

El Cerrito



Hercules

TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

Pinole

DATE & TIME: Thursday, September 8, 2016 • 9:00 AM – 11:00 AM
LOCATION: WCCTAC Offices • 6333 Potrero Ave. at San Pablo Avenue, El Cerrito, CA 94530
TRANSIT OPTIONS: Accessible by AC Transit #72, #72R, #72M & El Cerrito del Norte BART Station

Richmond

1. CALL TO ORDER and SELF-INTRODUCTIONS

Estimated Time: 9:00, (5 minutes)*

2. PUBLIC COMMENT

Estimated Time: 9:05, (5 minutes)*

The public is welcome to address the TAC on any item that is not listed on the agenda. Please fill out a speaker card and hand it to staff. Please limit your comments to 3 minutes. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The WCCTAC TAC may direct staff to investigate and/or schedule certain matters for consideration at a future TAC meeting.

San Pablo

3. CONSENT CALENDAR

Estimated Time: 9:10, (5 minutes)*

A. Minutes & Sign in Sheet from July 14, 2016

Recommendation: Approve as presented.

Attachment: Yes

Contra Costa
County

4. REGULAR AGENDA ITEMS

A. Upcoming OBAG 2, TLC and PBTF Call for Project

Description: The attached memo provides the most recently updated information about the upcoming CCTA call for projects for OBAG cycle 2 and Measure J funding. WCCTAC staff strongly encourages TAC members and their colleagues to review this document. Below is only an overview. Additional details are found in the attached memo. The call for projects is expected to be released on September 23rd with applications due on December 2, 2016. There are three types of funds available in this grant cycle- One Bay Area Grant (OBAG 2), Measure J Transportation for Livable Communities (TLC), Measure J Pedestrian, Bicycle and Trail Facilities (PBTF).

Recommendation: Information Only.

Attachment: Yes

AC Transit

BART

WestCAT

Presenter/Lead Staff: John Nemeth, WCCTAC Staff

Estimated Time:* 9:15, (45 minutes)

B. West County High Capacity Transit Study: Refinement of Alternatives and Evaluation Criteria

Description: Since the WCCTAC Board identified a set of alternatives to advance to the next phase of the study, the consulting team has begun work on refining these alternatives. The consultant has investigated more detailed route alignments and have met with transit providers to discuss approaches. The consultant's project manager will present and seek input from the TAC on the draft refinements to the selected set of alternatives and introduce evaluation criteria.

Recommendation: Review and provide input.

Attachment: No

Presenter/Lead Staff: Rebecca Kohlstrand

Estimated Time:* 10:00, (50 minutes)

5. STANDING ITEMS

A. Technical Coordinating Committee (TCC) Report

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTAC's TCC Representatives & WCCTAC Staff

Estimated Time:* 10:50, (5 minutes)

B. Future Agenda Items

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTAC's TCC Representatives & WCCTAC Staff

Estimated Time:* 10:55, (5 minutes)

6. ADJOURNMENT

Description / Recommendation: Adjourn to the next regularly scheduled meeting of the TAC on Thursday, October 13, 2016. (The next regular meeting of the WCCTAC Board is Friday, September 23, 2016.)

Estimated Time:* 11:00 AM

I, John Nemeth, declare under penalty of perjury that this agenda has been posted at least 72 hours in advance at the WCCTAC Offices, 6333 Potrero Ave. El Cerrito, CA and on WCCTAC's website: www.wcctac.org.



John Nemeth, Executive Director,
WCCTAC

* Estimated time for consideration is given as a service to the public. Please be advised that an item on the agenda may be considered earlier or later than the estimated time.

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- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC TAC meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.210.5930 prior to the meeting.
 - If you have special transportation requirements and would like to attend the meeting, please call the phone number above at least 48 hours in advance to make arrangements.
 - Handouts provided at the meeting are available upon request and may also be viewed at WCCTAC's office.
 - Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
 - A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.
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WCCTAC Technical Advisory Committee Meeting:

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WCCTAC TAC Meeting Minutes

MEETING DATE: July 14, 2016

MEMBERS PRESENT: Yader Bermudez, Barbara Hawkins, Robert Sarmiento, Nathan Landeu, Yvetteh Ortiz, Nikki Foletta, Julia Schnell, Coire Reilly, Holy Smyth, Coire Reilly, Julia Schnell, Rob Thompson, Lori Reese Brown.

GUESTS: Peter Engel-CCTA, Bill Pinkham-Bike East Bay, Shirley Quan-Capital Corridor, Wingate Lew-Caltrans.

STAFF PRESENT: John Nemeth, Joanna Pallock, Leah Greenblat, Jessica Downing.

ACTIONS LISTED BY: Joanna Pallock

ITEM/DISCUSSION	ACTION/SUMMARY
1. Minutes	Adopted action minutes.
2. Review of the FY 16-17 TDM Budget	On Consent – no discussion. Recommended for Board Adoption.
3. West County High Capacity Transit Study	The majority of the TAC meeting was focused on this agenda item. An extensive power point presentation was given by Leah Greenblat with TAC discussion. Prior to conducting further analysis and beginning ridership modeling, the Consultant team sought input from the WCCTAC TAC and the Study Management Group regarding possible modifications to the set of alternatives. The TAC also discussed public outreach options and provided feedback on cost-effective ways to connect with the public.



TO: WCCTAC Board

DATE: September 8, 2016

FR: John Nemeth, Executive Director

RE: OBAG 2 and Measure J Call for Projects

REQUESTED ACTION

Share information about the upcoming grant application process. Develop a framework for evaluating Measure J TLC and OBAG 2 Safe Routes to School proposals in West County. Consider strategies for boosting the overall grant award to West Contra Costa project sponsors.

BACKGROUND AND DISCUSSION

The attached memo provides the most recently updated information about the upcoming CCTA call for projects for OBAG cycle 2 and Measure J funding. WCCTAC staff strongly encourages TAC members and their colleagues to review this document. Below is only an overview. Additional details are found in the attached memo.

The call is expected to be released on September 23rd with applications due on December 2, 2016. There are three types of funds available in this grant cycle:

- One Bay Area Grant (OBAG 2)
- Measure J Transportation for Livable Communities (TLC)
- Measure J Pedestrian, Bicycle and Trail Facilities (PBTF)

OBAG 2

There is \$56.1M in OBAG 2 funding available for Contra Costa County, but these funds are divided up into several separate categories. Approximately \$28.4M of these OBAG 2 dollars are being set aside for local streets and roads funding, allocated by formula to jurisdictions. (The proposed allocation amounts are listed in the attached document.) Another \$1.3M will be specifically dedicated to the County for rural road improvements, while \$4.3M will be used by CCTA for various planning and outreach activities.

Included in the OBAG 2 funding for Contra Costa County is \$4.1 M for Safe Routes to School (SRTS) projects. Agencies will need to submit an OBAG 2 application in order to be considered for the SRTS funds. For West Contra Costa, there is \$881,000 in Safe Routes to Schools funds available. Each RTPC will submit a list of recommended projects to the Authority to receive this funding. As a result, the WCCTAC TAC will ultimately make a recommendation to the WCCTAC Board on which projects to submit to the Authority.

The remaining \$18M in OBAG 2 grant funds will be awarded on a competitive basis, based on the recommendations of the Technical Coordinating Committee, with each of the four sub-regions receiving at least one award. Each project sponsor may only submit one OBAG 2 application, except for the County and BART, which may submit two. The minimum request is \$100,000 with the maximum request being \$4.5M. The CCTA Technical Coordinating Committee will make a recommendation based on the criteria established in the attached memo.

Measure J TLC

Measure J allocates funds to each RTPC for TLC projects, and during this cycle, West Contra Costa will receive \$11,192,000. The TAC will need to establish a framework for evaluating applications, based on the guidance provided in the CCTA memo. There are no limits on the number of applications that project sponsors may submit. The minimum request is \$50,000 for studies and \$75,000 for projects. The maximum request is \$11,192,000. The WCCTAC TAC will forward a list of recommended TLC projects to the WCCTAC Board which will then submit a list to the Authority for funding.

