	\$20	\$0.3	\$20
7	Safe Routes To School **	\$20	\$2.7	\$23
8	Transit Capital Rehabilitation	\$150		\$150
9	Transit Performance Initiative	\$30		\$30
10	Priority Conservation Area	\$10		\$10
Regional Program Total:		\$475	\$20	\$495
				60%

* FY 17 funding does not include \$1.488 M redirected from deleted projects in Cycles 1 & 2

** Safe Routes To School assigned to County CMAs

One Bay Area Grant (OBAG 1) (millions \$ - rounded)		4-Year Total ***	FY 2016-17	5-Year Total
Counties				
1	Alameda	\$63	\$1.0	\$64
2	Contra Costa	\$45	\$0.8	\$46
3	Marin	\$10	\$0.7	\$11
4	Napa	\$6	\$0.7	\$7
5	San Francisco	\$38	\$0.8	\$39
6	San Mateo	\$26	\$0.7	\$27
7	Santa Clara	\$88	\$1.1	\$89
8	Solano	\$18	\$0.7	\$19
9	Sonoma	\$23	\$0.7	\$24
OBAG Total:**		\$320	\$7	\$327
				40%

*** 4-Year OBAG amounts revised October 2012 to reflect revised RHNA, released July 2012.

Cycle 2/OBAG 1 Total Total:*	\$795	\$27.142	\$822
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NOTE: Amounts may not total due to rounding

Appendix A-2

**Cycle 2 / OBAG 1
Planning & Outreach
FY 2012-13 through FY 2016-17
December 2014**

OBAG 1 - County CMA Planning

County	Agency	Cycle 2 / OBAG 1 County CMA Planning - Base					CMA-OBAG		2016-17 * Supplemental	Total
		2012-13	2013-14	2014-15	2015-16	SubTotal	Augmentation	SubTotal		
Alameda	ACTC	\$916,000	\$944,000	\$973,000	\$1,003,000	\$3,836,000	\$3,270,000	\$7,106,000	\$1,034,000	\$8,140,000
Contra Costa	CCTA	\$725,000	\$747,000	\$770,000	\$794,000	\$3,036,000	\$1,214,000	\$4,250,000	\$818,000	\$5,068,000
Marin	TAM	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$418,000	\$3,091,000	\$720,000	\$3,811,000
Napa	NCTPA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$720,000	\$3,393,000
San Francisco	SFCTA	\$667,000	\$688,000	\$709,000	\$731,000	\$2,795,000	\$773,000	\$3,568,000	\$753,000	\$4,321,000
San Mateo	SMCCAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$752,000	\$3,425,000	\$720,000	\$4,145,000
Santa Clara	VTA	\$1,014,000	\$1,045,000	\$1,077,000	\$1,110,000	\$4,246,000	\$1,754,000	\$6,000,000	\$1,145,000	\$7,145,000
Solano	STA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$333,000	\$3,006,000	\$720,000	\$3,726,000
Sonoma	SCTA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$720,000	\$3,393,000
County CMAs Total:		\$6,512,000	\$6,714,000	\$6,919,000	\$7,133,000	\$27,278,000	\$8,514,000	\$35,792,000	\$7,350,000	\$43,142,000

Regional Agency Planning

Regional Agency	Cycle 2 Regional Agency Planning - Base							2016-17 * Supplemental	Total	
	2012-13	2013-14	2014-15	2015-16	SubTotal	Augmentation	SubTotal			
ABAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$720,000	\$3,393,000	
BCDC	\$320,000	\$330,000	\$340,000	\$351,000	\$1,341,000	\$0	\$1,341,000	\$360,000	\$1,701,000	
MTC	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$720,000	\$3,393,000	
Regional Agencies Total:		\$1,596,000	\$1,646,000	\$1,696,000	\$1,749,000	\$6,687,000	\$0	\$6,687,000	\$1,800,000	\$8,487,000

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* 3% escalation from FY 2015-16 Planning Base

\$42,479,000

\$51,629,000

Appendix A-3

Cycle 2 / OBAG 1 Safe Routes to School County Distribution FY 2012-13 through FY 2016-17 December 2014

Safe Routes To School County Distribution

County	Public School Enrollment (K-12) *	Private School Enrollment (K-12) *	Total School Enrollment (K-12) *	Percentage	FY 13 - FY 16 Annual Funding	SubTotal	FY 2016-17 * Supplemental	Total
					\$5,000,000	\$20,000,000	\$2,650,000	\$22,650,000
Alameda	214,626	24,537	239,163	21%	\$1,073,184	\$4,293,000	\$569,000	\$4,862,000
Contra Costa	166,956	16,274	183,230	16%	\$822,199	\$3,289,000	\$436,000	\$3,725,000
Marin	29,615	5,645	35,260	3%	\$158,220	\$633,000	\$84,000	\$717,000
Napa	20,370	3,036	23,406	2%	\$105,029	\$420,000	\$56,000	\$476,000
San Francisco	56,454	23,723	80,177	7%	\$359,774	\$1,439,000	\$191,000	\$1,630,000
San Mateo	89,971	16,189	106,160	10%	\$476,367	\$1,905,000	\$252,000	\$2,157,000
Santa Clara	261,945	38,119	300,064	27%	\$1,346,462	\$5,386,000	\$713,000	\$6,099,000
Solano	67,117	2,855	69,972	6%	\$313,982	\$1,256,000	\$166,000	\$1,422,000
Sonoma	71,049	5,787	76,836	7%	\$344,782	\$1,379,000	\$183,000	\$1,562,000
Total:	978,103	136,165	1,114,268	100%	\$5,000,000	\$20,000,000	\$2,650,000	\$22,650,000