Measure J PBTF

There is \$11.2M in Measure J PBTF funding available countywide. One third of these funds will be set aside for the East Bay Regional Park District, while the \$7.6M remaining will be awarded competitively. Additionally, there is \$280,000 more in PBTF funds available solely to West Contra Costa.

All project sponsors seeking competitive PBTF funds must complete the application form included in the attached memo. The minimum funding request is \$75,000 and the maximum request is \$1,000,000. There is no limit to the number of applications that a project sponsor may submit. The CCTA's County Bicycle and Pedestrian Advisory Committee (CBPAC) will recommend which the applications to fund, based on the criteria in the call for projects. The top ranked projects from any RTPC may receive funding from the initial \$7.6M. The additional \$280,000 for West County will go to the next highest ranked West County project.

Summary of Funds Available to West County Project Sponsors					
	OBAG 2: Competitive	OBAG 2: SRTS	Measure J: TLC	Measure J: PBTF Countywide	Measure J: PBTF West County
\$ Available:	\$18M	\$881,000	\$11.1 M	\$7.6 M	\$280,000
Available to:	Countywide	West County	West County	West County	West County
Who Decides	TCC	RTPC	RTPC	CBPAC	CBPAC
Match Required	Yes	Yes	No	No	No

Technical Coordinating Committee **STAFF REPORT**

Meeting Date: August 25, 2016

Subject	Proposed One Bay Area Grant (OBAG 2) and Measure J Call for Projects
Summary of Issues	Authority staff, together with a working group of local staff, have prepared a proposed Coordinated Call for Projects for the second OBAG 2 and Measure J Program 12 Transportation for Livable Communities (TLC) and Program 13 Pedestrian, Bicycle and Trail Facilities (PBTF). The Metropolitan Transportation Commission (MTC) has allocated approximately \$56.1 million to Contra Costa through the OBAG 2 Program and about \$35.3 million will be available during the same period through the two Measure J Programs. The proposed approach responds to the required factors and requirements in MTC's Resolution 4202, including the new housing displacement requirements, as well as, the requirements of the Measure J Programs.
Recommendations	Staff seeks approval of the proposed Coordinated Call for Projects.
Financial Implications	Contra Costa will receive approximately \$56.1 million through the OBAG 2 Program and \$35.3 million will be available through the two Measure J Programs.
Options	Recommend revisions to the proposed approach.
Attachments	A. Proposed Coordinated Call for Projects for OBAG 2 and Measure J TLC and PBTF Programs
Changes from Committee	

BACKGROUND

In July, Authority staff updated the TCC on the progress of preparing a coordinated Call for Projects for MTC's second OBAG 2 and the TLC and PBTF Programs. Since that presentation, staff has prepared a proposed Call for Projects for the three programs that respond to the comments from the TCC and working group, to the changes in funding resulting from the FAST ACT, and to the new MTC requirement that Congestion Management Agencies (CMAs) consider jurisdiction housing displacement policies when selecting projects.

The Coordinated Call for Projects in Attachment A includes the following components:

1. The Call for Projects itself which describes the funding available, summarizes the three programs and their purposes and requirements, outlines the schedule for the call, and the process for submitting applications
2. Separate guidelines for each of the three programs
3. The application and instructions for completing it

Since the July TCC meeting, the draft Coordinated Call for Projects has been revised:

- Reflects and incorporates the additional funding available to Contra Costa through the FAST ACT (the total amount has increased to \$56.1 million)
- Includes a new criterion on housing displacement that responds to a new MTC requirement that CMAs adopt a specific scoring methodology for selecting projects within the Priority Development Area's (PDAs) or the Transit Priority Area's (TPAs) that rewards jurisdictions with the most effective housing anti-displacement policies
- Includes a new screening criterion that requires cities and the County to adopt a surplus lands resolution before the Authority submits the recommended OBAG 2 projects in June 2017 that ensures that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135 (2014)
- Clarifies some criteria
- Clarifies the schedule for the Call for Projects



Coordinated Call for Projects

Friday, September 23, 2016

The Authority is pleased to announce a coordinated call for projects for funding available through three programs:

- One Bay Area Grant (OBAG 2)
- Measure J Transportation for Livable Communities (TLC)
- Measure J Pedestrian, Bicycle and Trail Facilities (PBTF)

This call for projects describes the purposes, requirements and types of projects and sponsors eligible for the funding and includes instructions for completing applications. Application forms may be downloaded from Authority's website at www.ccta.net.

Completed applications and all other required materials, in electronic format, are due by **2:00 pm on Friday, December 9, 2016** to:

Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597
Attn: Diane Bodon,
dbodon@ccta.net

Sponsors may deliver the completed application and materials by mail, email, delivery service or hand.

Funding Available

About \$91.5 million is available through the three funding programs covered by this coordinated call for projects as shown below:

One Bay Area Grant (OBAG 2)	\$56,136,000
Measure J TLC	\$27,736,000
Measure J PBTF *	\$7,599,000
TOTAL	\$91,471,000

* Another \$3.6 million in PBTF funds is available to the East Bay Regional Parks District through FY 2022 for the maintenance and improvement of paved regional trails

The funding is available for programming through fiscal year 2022. More details on the funding and the purposes to which it can be put are included in the following sections on each program.

Sponsors may request funding from more than one program for a single project as long as the sponsor completes all portions of the application required for those programs.

The Programs

ONE BAY AREA GRANT (OBAG 2) PROGRAM

The purpose of the OBAG 2 program, as outlined in MTC's Resolution 4202, is to "integrate the region's federal transportation program with California's climate statutes and the Sustainable Communities Strategy (SCS), and to implement the goals and objectives of the Regional Transportation Plan (RTP)." These goals are reflected in the structure of the OBAG program and the factors that Congestion Management Agency's (CMAs) must consider when selecting projects for funding.

In OBAG 1, the Authority, reflecting MTC's direction, used two basic sets of criteria: one that evaluated the project's context and another that evaluated the project itself. The factors that MTC required CMAs to consider in OBAG 1, like

those in OBAG 2, emphasized the context of the project more than the impact of the project itself. The OBAG 2 factors include:

- Projects located in “high impact project areas”, including
 - Priority Development Areas (PDAs) either taking on or having experienced significant housing growth;
 - Dense job centers near transit and housing, especially those with reduced parking standards and Transportation Demand Management (TDM) programs; and
 - Areas providing transportation choices to all incomes, and with quality transit service.
- Projects located in Communities of Concern (COC);
- Investments that are consistent with the Air District’s Planning Healthy Places;
- PDAs that overlap or are co-located with areas near freight transport or where people are exposed to toxic air contaminants.

At its July 2016 meeting, MTC added an additional requirement that CMAs give additional weight in scoring to projects in PDAs or transportation priority areas where the jurisdiction has adopted policies to limit or mitigate housing displacement.

The OBAG 2 funds can fund the following types of projects:

- CMA Planning and Outreach
- Local Streets and Roads Preservation
- Bicycle and Pedestrian Improvements
- Transportation for Livable Communities (TLC)
- Safe Routes to School (SR2S)
- Priority Conservation Areas (PCAs)
- Federal Aid Secondary (FAS)

The OBAG 2 program requires that at least 70 percent of the funding for the first four of these project types to be programmed to projects that are in or with “proximate access to” PDAs. Projects funded with SR2S, Priority Conservation Area, and FAS funding, however, are not subject to the 70 percent requirement.

OBAG 2 divides the available funding into several sub-programs as shown in the following table:

Contra Costa OBAG 2 Allocation	\$56,136,000
Safe Routes to School	\$4,088,000
Federal Aid Secondary	\$1,343,000
Planning and Outreach	\$4,342,000
Remainder — <i>subject to 70% PDA requirement</i>	\$46,363,000
Minimum 70% share	\$32,454,100

The funds available through OBAG 2 come from two federal programs: the Surface Transportation Program (STP) and the Congestion Mitigation Air Quality (CMAQ) program. The STP funds are the most flexible and can be used for any of the eligible project types. The CMAQ funds, as the name implies, must be used on projects that would have a demonstrable air quality benefit. The table below shows how these funds would be allocated.

	<i>STP</i>	<i>CMAQ</i>	<i>Total</i>
All OBAG 2 Funding	\$34,130,000	\$22,006,000	\$56,136,000
Less required funding set asides			
– Planning and Outreach & FAS	\$5,685,000	—	\$5,685,000
– Safe Routes to School	—	\$4,088,000	\$4,088,000
Discretionary funding	\$28,445,000	\$17,918,000	\$46,363,000

MTC requires that the average grant be at least \$500,000, although individual grants may be as small as \$100,000. Sponsors must also meet a variety of other requirements to be eligible for the OBAG 2 funding. The guidelines for the OBAG 2 program, including Resolution 4202, are contained in **Attachment A**.

MEASURE J TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) PROGRAM

Measure J sets aside five percent of transportation sales tax revenues for the Contra Costa TLC Program with an additional 0.4 percent for TLC projects in West County. According to the measure,

The TLC Program is intended to support local efforts to achieve more compact, mixed-use development, and development that is pedestrian-friendly or linked into the overall transit system.

The program funds projects that either:

- Facilitate, support and/or catalyze developments, especially affordable housing, transit-oriented or mixed-use development, or
- Encourage the use of alternatives to the single occupant vehicle and promote walking, bicycling and/or transit usage.

Measure J also noted that “preference would be given to projects that maximize transportation benefits linked to providing affordable housing near transit or in downtown areas.” This suggests that projects that serve affordable housing adjacent to transit or in downtowns should get funded before other projects.

Finally, Measure J explicitly notes that TLC funding “would not be allocated to local jurisdictions on an ‘as-of-right’ formula basis.” That is, it requires the Regional Transportation Planning Committees (RTPCs), which have the responsibility of reviewing and recommending projects to the Authority, to recommend funding allocation on merit and not on a pre-determined allocation of funding to member jurisdictions.

Staff estimates that, based on the *2016 Strategic Plan*, approximately \$27.7 million in Measure J TLC funds will be available for programming for Cycle 2 through FY 2022. The RTPCs are given the responsibility for identifying projects to be funded by the program. Funding is allocated to them based on each subregion’s share of population. The following table shows the estimated funding available for fiscal years 2016–2022. (Note: no TLC funds are available in this

funding cycle for East County (TRANSPLAN) jurisdictions because those funds were earlier programmed for the eBART project.)

<i>Subregion</i>	<i>Estimated TLC Funding FY 2016–22</i>
West	\$11,192,000
Central	\$9,985,000
Southwest	\$6,559,000
Total	\$27,736,000

The guidelines for the TLC program are contained in **Attachment B**.

MEASURE J PEDESTRIAN, BICYCLE AND TRAIL FACILITIES (PBTF) PROGRAM

Measure J allocated one-and-one-half percent of revenues received to the PBTF program for the construction of pedestrian and bicycle facilities including regional trails throughout Contra Costa. Two-thirds of those funds must be used to complete projects in the Countywide Bicycle and Pedestrian Plan. The following table shows the estimated amount of funding that would be available for programming through the PBTF Program. (Note: the remaining third of the estimated PBTF funds are allocated to the East Bay Regional Park District for maintaining and improving paved regional trails and are programmed through a separate process.)

<i>Component</i>	<i>Share</i>	<i>Estimated PBTF Funding FY 2016–22</i>
Competitive	Two-thirds	\$7,599,000
EBRPD	One-third	\$3,610,000
Total		\$11,209,000

The CBPAC was given the responsibility for developing the guidelines for the PBTF Program, for reviewing and scoring the projects submitted for funding, and

for recommending the most highly-rated projects for funding. Attachment C contains the guidelines for the PBTF program.

Review and Schedule

By coordinating these two Calls for Projects, we hope to minimize the time required for project sponsors to apply and take advantage of potential synergies among the programs, including potentially using Measure J funding to serve as the required local match for any federal funding assigned to a project. While the three programs have overlapping purposes, they are not identical. Each program has somewhat different requirements, processes, and time frames that present challenges to creating a coordinated call for projects.

The effort needed to achieve this coordination is incorporated in the following schedule:

Call for projects released	September 23, 2016
Applications due	December 9, 2016
Review and ranking of projects	January–March, 2017
Prepare coordinated funding program	April, 2017
TCC review of proposed coordinated funding program	May 18, 2017
Planning Committee review of proposed coordinated funding program	June 7, 2017
Authority approval of coordinated funding program	June 21, 2017
Sponsors enter projects into MTC's Fund Management System and adopt Resolutions of Local Support	July, 2017

Given the requirements of the programs, the initial review and ranking of projects will be done by three separate groups. A group of local Contra Costa staff will review applications for OBAG 2 funding, while applications for the Measure J TLC program will be reviewed by the Regional Transportation Planning Committees (RTPCs). The Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) which also oversees the development and update of the Countywide Bicycle and Pedestrian Plan, will review applications for the PBTF program.

Once those recommendations are made, Authority staff will work with the OBAG / Measure J Working Group to prepare the coordinated funding program. This program may shift funding among the three funding sources for several reasons, including:

1. Minimizing the number of projects that need to go through the Caltrans local assistance process,
2. Responding to project readiness and cash flow, and
3. Matching projects to the funding source that best meets a project's characteristics.

DRAFT

29 July 2016

ONE BAY AREA GRANT (OBAG 2) PROGRAM

Program Guidelines

Overview: What is the OneBayArea Grant?

In May 2012, the Metropolitan Transportation Commission (MTC) adopted Resolution 4035, which established the policies for selecting projects and programming available federal transportation funding. While MTC retained much of this funding for regional programs, about 40 percent was designated for the new OneBayArea Grant (OBAG) program. Resolution 4035 describes the OBAG program as

...a new funding approach that better integrates the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Funding distribution to the counties will encourage land-use and housing policies that support the production of housing with supportive transportation investments.

The purpose of the OBAG program is to:

1. Reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing
2. Promote transportation investments in Priority Development Areas (PDAs)
3. Increase flexibility for counties by eliminating targets for funding programs

ELIGIBLE PROJECT TYPES

The OBAG 2 program can fund the following types of projects:

CMA Planning and Outreach: provides funding to each county Congestion Management Agency (CMA) to support programming, monitoring and outreach activities.

Local Streets and Roads Preservation (LSRP): funds the preservation of local streets and roads on the federal-aid system. To be eligible for these funds, a jurisdiction must have a certified Pavement Management Program and must select projects based on the needs analysis resulting from that program. This program can fund pavement rehabilitation, preventive maintenance and the rehabilitation or replacement of eligible non-pavement activities.

Bicycle and Pedestrian Improvements: funds a wide range of bicycle and pedestrian improvements including Class I, II, and III bikeways; cycle tracks; sidewalks, ramps and crosswalks; safety improvements; and bicycle- or pedestrian-actuated traffic signals. If funded with CMAQ funds, these projects will also need to demonstrate air quality improvement.

To be eligible, bicycle and pedestrian facilities must *not* be exclusively recreational and must reduce vehicle trips resulting in air pollution reductions. Also to meet the needs of users, hours of operation need to be reasonable and support bicycle / pedestrian needs, particularly during commute periods.

Transportation for Livable Communities (TLC): funds “community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit.” Improvements may include transit stations and transit access improvements; transit operations serving PDAs; complete streets improvements; operational management improvements; and TDM programs. Planning that supports transit-oriented PDA development is also allowed as part of the TLC category.