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* From California Department of Education for FY 2010-11

Attachment B-1

MTC Res. No. 4035, Attachment B-1
 Adopted: 05/17/12-C
 Revised: 10/24/12-C
 11/28/12-C 12/19/12-C 01/23/13-C
 02/27/13-C 05/22/13-C 09/25/13-C
 11/20/13-C 12/18/13-C 02/26/14-C
 03/26/14-C 04/23/14-C 05/28/14-C
 06/25/14-C 07/23/14-C 09/24/14-C
 11/19/14-C 12/17/14-C

Cycle 2

Regional Programs Project List FY 2012-13 through FY 2016-17 December 2014

Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
CYCLE 2 REGIONAL PROGRAMS		\$453,179,000	\$40,000,000	\$493,179,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
ABAG Planning	ABAG	\$2,673,000	\$0	\$2,673,000
BCDC Planning	BCDC	\$1,341,000	\$0	\$1,341,000
MTC Planning	MTC	\$2,673,000	\$0	\$2,673,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning) TOTAL:		\$6,687,000	\$0	\$6,687,000
2. REGIONAL OPERATIONS (RO)				
511 - Traveler Information	MTC	\$57,800,000	\$0	\$57,800,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
SUBTOTAL		\$79,200,000	\$0	\$79,200,000
Incident Management Program	MTC/SAFE	\$12,240,000	\$0	\$12,240,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
SUBTOTAL		\$26,702,000	\$0	\$26,702,000
2. REGIONAL OPERATIONS (RO) TOTAL:		\$105,902,000	\$0	\$105,902,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Regional Performance Initiatives Implementation	MTC	\$5,750,000	\$0	\$5,750,000
Regional Performance Initiatives Corridor Implementation	MTC/SAFE	\$9,200,000	\$0	\$9,200,000
Program for Arterial System Synchronization (PASS)	MTC	\$9,000,000	\$0	\$9,000,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$500,000	\$0	\$500,000
SUBTOTAL		\$24,950,000	\$0	\$24,950,000
Ramp Metering and TOS Elements				
FPI - ALA I-580: SJ Co. Line to Vasco & Foothill to Crow Canyon	Caltrans	\$5,150,000	\$0	\$5,150,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	\$6,292,000	\$14,430,000	\$20,722,000
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$656,000	\$0	\$656,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	MTC/SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$8,118,000	\$0	\$8,118,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	\$1,245,000	\$0	\$1,245,000
FPI - ALA I-580, I-680, I-880 Corridors - Caltrans PE	Caltrans	\$4,100,000	\$19,570,000	\$23,670,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI - SOL I-80: I-505 to Yolo County Line	Caltrans	\$0	\$0	\$0
FPI - MRN 101 - SF Co Line - Son Co Line	Caltrans	\$10,000,000	\$0	\$10,000,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
SUBTOTAL		\$40,078,000	\$34,000,000	\$74,078,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI) TOTAL:		\$65,028,000	\$34,000,000	\$99,028,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)				
Pavement Management Program (PMP)	MTC	\$1,600,000	\$0	\$1,600,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP) TOTAL:		\$9,100,000	\$0	\$9,100,000
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION				
Regional PDA Implementation				
PDA Planning - ABAG	ABAG	\$2,000,000	\$0	\$2,000,000
SUBTOTAL		\$2,000,000	\$0	\$2,000,000
Transit Oriented Affordable Housing (TOAH)				
SF Park Parking Pricing (Transit Oriented Affordable Housing Exchange) SFMTA		\$10,000,000	\$0	\$10,000,000
SUBTOTAL		\$10,000,000	\$0	\$10,000,000
Local PDA Planning				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000
Local PDA Planning - San Mateo	SMCCAG	\$1,608,000	\$0	\$1,608,000
Local PDA Planning - Santa Clara	VTA	\$4,608,695	\$0	\$4,608,695
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0	\$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0	\$100,000
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1
 Adopted: 05/17/12-C
 Revised: 10/24/12-C
 11/28/12-C 12/19/12-C 01/23/13-C
 02/27/13-C 05/22/13-C 09/25/13-C
 11/20/13-C 12/18/13-C 02/26/14-C
 03/26/14-C 04/23/14-C 05/28/14-C
 06/25/14-C 07/23/14-C 09/24/14-C
 11/19/14-C 12/17/14-C

Cycle 2

Regional Programs Project List FY 2012-13 through FY 2016-17 December 2014

Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
CYCLE 2 REGIONAL PROGRAMS		\$453,179,000	\$40,000,000	\$493,179,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000

Regional PDA Planning				
<i>Regional PDA Implementation Priorities</i>				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$275,000	\$0	\$275,000
<i>PDA Planning</i>				
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0	\$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0	\$440,000
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0	\$250,000
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0	\$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	\$700,000	\$0	\$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0	\$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0	\$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0	\$750,000
<i>Staff Assistance</i>				
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000
Oakland Transportation Impact Review Streamlining	Oakland	\$300,000	\$0	\$300,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0	\$235,000
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0	\$200,000
<i>Technical Assistance</i>				
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000
SUBTOTAL		\$8,000,000	\$0	\$8,000,000
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION		TOTAL: \$40,000,000	\$0	\$40,000,000