Eligible projects include:

- **Station improvements** such as plazas, station access pocket parks, and bicycle parking
- **Complete streets improvements** that encourage bicycle and pedestrian access

- **Transportation Demand Management projects** including carsharing, vanpooling traveler coordination and information or Clipper®-related projects
- **Connectivity projects** connecting high density housing/jobs/mixed use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- **Streetscape projects** including multi-modal improvements, especially those that support high density housing, mixed-use development and transit use
- **Projects** that encourage and support housing development in local PDAs, which could include improvements to the pedestrian, bicycle or transit network that address access and mobility needs created by new housing development within PDAs

Safe Routes to School (SR2S): funds both infrastructure and non-infrastructure projects that “facilitate [the] reduction in vehicular travel to and from schools.” Because this sub-program is funded with federal Congestion Mitigation-Air Quality (CMAQ) funds, projects or programs funded must improve air quality.

Priority Conservation Areas (PCAs): funds plans and projects that help preserve and enhance rural lands and open space. (The Authority will not fund PCA projects through OBAG 2.)

Federal-Aid Secondary (FAS): funds the maintenance and improvement of rural roads and thus will be allocated exclusively to Contra Costa County for that purpose.

AVAILABLE FUNDING

In July 2016, MTC updated the OBAG program when it adopted Resolution 4202. This resolution updated the amounts of funding apportioned to the county congestion management agencies (CMAs) and the formula used in this apportionment. Resolution 4035 allocated the OBAG funds through a formula that considered population, housing production and housing need identified in the Regional Housing Needs Assessment (RHNA) process. Resolution 4202 apportioned the funding using the following formula:

Population	50%
Total Housing Production.....	12%
Affordable Housing Production	18%

Program Guidelines — One Bay Area Grant (OBAG 2) Program

Total Regional Housing Needs Allocation 8%

Affordable Regional Housing Needs Allocation 12%

Contra Costa will receive about \$56.1 million in federal funds through OBAG.

Resolution 4202 sets aside specifically for CMA Planning and Outreach, Safe Routes to School, and FAS projects:

CMA Planning and Outreach \$4,343,000

Safe Routes to School (SR2S) \$4,088,000

Federal-Aid Secondary (FAS) \$1,343,000

The remaining \$46,363,000 can be used for any of the eligible project types and may be used to augment the CMA planning, SR2S and FAS allocations. The Contra Costa program, however, will not fund grants for PCA projects.

Funding available through the OBAG 2 program will come from two different federal programs: the Surface Transportation Block Grant Program (STP) and the Congestion Mitigation-Air Quality (CMAQ) Program. To be eligible for OBAG funding, the proposed project must be eligible for one of those two funding sources. The following table outlines the general eligibility for available federal funding.

	<i>STP</i>	<i>CMAQ</i>
CMA Planning and Outreach	✕	
Local Streets and Roads Preservation (LSRP)	✕	
Bicycle and Pedestrian Improvements	✕	✕
Transportation for Livable Communities (TLC)	✕	✕
Safe Routes to School (SR2S)	✕	✕
Federal-Aid Secondary (FAS)	✕	

Surface Transportation Program (STP)

Eligible project types include:

- Construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements for highway and bridge projects
- Transit capital projects

- Carpool projects, fringe and corridor parking facilities, bicycle facilities and non-construction projects, pedestrian walkways, and modification of public sidewalks to comply with the Americans with Disabilities Act of 1990
- Highway and transit safety infrastructure projects
- Surface transportation planning
- Transportation enhancement activities

Roadway projects, other than bicycle and pedestrian facilities, must be located on parts of the federal-aid system.

STP funds will be programed primarily for the following purposes:

1. CMA planning and outreach
2. Local streets and roads preservation (LSRP)
3. Federal-Aid Secondary (FAS)

As noted below, the LSRP funds will be allocated by formula to jurisdictions in Contra Costa. Jurisdictions will need to apply for the LSRP funds but not need to complete the scoring component of the application. Jurisdictions must submit a single project application for the LSRP funds although that project may have geographic separate but related projects. The CMA funds will be allocated directly to the Authority for its planning and outreach activities. The FAS will be allocated to the County for the maintenance and improvement of rural roads.

Some additional STP *may* be allocated through the competitive OBAG 2 sub-program to either ensure that the top projects from each subregion are fully funded or to fund a PDA planning study recommended through the competitive sub-program. (Planning studies cannot be funded with CMAQ funds.)

Congestion Mitigation-Air Quality (CMAQ) Program

The CMAQ program supports two important goals of the federal Department of Transportation: improving air quality and relieving congestion. Eligible project categories that meet this basic criteria include: Transportation activities in an approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, bicycle and pedestrian

facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, inspection and maintenance programs, magnetic levitation transportation technology deployment program, and experimental pilot projects.

OTHER OBAG 2 REQUIREMENTS

This section identifies some key requirements that the OBAG 2 program places on the CMAs and project sponsors. Sponsors should review Resolution 4202 (attached) for details on each.

Minimum PDA Share and Proximate Access

One of the key requirements of the OBAG 2 program for Contra Costa, as in the OBAG 1 program before it, is that 70 percent of the funds remaining — after deducting the CMA planning, SR2S and FAS funds — must be spent on projects in or in “proximate access” to PDAs. As noted above, about \$9.8 million of \$56.1 million is set aside for the CMA Planning, SR2S and FAS sub-programs. The remaining \$46.4 million, at least \$32.5 million must be used to achieve the 70 percent PDA minimum share.

Resolution 4202, however, allows CMAs to determine that a project located outside of a PDA provides “proximate access” to the PDA, and thus counts towards the county’s minimum PDA investment target. The Authority established a definition of “proximate access” in OBAG 1 which it will also use in OBAG 2. This definition has three parts:

1. In or Directly Connects To

The proposed project is wholly or partially within the limits of a PDA or directly connects to a PDA

2. “Bright-Line” Tests

- a) The project improves access to the PDA and is:
 - a. within ½ mile of a PDA, or
 - b. within 1 mile of a PDA and within a designated community of concern (COC), or

- c. within 2 miles of a PDA and is a project that improves transit access, including bicycle or pedestrian access to transit, on a transit route that serves and connects a PDA
- b) The project improves or completes a gap on the Countywide Bikeway Network designated in the Authority's *Countywide Bicycle and Pedestrian Plan*, is within the designated Contra Costa Urban Limit Line, and improves bicycle and pedestrian access to one or more PDAs.
- c) The project connects a PDA either to a transit station or transit center or to a significant concentration of jobs, either of which is within 1 mile of the PDA

3. *Other Justification*

The Project is greater than ½ mile from a PDA and does not meet any of the above criteria, but does provide critical improvements in access to a PDA, such as removing a barrier in gaining access to a PDA and providing substantially more direct bicycle or pedestrian access to the PDA

Minimum Grant Size

While individual project grants may be as small as \$100,000, the average of the grant that Authority approves must be no smaller than \$500,000.

Air Quality Conformity

Projects that are not exempt from the region's required air quality conformance analysis will not be included in the Transportation Improvement Program until they are evaluated as part of that analysis.

Application and Resolution of Local Support

Sponsors of selected projects must enter their projects into MTC's Fund Management System (<http://fms.mtc.ca.gov/fms/>). Contact Authority staff if help is needed entering projects into the FMS.

Sponsors receiving OBAG 2 funding must also adopt a Resolution of Local Support that conforms with MTC's model resolution. The model Resolution of Local Support can be downloaded here: http://mtc.ca.gov/sites/default/files/Resolution_Local_Support.docx

Project Screening and Compliance with Regional and Federal Requirements

The project must be eligible for funding through the relevant federal funding program, must be consistent with Plan Bay Area, MTC's most recent regional transportation plan. In addition, sponsors must affirm that they comply with federal, state and regional policies and directives that emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. To achieve this, sponsors must submit a Complete Streets Checklist for each project as part of the project application (see below).

Environmental Clearance

Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq., the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with federal funds.

Project Delivery and Monitoring

Each project sponsor must meet all the requirements of MTC's Regional Project Funding Delivery Policy (MTC Resolution No. 3606 and any subsequent revisions) including obligation deadlines, project substitutions and redirection of project savings. All funds are subject to obligation, award, invoicing, reimbursement and project close-out requirements. The failure to meet these deadlines may result in the de-programming and redirection of funds to other projects.