6. CLIMATE INITIATIVES PROGRAM (CIP)				
<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$973,864	\$0	\$973,864
TAM Car Share CANAL	TAM	\$125,000	\$0	\$125,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	\$210,000	\$0	\$210,000
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130
Public Education Outreach	MTC	\$312,000	\$0	\$312,000
Transportation Demand Management	MTC	\$6,000,000	\$0	\$6,000,000
Bay Area Bike Share (Phase II)	MTC/BAAQMD	\$6,000,000	\$0	\$6,000,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
6. CLIMATE INITIATIVES PROGRAM (CIP)		TOTAL: \$14,312,000	\$6,000,000	\$20,312,000

* Selected and funded by the BAAQMD. Listed here for informational purposes only

7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)				
<i>Specific projects TBD by CMAAs</i>				
Alameda County SRTS Program - Supplemental	ACTC	\$569,000	\$0	\$569,000
Contra Costa County SRTS Program - Supplemental	CCTA	\$436,000	\$0	\$436,000
Marin County SRTS Program - Supplemental	TAM	\$84,000	\$0	\$84,000
Napa County SRTS Program - Supplemental	NCTPA	\$56,000	\$0	\$56,000
San Francisco County SRTS Program - Supplemental	SFCTA	\$191,000	\$0	\$191,000
San Mateo County SRTS Program - Supplemental	SMCCAG	\$252,000	\$0	\$252,000
Santa Clara County SRTS Program - Supplemental	Santa Clara	\$713,000	\$0	\$713,000
Solano County SRTS Program - Supplemental	STA	\$166,000	\$0	\$166,000
Sonoma County SRTS Program - Supplemental	SCTA	\$183,000	\$0	\$183,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1
 Adopted: 05/17/12-C
 Revised: 10/24/12-C
 11/28/12-C 12/19/12-C 01/23/13-C
 02/27/13-C 05/22/13-C 09/25/13-C
 11/20/13-C 12/18/13-C 02/26/14-C
 03/26/14-C 04/23/14-C 05/28/14-C
 06/25/14-C 07/23/14-C 09/24/14-C
 11/19/14-C 12/17/14-C

Cycle 2

Regional Programs Project List FY 2012-13 through FY 2016-17 December 2014

Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
CYCLE 2 REGIONAL PROGRAMS		\$453,179,000	\$40,000,000	\$493,179,000
Alameda County SRTS Program	ACTC	\$4,293,000	\$0	\$4,293,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
Marin County SRTS Program	TAM	\$633,000	\$0	\$633,000
Napa County SRTS Non-Infrastructure Program	NCTPA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,439,000	\$0	\$1,439,000
San Mateo County SRTS Program	SMCCAG	\$1,905,000	\$0	\$1,905,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,256,000	\$0	\$1,256,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)		TOTAL: \$22,650,000	\$0	\$22,650,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
Transit Capital Rehabilitation				
<i>Specific Projects TBD by Commission</i>				
ECCTA Replace Eleven 2001 40' Buses	ECCTA	\$636,763	\$0	\$636,763
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$15,502,261	\$0	\$15,502,261
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
Unanticipated Cost Reserve	TBD	\$2,000,000	\$0	\$2,000,000
SUBTOTAL		\$37,000,000	\$0	\$37,000,000
Transit Performance Initiative (TPI) Incentive Program				
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - ACE Positive Train Control	SJRRR/ACE	\$129,156	\$0	\$129,156
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$2,155,405	\$0	\$2,155,405
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - Caltrain - Control Point Installation	Caltrain	\$1,375,566	\$0	\$1,375,566
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$180,000	\$0	\$180,000
TPI - Petaluma - Transit Signal Priority, Phase I	City of Petaluma	\$152,222	\$0	\$152,222
TPI - Santa Rosa - CityBus COA and Service Plan	City of Santa Rosa	\$100,000	\$0	\$100,000
TPI - Vacaville - City Coach Public Transit Marketing / Public Outreach	City of Vacaville	\$171,388	\$0	\$171,388
TPI - Marin Transit - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$116,728	\$0	\$116,728
TPI - NCTPA - Bus Mobility Device Retrofits	NCTPA	\$120,988	\$0	\$120,988

Attachment B-1

MTC Res. No. 4035, Attachment B-1
 Adopted: 05/17/12-C
 Revised: 10/24/12-C
 11/28/12-C 12/19/12-C 01/23/13-C
 02/27/13-C 05/22/13-C 09/25/13-C
 11/20/13-C 12/18/13-C 02/26/14-C
 03/26/14-C 04/23/14-C 05/28/14-C
 06/25/14-C 07/23/14-C 09/24/14-C
 11/19/14-C 12/17/14-C

Cycle 2

Regional Programs Project List FY 2012-13 through FY 2016-17 December 2014

Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
CYCLE 2 REGIONAL PROGRAMS		\$453,179,000	\$40,000,000	\$493,179,000
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$687,240	\$0	\$687,240
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$4,629,676	\$0	\$4,629,676
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
Specific Transit Performance Initiative Incentive Program projects - TBD	TBD	\$32,987,446	\$0	\$32,987,446
SUBTOTAL		\$60,000,000	\$0	\$60,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM		TOTAL: \$98,000,000	\$0	\$98,000,000