Local Match

Projects funded with STP or CMAQ funding require a non-federal local match which in California is currently 11.47 percent of the total project cost, with FHWA providing up to 88.53 percent of the remaining project cost. For example, if the construction phase of a

project will cost, in total, \$1 million, the project sponsor must provide at least \$114,700 in non-federal funds for that phase of the project. The federal funds will provide no more than \$885,300 for construction. For capital projects, sponsors that fully fund the project development or Preliminary Engineering (PE) phase with non-federal funds may use toll credits in lieu of a match for the construction phase. For these projects, sponsors must still meet all federal requirements for the PE phase.

Performance and Accountability Policies

Recipients of OBAG 2 funds must comply with the following policies:

Complete Streets

To be eligible, each jurisdiction must either:

- Adopt a complete streets resolution that conforms to MTC's model by the time that the Authority submits its recommended list of projects to MTC (currently scheduled for June 2017), or
- Adopt a significant revision to the circulation element of the general plan after January 1, 2010 that complies with the Complete Streets Act of 2008 (Because OPR adopted the updated General Plan Guidelines reflecting the Act in 2009, MTC will accept only revisions adopted after January 1, 2010).

In addition, project sponsors must complete a complete streets checklist concurrent with submitting their application for OBAG 2 funding. The checklist may be completed here:

<http://completestreets.mtc.ca.gov/>

Housing Element Certification

Jurisdictions must have adopted a general plan housing element and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by June 30, 2016. In addition, any jurisdiction receiving OBAG 2 funds must submit their required Housing Element Annual Report to HCD by April 1 of every year.

Surplus Land Resolution

The State Surplus Land Act (AB2135 – enacted 2014) requires local agencies disposing of surplus land to give first priority to developers of affordable housing. To be eligible for OBAG 2 funds, each general law city or county must adopt a resolution that verifies that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act as amended by AB 2135 (2014). (The resolution requirement shall not apply to charter cities unless and until a final court decision is rendered that charter cities are subject to the provisions of the Act.) These resolutions must be adopted by the date the CMAs submit their OBAG 2 project recommendations to MTC, expected in June 2017. MTC may, but has not as of yet, prepared a model resolution for jurisdiction use.

Pavement Management

For jurisdictions with local public streets and roads, to be eligible for OBAG 2 funding, the jurisdiction must:

- Have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed);
- Fully participate in the statewide local streets and road needs assessment survey; and
- Provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed)

Eligible projects will help preserve local streets and roads on the federally-eligible system. Three types of LSRP projects are eligible:

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

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

LSRP funds may not be used to fund air quality non-exempt projects (unless granted an exception by MTC staff), 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 or implementing complete streets elements) and any pavement application not recommended by the PMP unless otherwise allowed above.

Requirements for Other Eligible Sponsors

Other eligible sponsors, such as transit agencies and the East Bay Regional Park District, may apply for OBAG funding. Resolution 4035 does impose two key requirements on these other agencies:

1. Like local jurisdictions, these agencies must complete a “complete streets checklist” for any projects they apply for which they apply for OBAG funding
2. These other agencies may not receive OBAG funding for a project in a jurisdiction that does *not* meet the requirements for HCD certification (#1 above) and adoption of complete street policies (#2 above)

OBAG 2 Approach in Contra Costa

Resolution 4202 allows CMAs some flexibility in how the OBAG 2 program is implemented in their counties. The preceding sections outline what is required; the following section outlines how the Authority has structured the OBAG 2 program for Contra Costa.

SCREENING CRITERIA

Resolution 4202 and State and federal regulations place a number of requirements on projects and project sponsors that are to receive funds through the OBAG 2 program and any of its following components. Many of those requirements are discussed above.

The following table outlined the requirements that every project and project sponsor must meet to be considered for any OBAG 2 funding:

<i>Criteria Category</i>	<i>Description</i>	<i>Value</i>
Federal Requirements		
<i>Matching Funds</i>	Has the applicant secured or obligated the funding for the required local match from local, State or other non-federal sources?	At least 11.47% of eligible project costs
<i>Applicant Type</i>	Is the applicant an entity eligible to receive federal funding?	yes/no
<i>Project Eligibility</i>	The proposed project is eligible for the available federal funding?	yes/no
MTC Requirements		
<i>Certified Housing Element Adopted</i>	Has the jurisdiction in which the project is located received HCD certification of its 5 th Cycle General Plan Housing Element by June 30, 2016?	yes/no
<i>Complete Streets General Plan or Resolution</i>	Did the jurisdiction in which the project is located adopt by June 1, 2016 either a complete streets resolution that incorporates elements predefined by MTC, or a General Plan that complies with the Complete Streets Act of 2008 after January 1, 2010?	yes/no
<i>Complete Streets Checklist</i>	Has the applicant completed a "complete streets checklist" for the proposed project and submitted it to the Authority as part of the OBAG 2 application?	yes/no

Program Guidelines — One Bay Area Grant (OBAG 2) Program

<i>Criteria Category</i>	<i>Description</i>	<i>Value</i>
<i>Surplus Lands Resolution</i>	Will the jurisdiction in which the project is located have adopted a surplus lands resolution before the Authority submits the recommended OBAG 2 projects in June 2017 that ensures that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014?	yes/no
<i>Pavement Management</i>	Does the jurisdiction in which the project is located comply with the pavement management requirements of Resolution 4202 (a certified Pavement Management Program updated at least every 3 years, and full participation in the statewide local streets and road needs assessment survey and HPMS)?	yes/no
CCTA Requirements		
<i>Minimum Request</i>	Project funding request should be of a sufficient size to justify effort and promote effectiveness.	\$400,000 for the competitive share; \$100,000 for LSRP, FAS and SR2S
<i>Maximum Request</i>	Project funding request should not exceed a given amount to assure that a diversity of projects is funded in the current funding cycle.	\$5,000,000
<i>Fatal Flaw</i>	Has the sponsor identified the scope, cost, schedule and environmental analysis required to implement the project? Will the sponsor be able to meet federal funding deadlines?	yes/no

SAFE ROUTES TO SCHOOL PROGRAM — SR2S

Resolution 4202 sets aside \$4,088,000 in federal CMAQ funds for the SR2S sub-program in OBAG 2. As in OBAG 1, the Authority will allocate these apportion these funds by formula to the four subregions which will recommend projects. The formula is based 50 percent on school enrollment and 50 percent on population.

West	\$881,000
Central	\$1,077,000
East	\$1,223,000
Southwest	\$907,000
<hr/>	
TOTAL	\$4,088,000

The SR2S sub-program will be funded using CMAQ funds. While these funds may fund a wide range of projects and programs, they do impose some limits. One of the key limits is that, overall, each activity must lead to changes in travel behavior that result in air quality benefits. Some of the main limitations include:

- **Planning activities** are ineligible, including walking audits. Project development activities that support a tangible improvement or program, however, are eligible.
- **Safety improvements** such as crossing guards and mobile radar trailers are ineligible for CMAQ funding since they specifically address safety but do not directly lead to changes to travel behavior that lead to air quality improvement. Also safety improvements such as signage, warning lights, etc. that are oriented to motorists are not eligible. In contrast, safety improvements specifically oriented to bicyclists and pedestrians, such as street crossings, actuated signals are eligible.
- **Material incentives** have limitations regarding the use of federal funds to pay for items such as raffles, prizes, gift cards, etc. Gifts / free incentives cannot be paid for with federal funds according to federal statutes. The exceptions to the rule are low-cost gifts such as pencils, stickers, paper pads, magnets, helmets, etc. that have little or no monetary value.

Applicants for SR2S funding must submit a completed application to the Authority which will, in turn, forward to the RTPCs for review and selection.