9. TRANSIT PERFORMANCE INITIATIVE (TPI)				
TPI - Capital Investment Program				
TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
TPI-1 - SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA	\$5,383,860	\$0	\$5,383,860
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
TPI-1 - VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
TPI-1 - MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$1,784,880	\$0	\$1,784,880
TPI-2 - SFMTA Muni Forward Capital Transit Enhancements	SFMTA	\$3,205,680	\$0	\$3,205,680
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
Unprogrammed Transit Performance Initiative Reserve	TBD	\$27,284,312	\$0	\$27,284,312
9. TRANSIT PERFORMANCE INITIATIVE (TPI)		TOTAL: \$82,000,000	\$0	\$82,000,000

10. PRIORITY CONSERVATION AREA (PCA)				
North Bay PCA Program				
<i>Specific projects TBD by North Bay CMAs</i>				
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$100,000	\$0	\$100,000
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$80,000	\$0	\$80,000
Marin PCA - Thatcher Ranch Easement Acq. (pending exchange)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (pending exchange)	Novato	\$500,000	\$0	\$500,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (Silverado Trail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
SUBTOTAL		\$5,000,000	\$0	\$5,000,000
Peninsula, Southern and Eastern Counties PCA Program				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Brentwood Wallace Ranch Easement (pending exchange)	GCTA	\$0	\$0	\$0
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$4,500,000	\$0	\$4,500,000
10. PRIORITY CONSERVATION AREA (PCA)		TOTAL: \$9,500,000	\$0	\$9,500,000

CYCLE 2 REGIONAL PROGRAMS TOTAL		TOTAL: \$453,179,000	\$40,000,000	\$493,179,000
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J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4035_ongoing\{tmp-4035_Attach_B-1_DEC.xlsx}\Attach B-1 12-17-14

Attachment B-2

MTC Resolution No. 4035, Attachment B-2
 Adopted: 05/17/12-C
 Revised: 10/24/12-C
 12/19/12-C 01/23/13-C
 05/22/13-C 09/25/13-C
 11/20/13-C 01/22/14-C
 02/26/14-C 05/28/14-C
 09/24/14-C 12/17/14-C

Cycle 2
 OBAG Project List
 FY 2012-13 through FY 2016-17
 December 2014

OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
CYCLE 2 COUNTY OBAG PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
ALAMEDA COUNTY				
<i>Specific projects TBD by Alameda CMA</i>		\$0	\$0	\$0
CMA Base Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
CMA Planning Activities Augmentation - Alameda	ACTC	\$3,270,000	\$0	\$3,270,000
CMA Planning Activities FY 2016-17 Supplement - Alameda	ACTC	\$1,034,000	\$0	\$1,034,000
Alameda County Safe Routes to School Program	ACTC	\$2,000,000	\$0	\$2,000,000
Alameda City Complete Streets	Alameda (City)	\$635,000	\$0	\$635,000
Alameda County Various Streets and Roads Preservation	Alameda County	\$1,665,000	\$0	\$1,665,000
Berkeley Downtown BART Plaza Streetscape	BART	\$340,000	\$3,726,000	\$4,066,000
Shattuck Ave Complete Streets and De-Couplet	Berkeley	\$2,777,000	\$0	\$2,777,000
Berkeley - Hearst Avenue Complete Streets	Berkeley	\$2,156,000	\$0	\$2,156,000
Dublin Boulevard Preservation	Dublin	\$470,000	\$0	\$470,000
Emeryville - Hollis Street Preservation	Emeryville	\$100,000	\$0	\$100,000
Fremont Various Streets and Roads Preservation	Fremont	\$2,105,000	\$0	\$2,105,000
Fremont City Center Multi-Modal Imps	Fremont	\$5,855,000	\$0	\$5,855,000
Hayward - Industrial Boulevard Preservation	Hayward	\$1,335,000	\$0	\$1,335,000
Livermore Various Streets Preservation	Livermore	\$1,053,000	\$0	\$1,053,000
Enterprise Drive Complete Streets and Road Diet	Newark	\$454,000	\$0	\$454,000
Oakland Complete Streets	Oakland	\$3,851,000	\$0	\$3,851,000
7th Street West Oakland Transit Village Phase 2	Oakland	\$3,288,000	\$0	\$3,288,000
Lakeside Complete Streets and Road Diet	Oakland	\$7,000,000	\$0	\$7,000,000
Oakland - Peralta and MLK Jr. Way Streetscape- Phase I	Oakland	\$5,452,000	\$0	\$5,452,000
Lake Merritt BART Bikeways	Oakland	\$571,000	\$0	\$571,000
Piedmont Complete Streets	Piedmont	\$129,000	\$0	\$129,000
Pleasanton Complete Streets	Pleasanton	\$832,000	\$0	\$832,000
San Leandro Boulevard Preservation	San Leandro	\$804,000	\$0	\$804,000
Whipple Road Complete Streets	Union City	\$669,000	\$0	\$669,000
Union City BART TLC Phase 2	Union City	\$8,692,000	\$0	\$8,692,000
ALAMEDA COUNTY	TOTAL:	\$60,373,000	\$3,726,000	\$64,099,000
CONTRA COSTA COUNTY				
<i>Specific projects TBD by Contra Costa CMA</i>		\$0	\$0	\$0
CMA Base Planning Activities - Contra Costa	CCTA	\$3,036,000	\$0	\$3,036,000
CMA Planning Activities Augmentation - Contra Costa	CCTA	\$1,214,000	\$0	\$1,214,000
CMA Planning Activities FY 2016-17 Supplement - Contra Costa	CCTA	\$818,000	\$0	\$818,000
Antioch 9th Street Preservation	Antioch	\$673,000	\$0	\$673,000
Richmond BART Station Intermodal Imps.	BART	\$2,900,000	\$0	\$2,900,000
Balfour Road Preservation	Brentwood	\$290,000	\$0	\$290,000
Clayton Various Streets Preservation	Clayton	\$386,000	\$0	\$386,000
Concord BART Station Bicycle and Ped. Access Imps.	Concord	\$0	\$1,195,000	\$1,195,000
Detroit Avenue Bicycle and Pedestrian Imps.	Concord	\$965,000	\$1,189,000	\$2,154,000
Concord Various Streets Preservation	Concord	\$757,000	\$0	\$757,000
Contra Costa County Various Streets and Roads Preservation	Contra Costa County	\$1,941,000	\$0	\$1,941,000
Danville Various Streets and Roads Preservation	Danville	\$933,000	\$0	\$933,000
El Cerrito Various Streets and Roads Preservation	El Cerrito	\$630,000	\$0	\$630,000
El Cerrito Ohlone Greenway Bike and Ped. Imps.	El Cerrito	\$3,468,000	\$0	\$3,468,000
Hercules Intermodal Transit Center	Hercules	\$2,584,000	\$0	\$2,584,000
Hercules - Refugio Valley Road Preservation	Hercules	\$702,000	\$0	\$702,000
Lafayette - Mt. Diablo Blvd West Preservation	Lafayette	\$584,000	\$0	\$584,000
Martinez Various Streets and Roads Preservation	Martinez	\$1,023,000	\$0	\$1,023,000
Moraga Various Streets and Roads Preservation	Moraga	\$709,000	\$0	\$709,000
Oakley Various Streets and Roads Preservation	Oakley	\$1,031,000	\$0	\$1,031,000
Ivy Street Preservation	Orinda	\$552,000	\$0	\$552,000
Pinole - San Pablo Avenue Preservation	Pinole	\$453,000	\$0	\$453,000
Pittsburg - Railroad Avenue Preservation	Pittsburg	\$299,000	\$0	\$299,000
Pittsburg Multimodal Station Bike/Ped Access Imps.	Pittsburg	\$1,300,000	\$0	\$1,300,000
Golf Club Road Roundabout and Bike/Ped Imps.	Pleasant Hill	\$4,770,000	\$0	\$4,770,000
Pleasant Hill - Contra Costa Boulevard Preservation	Pleasant Hill	\$799,000	\$0	\$799,000
Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$413,000	\$0	\$413,000
Richmond Local Streets and Roads Preservation	Richmond	\$3,030,000	\$0	\$3,030,000
San Pablo Various Streets and Roads Preservation	San Pablo	\$454,000	\$0	\$454,000
San Pablo Avenue Bicycle and Pedestrian Imps.	San Pablo	\$5,978,000	\$0	\$5,978,000
San Ramon Valley Blvd Preservation	San Ramon	\$291,000	\$0	\$291,000
Walnut Creek North Main Street Preservation	Walnut Creek	\$655,000	\$0	\$655,000
CONTRA COSTA COUNTY	TOTAL:	\$43,638,000	\$2,384,000	\$46,022,000
MARIN COUNTY				

Attachment B-2

MTC Resolution No. 4035, Attachment B-2
 Adopted: 05/17/12-C
 Revised: 10/24/12-C
 12/19/12-C 01/23/13-C
 05/22/13-C 09/25/13-C
 11/20/13-C 01/22/14-C
 02/26/14-C 05/28/14-C
 09/24/14-C 12/17/14-C

Cycle 2
 OBAG Project List
 FY 2012-13 through FY 2016-17
 December 2014

OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
CYCLE 2 COUNTY OBAG PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
<i>Specific projects TBD by Marin CMA</i>	TBD	\$0	\$0	\$0
CMA Base Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Marin	TAM	\$418,000	\$0	\$418,000
CMA Planning Activities FY 2016-17 Supplement - Marin	TAM	\$720,000	\$0	\$720,000
Central Marin Ferry Bike/Ped Connection	TAM	\$1,500,000	\$0	\$1,500,000
Bolinas Avenue and Sir Francis Drake Intersection Imps.	Ross	\$274,000	\$0	\$274,000
San Rafael Various Streets and Roads Preservation	San Rafael	\$457,000	\$0	\$457,000
San Rafael Transit Center Pedestrian Access Imps.	San Rafael	\$1,900,000	\$0	\$1,900,000
Fairfax Parkade Circulation and Safety Imps.	Fairfax	\$0	\$300,000	\$300,000
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$243,000	\$407,000	\$650,000
Donahue Street Preservation	Marin County	\$1,077,000	\$0	\$1,077,000
DeLong Ave. and Ignacio Blvd Preservation	Novato	\$779,000	\$0	\$779,000
MARIN COUNTY	TOTAL:	\$10,041,000	\$707,000	\$10,748,000