FEDERAL-AID SECONDARY PROGRAM — FAS

The entire \$1,343,000 apportioned for the FAS sub-program must be used to maintain and improve rural roads. The Authority will allocate this entire amount to Contra Costa County for projects that meet the requirements of this program. The project must be located on a roadway on the federal-aid network. The County must submit a completed

funding application and must meet all of the programming and project development requirements of other projects funded through OBAG 2.

LOCAL STREETS AND ROADS PRESERVATION — LSRP

As in OBAG 1, the Authority will allocate all STP funds — after subtracting out funds needs for CMA Planning and Outreach and FAS, both of which must use STP funds — towards LSRP.

The LSRP funds will be allocated by formula to each jurisdiction eligible for OBAG 2 funds. (See OBAG 2 requirements discussed above and Resolution 4202.) The formula used will be the same formula developed by MTC and used in OBAG 1 and the earlier CMA Block Grant program, but updated using more current data. The following table outlines the shares for each jurisdiction.

<i>Jurisdiction</i>	<i>Allocation</i>	<i>Jurisdiction</i>	<i>Allocation</i>
Contra Costa County	\$4,555,000	Oakley	\$955,000
Antioch	\$2,210,000	Orinda	\$818,000
Brentwood	\$1,625,000	Pinole	\$588,000
Clayton	\$307,000	Pittsburg	\$1,358,000
Concord	\$4,158,000	Pleasant Hill	\$917,000
Danville	\$1,364,000	Richmond	\$2,175,000
El Cerrito	\$540,000	San Pablo	\$611,000
Hercules	\$489,000	San Ramon	\$1,176,000
Lafayette	\$576,000	Walnut Creek	\$2,583,000
Martinez	\$843,000	COUNTY TOTAL	\$28,445,000
Moraga	\$596,000		

Potential LSRP Reductions: The formula LSRP allocation may be reduced for any of the following reasons:

1. As discussed under the competitive OBAG 2 program below, the Authority may need to reduce the amount of STP funds set aside for LSRP to ensure that the top project selected in each subregion is fully funded.
2. The STP funds allocated for LSRP may be reduced if a PDA planning project is selected through the “competitive” OBAG 2 program; planning projects may only be funded with STP funds.
3. The STP funds allocated for LSRP may be reduced to fund a larger project through the competitive subprogram to ensure that the average grant size project is at least \$500,000.
4. Finally, to ensure that 70 percent of the affected OBAG 2 funds are spent in or near PDAs, some STP funds may need to be shifted from the LSRP share to the competitive portion to fund a project that meets the PDA requirement.

If funds need to be moved from the LSRP portion for any or all of these reasons, the formula shares will be reduced proportionally, consistent with the formula. No jurisdiction’s LSRP share, however, may be lower than \$100,000.

Because funds for LSRP projects will be allocated by formula, sponsors will not need to complete the scoring section of the OBAG application. They will, however, have to complete the project information and screening sections as well as the OBAG local jurisdiction and MTC Complete Streets checklists.

COMPETITIVE OBAG 2 PROGRAM

All the remaining CMAQ funds will be used to fund projects selected through the competitive OBAG 2 program. Resolution 4202 includes a number of factors that CMAs must consider when defining their programs and selecting projects:

- Projects located in high impact project areas, including
 - PDAs either taking on or having experienced significant housing growth,
 - Dense job centers near transit and housing, especially those with reduced parking standards and TDM programs, and

- Areas providing transportation choices to all incomes, and with quality transit service,
- Projects located in Communities of Concern (COCs),
- Investments that are consistent with the Air District's *Planning Healthy Places*, and
- PDAs that overlap or are co-located with areas near freight transport or where people are exposed to toxic air contaminants.

In addition, when the Commission adopted its final revisions to Resolution 4202, it revised the project selection requirements for the county program to require CMAs to adopt a specific scoring methodology for selecting projects within PDAs or TPAs that rewards jurisdictions with the most effective housing anti-displacement policies.

All of these factors relate to either the context of the proposed project, including locally-adopted policies. They do not directly address the impacts of the project itself.

As in OBAG 1, the Authority will use two sets of criteria to score projects for the competitive sub-program, one set addressing the project's context based on the MTC factors, and one set addressing the project's impacts and characteristics.

Most of the context criteria and a few of the project criteria will be evaluated initially by staff based on the location of the project and information on existing and future conditions in the project area. (The project area is defined as within one-half mile of the project itself.) The remaining criteria will be evaluated in response to the information provided by the applicant in their application.

See below for a fuller description of the review and recommendation process. (Criteria marked with a * will be initially scored by Authority and confirmed by the review committee.)

Program Guidelines — One Bay Area Grant (OBAG 2) Program

<i>Subject</i>	<i>Metric</i>	<i>Max Score</i>
Context Criteria		40 points maximum
Priority Development Area	Is the project in or within proximate access of a PDA?	4
	Project is in a PDA = 4	
	Project is within proximate access to a PDA = 2	
	Not in or near a PDA = 0	
* Communities of Concern	Is the project located in a COC?	4
	In = 4	
	Immediately adjacent = 2	
	No = 0	
* Housing Displacement Policies	Has the jurisdiction in which the project is located adopted effective policies to prevent or limit housing displacement? (Scoring based on UC Berkeley Urban Displacement Project)	4
	Significant number of policies = 4	
	Some policies = 2	
	Minimal housing displacement policies = 0	
* Past Housing Growth	City met its last RHNA target =4	4
	City met at least 50% of its last RHNA target = 2	
	City met less than 50% of its last RHNA target = 0	
* Forecast Housing Growth	PDA or TPP that the project serves will take on a significant amount of growth:	4
	PDA or TPP forecast growth 50% or greater = 4	
	PDA or TPP forecast growth 25% or greater = 2	
	PDA or TPP forecast growth less than 25% = 0	
* Dense Job Centers Near Transit	Project is in or adjacent to a job center with a significant number of jobs near quality transit	4
	5,000 or more jobs near transit and near project = 4	
	500 or more jobs near transit and near project = 2	
	Less than 500 jobs = 0	

Program Guidelines — One Bay Area Grant (OBAG 2) Program

Subject	Metric	Max Score
* Dense Job Centers Near Housing	Project is in or adjacent to a job center with a significant number of jobs near housing	4
	Job density near project is 21 per acre or higher AND housing density is 6 per acre or higher = 4	
	Job density near project is between 11 and 21 per acre AND housing density is between 0.5 and 6 per acre = 2	
	Job density near project is less than 11 per acre AND housing density is less than 0.5 per acre = 0	
* Quality Transit Service	Is the project in an area served by quality transit?	4
	AllTransit performance score 8.0 or more = 4	
	AllTransit performance score 6.0–7.9 = 3	
	AllTransit performance score 4.0–5.9 = 3	
	AllTransit performance score 2.0–3.9 = 2	
TDM Measures	AllTransit performance score 0.0–1.9 = 0	
	Project area incorporates TDM measures consistent with <i>Planning Healthy Places</i>	4
	Broad range of TDM measures = 4	
	Some TDM measures = 2	
Traffic Management Strategies	Minimal TDM measures = 0	
	Project include traffic management strategies consistent with <i>Planning Healthy Places</i>	4
	Broad range of traffic management measures = 4	
	Some traffic management measures = 2	
Project Criteria	Minimal traffic management measures = 0	
	52 points maximum	
	Safety	
	Would the project improve safety?	5
	Remedy a demonstrated safety issue = 5	
	Incorporate designs that improve safety = 3	
	No safety features = 0	

Program Guidelines — One Bay Area Grant (OBAG 2) Program

<i>Subject</i>	<i>Metric</i>	<i>Max Score</i>
Connectivity	Project provides new or improved connection to major destinations, including job centers, governmental services, transit stations and centers, parks and other areas of dense development	5
Alternative Modes	Project connects directly to transit stations and improve ped/bike access = 5 Ped/bike OR transit improvement only = 2 Else = 0	5
* Project Definition	Project is clearly defined and would result in a usable segment	5
Sustainability	Sponsor has identified an ongoing process and funding for maintaining or operating the project into the future	5
Removes constraints	Removes significant constraint (development will not occur without project) = 4 Removes moderate constraint (removes constraint to pedestrian and bicycle movement)= 2 Else = 0	5
Project Readiness	Project has NEPA clearance or 35% design = 8 Project has preliminary engineering or conceptual design = 4 None = 0	6
Community support	Policy support = 2 Community outreach to review or identify project = 2 Both = 5 None = 0	5
* Sponsor Delivery Record	Within last 4 years: No failures = 8 1 failure = 4 More than 1 failure = 0	6