NAPA COUNTY				
<i>Specific projects TBD by Napa - NCTPA</i>	TBD	\$0	\$0	\$0
CMA Base Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Napa	NCTPA	\$720,000	\$0	\$720,000
Napa City North/South Bike Connection	Napa (City)	\$300,000	\$0	\$300,000
California Avenue Roundabouts	Napa (City)	\$2,463,000	\$431,000	\$2,894,000
Silverado Trail Phase "H" Preservation	Napa County	\$794,000	\$0	\$794,000
NAPA COUNTY	TOTAL:	\$6,950,000	\$431,000	\$7,381,000

SAN FRANCISCO COUNTY				
<i>Specific projects TBD by San Francisco CMA</i>		\$0	\$0	\$0
CMA Base Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
CMA Planning Activities Augmentation - San Francisco	SFCTA	\$773,000	\$0	\$773,000
CMA Planning Activities FY 2016-17 Supplement - San Francisco	SFCTA	\$753,000	\$0	\$753,000
Longfellow Safe Routes to School	SF DPW	\$670,307	\$0	\$670,307
ER Taylor Safe Routes to School	SF DPW	\$519,631	\$0	\$519,631
Chinatown Broadway Complete Streets Phase IV	SF DPW	\$3,410,536	\$1,910,000	\$5,320,536
Mansell Corridor Complete Streets	SFCTA	\$1,762,239	\$0	\$1,762,239
Masonic Avenue Complete Streets	SFMTA	\$10,227,539	\$0	\$10,227,539
Second Street Complete Streets	SFMTA	\$10,515,748	\$0	\$10,515,748
Transbay Center Bicycle and Pedestrian Imps.	TJPA	\$6,000,000	\$0	\$6,000,000
SAN FRANCISCO COUNTY	TOTAL:	\$37,427,000	\$1,910,000	\$39,337,000

SAN MATEO COUNTY				
<i>Specific projects TBD by San Mateo CMA</i>		\$0	\$0	\$0
CMA Base Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - San Mateo	SMCCAG	\$752,000	\$0	\$752,000
CMA Planning Activities FY 2016-17 Supplement - San Mateo	SMCCAG	\$720,000	\$0	\$720,000
PDA Planning Augmentation - San Mateo	SMCCAG	\$84,000	\$0	\$84,000
Atherton Various Streets and Roads Preservation	Atherton	\$285,000	\$0	\$285,000
Belmont Various Streets and Roads Preservation	Belmont	\$534,000	\$0	\$534,000
Ralston Road Pedestrian Improvements	Belmont	\$250,000	\$0	\$250,000
Old County Road Bike and Pedestrian Imps	Belmont	\$270,000	\$0	\$270,000
Carolan Avenue Complete Streets and Road Diet	Burlingame	\$986,000	\$0	\$986,000
US 101 / Broadway Interchange Bike/Ped Imps	Caltrans	\$3,613,000	\$0	\$3,613,000
Daly City Various Streets and Roads Preservation	Daly City	\$562,000	\$0	\$562,000
John Daly Boulevard Bicycle and Pedestrian Imps.	Daly City	\$1,000,000	\$0	\$1,000,000
Bay Road Bike and Ped Imps. Phase II and III	East Palo Alto	\$1,000,000	\$0	\$1,000,000
Menlo Park Various Streets and Roads Preservation	Menlo Park	\$427,000	\$0	\$427,000
Menlo Park Various Streets Bicycle and Pedestrian Imps	Menlo Park	\$797,000	\$0	\$797,000
Millbrae Various Streets and Roads Preservation	Millbrae	\$445,000	\$0	\$445,000
San Pedro Creek Bridge Replacement Bike/Ped Imps	Pacifica	\$1,141,000	\$0	\$1,141,000
Pacifica Linda Mar Blvd Preservation	Pacifica	\$431,000	\$0	\$431,000
Palmetto Avenue Streetscape	Pacifica	\$1,000,000	\$0	\$1,000,000
Portola Valley Various Streets and Roads Preservation	Portola Valley	\$224,000	\$0	\$224,000
Redwood City Various Streets and Roads Preservation	Redwood City	\$548,000	\$0	\$548,000
Middlefield Road Bicycle and Pedestrian Imps	Redwood City	\$1,752,000	\$0	\$1,752,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2
 Adopted: 05/17/12-C
 Revised: 10/24/12-C
 12/19/12-C 01/23/13-C
 05/22/13-C 09/25/13-C
 11/20/13-C 01/22/14-C
 02/26/14-C 05/28/14-C
 09/24/14-C 12/17/14-C