<i>Subject</i>	<i>Metric</i>	<i>Max Score</i>
Matching Funds	Sponsor has identified matching funds beyond the required 11.47 percent required for federal funds	5
	100% or greater = 5	
	80%–100% = 4	
	55%–79% = 3	
	35%–54% = 2	
	11.47%–34% = 1	
Cost-Effectiveness Criteria		8 points maximum
* Cost-Effectiveness	Relative measure of the effectiveness of the project for the amount of funds requested. Calculated by dividing the project cost by the total score under the context and project criteria — normalized to the maximum of 8 points.	8

Geographic Equity

The list of recommended projects for the competitive portion of the OBAG 2 program will include at least the top-scoring project for each of the four subregions in Contra Costa. As noted above, this could require some reduction in the LSRP shares to ensure that those four projects are fully funded.

Review and Ranking of Applications

Authority staff will conduct the initial review of submitted application, first, to ensure that each application meets all of the screening. Applications that meet the screening criteria will be forwarded to a review committee made up of local staff. The review committee will score the applications against the more qualitative criteria, such as how well the project addresses safety issues or removes development constraints, while Authority staff will score the applications on the more quantitative criteria. These latter criteria include whether the project is within or near a PDA or COC, past and forecast housing growth, whether the project serves a dense job center near housing or transit, and whether the project area is served by quality transit service. The review committee and Authority staff may conduct site visits as part of application review.

Once the initial scoring is complete, Authority staff will compile the results and ranking of scores. The review committee will go over both the qualitative and quantitative scoring to ensure consistency and, from this review, develop a proposed list of recommended projects.

Authority and a local staff group will review this list and the list of recommended projects for the Measure J TLC and PBTF programs to see if adjustments to the funding programs to minimize the number of projects going through the Caltrans local assistance process and to increase the leveraging of local funds, including Measure J funds. The coordinated call for projects allows sponsors to apply for more than one funding source for and this step is necessary to allow adjustments if a project is recommended for funding through more than one source.

Authority will then take this adjusted list to the Technical Coordinating Committee for review and recommendation, followed by review and recommendation of the list by the Authority's Planning Committee. Authority approval is scheduled for June 2017.

DRAFT

29 July 2016

MEASURE J TRANSPORTATION FOR LIVABLE COMMUNITIES (CC-TLC) PROGRAM

Program Guidelines

The Measure J Transportation for Livable Communities (CC-TLC) program will fund plans and facilities that support walkable, mixed-use, transit-supportive communities or that encourage more walking, bicycling and transit use. Measure J allocates five percent of revenues received to the program. (An additional 0.4 percent is set aside exclusively for eligible projects and sponsors in West County.) Measure J limits these funds to specific transportation projects that encourage the use of alternatives to the single occupant vehicle such as: pedestrian, bicycle and streetscape facilities, traffic calming and transit access improvements.

The CC-TLC program has six goals:

1. Help create walkable, pedestrian-friendly neighborhoods and business districts;
2. Promote innovative solutions, including compact building design and context-sensitive site planning that is integrated with the transportation system;
3. Help create walkable, pedestrian-friendly access linking housing and job centers to transit;
4. Help create affordable housing;
5. Encourage a mixture of land uses and support a community's development or redevelopment activities; and

6. Provide for a variety of transportation choices to enhance a community's mobility, identity, and quality of life.

What Projects and Sponsors Are Eligible?

The CC-TLC program will fund plans, studies and transportation improvements that either:

1. Facilitate, support or catalyze more compact, mixed-use development that includes affordable housing, and development that is pedestrian-friendly or integrated into transit networks, or
2. Encourage the use of alternatives to the single occupant vehicle and promote walking, bicycling and/or transit usage.

This type of development provides residents with a broad range of housing choices, easy access to public facilities, and alternatives to the use of the automobile for commuting, shopping or recreation.

ELIGIBLE PLANS AND STUDIES

The CC-TLC program can fund local plans and studies that are intended to lead to the development of compact, mixed-use, walkable and transit-supportive areas, especially those that include affordable housing, or encourage walking, bicycling or transit use. Plans could include General Plan Amendments, Specific Plans, station area plans and master plans consistent with the goals and objectives of the CC-TLC program. Studies could include corridor plans to identify bicycle, pedestrian and transit access projects within a corridor or district and feasibility studies to determine realistic improvements.

ELIGIBLE PROJECTS

The following table lists projects that are eligible for CC-TLC funding. Additional improvements may be eligible but must help achieve the program's goals.

Bicycle improvements

- Multi-purpose (Class I) trails, Class II bike lanes and Class III bike routes including bicycle boulevards
- Class I overcrossings of roadways and waterways
- Bicycle parking
- Signage and wayfinding

Pedestrian improvements

- New or upgraded sidewalks, crosswalks and pathways, including bulb-outs, mid-block crossings, and pedestrian refuges
- Public plazas
- Pedestrian-scaled wayfinding signage
- Street furniture and landscaping that comfort and attractiveness of pedestrian facilities, including pedestrian-scale lighting, bus shelters, tree grates, bollards, benches and street trees

Transit Improvements

- Bus stops and shelters
- Improvements at transit stations that provide or improve pedestrian or bicycle access
- Signage for wayfinding, schedules and route maps

Other Eligible Improvements

Other transportation improvements that support and are necessary for the development of compact, mixed-use, walkable districts or encourage walking, bicycling and transit use, including but not limited to:

- Roadway improvements that enhance traffic flow consistent with creating areas that encourage walking, bicycling and transit use and locally adopted plans and policies
 - Traffic calming
 - Signals that better accommodate pedestrians and bicyclists, including bike and pedestrian detection loops
-

INELIGIBLE PROJECTS AND PLANS

Any project that does not help achieve the goals of the CC-TLC program would not be eligible for CC-TLC funding. Ineligible projects include:

- Roadway or other transportation improvements that do not support compact, mixed-use development and workforce housing
- Roadway or other transportation improvements that detract from the walkability of the surrounding area
- Operations, including transit operations and bike stations whether or not the facilities necessary for these operations is eligible for funding
- Incentive programs including transit subsidies

ELIGIBLE PHASES AND PROJECT COMPONENTS

The CC-TLC program may be used to fund any project phase or component allowed in Measure J, with the following restrictions:

Plans and Studies

CC-TLC funds may be used to fund plans and studies that would further the goals of the CC-TLC program. Specifically, the CC-TLC program may fund plans designed to create more compact, walkable and transit-supportive neighborhoods and districts and studies that would identify and define infrastructure improvements that encourage more walking, bicycling and transit use within a corridor or district. Plans could include the preparation of General Plan Amendments, Specific Plans, station area plans and other similar plans. These plans must include policies, guidelines or standards for the creation of connected pedestrian or bicycle networks that serve adjoining land uses and transit networks. Studies could include corridor plans or feasibility studies to define needed bicycle, pedestrian or related transit access improvements along a corridor or within a district and to identify feasible alignments and designs for those improvements.

The CC-TLC program can be used to fund environmental clearance for an eligible plan or study.

The minimum request for plans and studies is \$50,000 and the maximum is \$200,000.

Projects

CC-TLC funds may be used for all phases of project development, from design, right-of-way and environmental clearance through construction, consistent with Authority policies. No CC-TLC funds, however, shall be allocated to projects solely for design, right-of-way and environmental clearance; each project funded must include lead to the construction of the project and include funding, whether with CC-TLC funds or other secured and committed funding, for project construction.