Cycle 2
 OBAG Project List
 FY 2012-13 through FY 2016-17
 December 2014

OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
CYCLE 2 COUNTY OBAG PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
San Bruno Avenue Pedestrian Improvements	San Bruno	\$265,000	\$0	\$265,000
San Bruno Avenue Street Median Imps	San Bruno	\$735,000	\$0	\$735,000
Crestview Drive Pavement Rehabilitation	San Carlos	\$412,000	\$0	\$412,000
San Carlos Streetscape and Pedestrian Imps	San Carlos	\$850,000	\$0	\$850,000
El Camino Real Ped Upgrades (Grand Boulevard Initiative)	San Carlos	\$182,000	\$0	\$182,000
Mount Diablo Ave. Rehabilitation	San Mateo (City)	\$270,000	\$0	\$270,000
North Central Pedestrian Imps	San Mateo (City)	\$1,000,000	\$0	\$1,000,000
San Mateo Citywide Crosswalk Improvements	San Mateo (City)	\$368,000	\$0	\$368,000
Semicircular Road Bicycle and Pedestrian Access Imps	San Mateo County	\$320,000	\$0	\$320,000
South San Francisco Citywide Sidewalk Gap Closures	South San Francisco	\$357,000	\$0	\$357,000
South San Francisco Grand Blvd Pedestrian Imps	South San Francisco	\$1,000,000	\$0	\$1,000,000
South San Francisco Grand Blvd Complete Streets	South San Francisco	\$0	\$1,991,000	\$1,991,000
SAN MATEO COUNTY	TOTAL:	\$25,253,000	\$1,991,000	\$27,244,000
SANTA CLARA COUNTY				
<i>Specific projects TBD by Santa Clara CMA</i>		\$0	\$0	\$0
CMA Base Planning Activities - Santa Clara	VTA	\$4,246,000	\$0	\$4,246,000
CMA Planning Activities Augmentation - Santa Clara	VTA	\$1,754,000	\$0	\$1,754,000
CMA Planning Activities FY 2016-17 Supplement - Santa Clara	VTA	\$1,145,000	\$0	\$1,145,000
Hamilton Avenue Preservation	Campbell	\$279,000	\$0	\$279,000
Campbell Avenue Bicycle and Pedestrian Imps.	Campbell	\$3,718,000	\$0	\$3,718,000
Stevens Creek Boulevard Preservation	Cupertino	\$735,000	\$0	\$735,000
Ronan Channel / Lions Creek Multi-Use Trail	Gilroy	\$1,034,000	\$0	\$1,034,000
Eigleberry Street Preservation	Gilroy	\$808,000	\$0	\$808,000
Los Altos Various Streets and Roads Preservation	Los Altos	\$312,000	\$0	\$312,000
El Monte Road Preservation	Los Altos Hills	\$186,000	\$0	\$186,000
Hillside Road Preservation	Los Gatos	\$139,000	\$0	\$139,000
Milpitas Various Streets and Roads Preservation	Milpitas	\$1,652,000	\$0	\$1,652,000
Monte Sereno Various Streets and Roads Preservation	Monte Sereno	\$250,000	\$0	\$250,000
Monterey Road Preservation	Morgan Hill	\$1,379,000	\$0	\$1,379,000
Mountain View Various Streets Preservation and Bike Lanes	Mountain View	\$1,166,000	\$0	\$1,166,000
Palo Alto Various Streets and Roads Preservation	Palo Alto	\$956,000	\$0	\$956,000
US 101/Adobe Creek Bicycle and Pedestrian Bridge	Palo Alto	\$0	\$4,350,000	\$4,350,000
San Jose Citywide Bikeway Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Pavement Management Program	San Jose	\$11,531,000	\$0	\$11,531,000
San Jose Citywide SRTS Infrastructure Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Smart Intersections Program	San Jose	\$1,150,000	\$0	\$1,150,000
Downtown San Jose Bike Lanes and De-Couplet	San Jose	\$1,500,000	\$0	\$1,500,000
East San Jose Bicycle/Pedestrian Transit Connection	San Jose	\$2,000,000	\$0	\$2,000,000
Jackson Avenue Bicycle and Pedestrian Imps.	San Jose	\$1,500,000	\$0	\$1,500,000
San Jose Pedestrian-Oriented Traffic Safety Signals	San Jose	\$3,000,000	\$0	\$3,000,000
St. Johns Bikeway and Pedestrian Improvements	San Jose	\$1,185,000	\$0	\$1,185,000
The Alameda "Beautiful Way" Grand Boulevard Phase 2	San Jose	\$3,150,000	\$0	\$3,150,000
Santa Clara Various Streets and Roads Preservation	Santa Clara (City)	\$1,891,000	\$0	\$1,891,000
San Tomas Expressway Box Culvert Rehabilitation	Santa Clara County	\$7,850,190	\$0	\$7,850,190
Capitol Expressway Traffic ITS and Bike/Ped Imps.	Santa Clara County	\$8,234,810	\$0	\$8,234,810
San Tomas Aquino Spur Multi-Use Trail Phase 2	Santa Clara County	\$3,234,000	\$0	\$3,234,000
Saratoga Village Sidewalk Preservation	Saratoga	\$162,000	\$0	\$162,000
Saratoga Ave-Prospect Rd Complete Streets	Saratoga	\$4,205,000	\$0	\$4,205,000
Duane Avenue Preservation	Sunnyvale	\$1,576,000	\$0	\$1,576,000
East & West Channel Multi-Use Trails	Sunnyvale	\$3,440,000	\$0	\$3,440,000
Fair Oaks Avenue Bikeway and Streetscape	Sunnyvale	\$956,000	\$0	\$956,000
Mauve Avenue Bikeway and Streetscape	Sunnyvale	\$695,000	\$0	\$695,000
Sunnyvale Safe Routes to School Ped Infrastructure Imps	Sunnyvale	\$1,569,000	\$0	\$1,569,000
Sunnyvale-Saratoga Road Bike/Ped Safety Enhancements	Sunnyvale	\$524,000	\$0	\$524,000
Milpitas BART Station Montague Expwy Ped Overcrossing	VTA	\$744,000	\$0	\$744,000
VTA/San Jose: Upper Penitencia Creek Multi-Use Trail	VTA	\$1,514,000	\$0	\$1,514,000
Santa Clara Caltrain Station Bike/Ped Undercrossing	VTA	\$1,251,000	\$0	\$1,251,000
SANTA CLARA COUNTY	TOTAL:	\$84,921,000	\$4,350,000	\$89,271,000
SOLANO COUNTY				
<i>Specific projects TBD by Solano CMA</i>		\$0	\$0	\$0
CMA Base Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2
 Adopted: 05/17/12-C
 Revised: 10/24/12-C
 12/19/12-C 01/23/13-C
 05/22/13-C 09/25/13-C
 11/20/13-C 01/22/14-C
 02/26/14-C 05/28/14-C
 09/24/14-C 12/17/14-C

**Cycle 2
 OBAG Project List
 FY 2012-13 through FY 2016-17
 December 2014**

OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
CYCLE 2 COUNTY OBAG PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
CMA Planning Activities Augmentation - Solano	STA	\$333,000	\$0	\$333,000
CMA Planning Activities FY 2016-17 Supplement - Solano	STA	\$720,000	\$0	\$720,000
West A Street Preservation	Dixon	\$584,000	\$0	\$584,000
East 2nd Street Preservation	Benicia	\$495,000	\$0	\$495,000
Benicia Safe Routes to Schools Infrastructure Imps	Benicia	\$100,000	\$0	\$100,000
Dixon SRTS Infrastructure Imps	Dixon	\$100,000	\$0	\$100,000
Beck Avenue Preservation	Fairfield	\$1,424,000	\$0	\$1,424,000
SR 12 Pedestrian Crossing Improvements	Rio Vista	\$100,000	\$0	\$100,000
Solano County - Various Streets and Roads Preservation	Solano County	\$1,389,000	\$0	\$1,389,000
Vaca-Dixon Bike Route Phase 5	Solano County	\$1,800,000	\$0	\$1,800,000
West B Street Bicycle/Pedestrian RxR Undercrossing	STA	\$1,394,000	\$1,141,000	\$2,535,000
Local PDA Planning Augmentation	STA	\$511,000	\$0	\$511,000
Eastern Solano / SNCI Rideshare Program	STA	\$533,000	\$0	\$533,000
Solano Transit Ambassador Program	STA	\$250,000	\$0	\$250,000
Driftwood Drive Path	Suisun City	\$349,065	\$0	\$349,065
Walters Road/Pintail Drive Preservation	Suisun City	\$356,000	\$0	\$356,000
Suisun/Fairfield Intercity Rail Station Access Imps	Suisun City	\$415,000	\$0	\$415,000
Vacaville SRTS Infrastructure Imps	Vacaville	\$303,207	\$0	\$303,207
Vacaville - Various Streets and Roads Preservation	Vacaville	\$1,231,000	\$0	\$1,231,000
Allison Bicycle/Pedestrian Imps.	Vacaville	\$450,000	\$0	\$450,000
Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape	Vacaville	\$500,000	\$0	\$500,000
Vallejo SRTS Infrastructure Imps	Vallejo	\$247,728	\$0	\$247,728
Vallejo Downtown Streetscape - Phase 3	Vallejo	\$2,090,000	\$0	\$2,090,000
SOLANO COUNTY	TOTAL:	\$18,348,000	\$1,141,000	\$19,489,000

SONOMA COUNTY				
<i>Specific projects TBD by Sonoma - SCTA</i>		\$0	\$0	\$0
CMA Base Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Sonoma	SCTA	\$720,000	\$0	\$720,000
Cloverdale Safe Routes to Schools Phase 2	Cloverdale	\$250,000	\$0	\$250,000
Cotati Old Redwood Highway South Preservation (CS)	Cotati	\$250,000	\$0	\$250,000
Healdsburg Various Streets and Roads Preservation	Healdsburg	\$250,000	\$0	\$250,000
Petaluma Complete Streets	Petaluma	\$1,848,000	\$0	\$1,848,000
Rohnert Park Various Streets Preservation	Rohnert Park	\$1,103,000	\$0	\$1,103,000
Rohnert Park Bicycle and Pedestrian Improvements	Rohnert Park	\$500,000	\$0	\$500,000
Downtown Santa Rosa Streetscape	Santa Rosa	\$360,000	\$353,000	\$713,000
Santa Rosa Complete Streets Road Diet on Transit Corridors	Santa Rosa	\$2,460,000	\$0	\$2,460,000
Sebastopol Various Streets and Roads Preservation	Sebastopol	\$250,000	\$0	\$250,000
SMART Vehicle Purchase	SMART	\$6,600,000	\$0	\$6,600,000
SMART Bicycle/Pedestrian Pathway	SMART	\$0	\$1,043,000	\$1,043,000
Sonoma Various Streets and Roads Preservation	Sonoma (City)	\$250,000	\$0	\$250,000
Sonoma County Various Streets and Roads Preservation	Sonoma County	\$3,377,000	\$0	\$3,377,000
Windsor Road/Jaquar Lane Bicycle/Pedestrian Imps.	Windsor	\$630,000	\$0	\$630,000
Conde Lane/Johnson Street Pedestrian Imps.	Windsor	\$432,000	\$0	\$432,000
Windsor Rd/Bell Rd/Market St Pedestrian Imps.	Windsor	\$410,000	\$0	\$410,000
TOTAL:	TOTAL:	\$22,363,000	\$1,396,000	\$23,759,000

Cycle 2 Total	TOTAL:	\$309,314,000	\$18,036,000	\$327,350,000
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