The minimum request for projects is \$75,000 and the maximum will equal the amount available for allocation by the RTPC.

Staff Time

CC-TLC funds may not be used to fund staff time provided by the sponsor agency or agencies.

ELIGIBLE SPONSORS

Measure J limits CC-TLC funding to two types of recipients:

1. Local jurisdictions that are in compliance with the Measure J Growth Management Program (GMP) at the time the grant is approved by the Authority, and
2. Transit agencies

Other project sponsors would be eligible for CC-TLC funding only if they partner with a local jurisdiction or transit agency.

Selecting Projects

RTPC ROLE

Measure J gives the RTPCs the responsibility of reviewing project proposals and determining which projects applying for CC-TLC funds would best meet the goals of Measure J and the criteria in the CC-TLC guidelines. Measure J relies on the RTPCs to use their knowledge of local needs and conditions to decide how best to apply these

criteria in their subregion. Measure J also prohibits the allocation of CC-TLC funds to local jurisdictions on an “as-of-right” formula basis.

Measure J also requires the RTPCs to recommend projects “based on a three- or five-year funding cycle.” The intent of this restriction was to allow the RTPCs to reserve some of their share of the CC-TLC funds until the next programming period so that the RTPC can fund larger projects. Building on that intent, these guidelines allow the RTPCs to allocate all of the funds available for the programming period or to reserve the funding available in the final two years of the programming period to be allocated in the next update of the CC-TLC component.

An RTPC, solely at its discretion, may set aside up to 25 percent of the total available CC-TLC funds in any one programming period allocated to its subregion exclusively for plans and studies. While an RTPC may set aside up to 25 percent of the total available, it may recommend allocating more than 25 percent of the funds available during any programming period to fund plans and studies.

CRITERIA

To ensure that the projects recommended best achieve the program’s goals and reflect context of its subregion, each RTPC must evaluate the projects submitted against the following criteria and recommend only those projects that score highest. RTPCs must establish a scoring system whose weighting reflects the best way to achieve the program’s goals given the character and needs of the subregion’s communities. Consistent with Measure J, however, the scoring system must give preference to “projects that maximize transportation benefits linked to providing affordable housing near transit or in downtown areas.”

RTPCs must use the following criteria to evaluate requests for CC-TLC funding:

Criteria	Scoring *
1) Achievement of CC-TLC Goals: Describe how well the proposed project achieves the six goals of the CC-TLC program	
a. Help create walkable, pedestrian-friendly neighborhoods and business districts	TDB

b. Promote innovative solutions, including compact building design and context-sensitive site planning that is integrated with the transportation system	TDB
c. Help create walkable, pedestrian-friendly access linking housing and job centers to transit	TDB
d. Help create affordable housing	TDB
e. Encourage a mixture of land uses and support a community's development or redevelopment activities	TDB
f. Provide for a variety of transportation choices to enhance a community's mobility, identity, and quality of life	TDB
2) Feasibility: describe where the sponsor is in the project development process — design, environmental clearance, right-of-way purchase, and PS&E — and any outstanding issues	TDB
3) Local and policy support: identify policies in local plans that support the projects, the integration of the project with other local efforts, and other support from the general public, the RTPCs and other relevant agencies	TDB
4) Matching funds: identify funds from other sources that are or would be committed to the project	TDB
* Each RTPC shall establish scoring tailored to the needs of its subregion although, as noted above, RTPCs must give preference to projects that help create affordable housing.	

The emphasis in the review and ranking is on how well the proposed projects would help realize the six goals of the CC-TLC program. Measure J also requires RTPCs to give preference to projects that maximize transportation benefits linked to providing affordable housing near transit or in downtown areas (criterion 1.d). Proposed projects that are part of an adopted plan or would fill in and connect to an established pedestrian, bicycle, or transit network shall also be given greater weight in the ranking.

APPLICATION

The application form for the CC-TLC program will ask applicants to provide the following information:

1. Project information (name of project, sponsor, contact information and a summary of the requested funding, schedule, and proposed plan for maintain and operating the project)
2. Project description, including purpose, location and design features
3. Ability to meet criteria outlined above

Programming of CC-TLC Funds

The Authority will program the CC-TLC funds through the *Transportation for Livable Communities Component of the Measure J Strategic Plan*. The CC-TLC component will build on the revenue estimates and implementation policies included in the Measure J Strategic Plan. It will contain:

1. **Introduction:** The purpose and contents of the plan
2. **The CC-TLC Program:** What Measure J says and providing an overview of how the program is defined in Measure J and the kinds of projects that it would fund
3. **Goals and Policies:**
 - a. Goals and policies from the
 - b. Measure J Strategic Plan that would affect the allocation of CC-TLC funds
 - c. Goals and policies that would apply specifically to the CC-TLC, including the criteria used to select projects and project development requirements
4. **Funding:** Estimated amount of CC-TLC funding available during the allocation period based on adopted estimates from the Measure J Strategic Plan.
5. **Programming of Funds:** Matrix of projects recommending for funding through the CC-TLC program and funding allocated by fiscal year. The CC-TLC component will track the shares of these funds that are allocated among the four subregions, consistent with the requirements of Measure J.
6. **Project Fact Sheets:** Descriptions of each plan or project to be funded through the CC-TLC program comparable to the project fact sheets in the Measure J Strategic Plan.

PROGRAMMING PERIOD AND UPDATE SCHEDULE

Programming Period and Update Schedule

The CC-TLC component will use the same programming period used in the most recent Measure J Strategic Plan. This period corresponds to the five-year programming period for CC-TLC set in Measure J. A RTPC may choose to withhold up to two years of its share of CC-TLC funds in reserve to be programmed in subsequent updates of the CC-TLC component. This is consistent with the Measure J provision that allows each RTPC the option of setting a three-year allocation of its share of these funds.

The Authority will update the CC-TLC component as part of or as soon as possible after the updating of the funding estimates in the Measure J Strategic Plan or every two years, whichever is earlier.

DRAFT

29 July 2016

MEASURE J PEDESTRIAN, BICYCLE AND TRAIL FACILITIES (PBTF) PROGRAM

Program Guidelines

Measure J sets aside 1.54 percent of sales tax revenues to fund the Pedestrian, Bicycle and Trail Facilities (PBTF) program. The purpose of these revenues is to fund the “construction of pedestrian and bicycle facilities including regional trails throughout Contra Costa.”

The program has three components:

1. **Countywide Share:** One percent will go to “complete projects in the Countywide Bicycle and Pedestrian Plan” (CBPP)
2. **EBRPD Share:** One-half percent will go the East Bay Regional Park District (EBRPD) for the “development and rehabilitation of paved regional trails”
3. **West County Share:** The remaining 0.04 percent will go exclusively for “additional trail/pedestrian/bicycle capital projects, and/or facility maintenance in West County”

The selection of projects to be funded will differ among the three programs but the allocation of funding to those projects for all three will be outlined in the Pedestrian, Bicycle and Trail Facilities component of the Measure J Strategic Plan.

Countywide Share

ELIGIBLE SPONSORS

Public agencies that are able to carry out eligible projects including their design, the purchase of right-of-way, requesting bids and constructing the project consistent with the Authority's policies including Resolution 13-38-P, *Policy on Local Agency Coordination*, are eligible to receive funding through the Countywide Share portion of the PBTF program.

ELIGIBLE PROJECTS

The countywide share of PBTF funds may be used to fund the design and construction of *facilities* that support and encourage walking or bicycling and that are identified in the *Countywide Bicycle and Pedestrian Plan*.

Funds from the countywide share can only be used to fund bicycle or pedestrian facilities. These funds may be used to fund the bicycle and pedestrian components of a roadway improvement project if that project would not substantially increase the capacity of the roadway for vehicular movement.

What Projects are in the CBPP?

To be considered "in the *Countywide Bicycle and Pedestrian Plan*", a proposed project must be:

- Specifically listed in Appendix E, Local Bicycle and Pedestrian Projects, of the most recent CBPP as a bicycle, pedestrian or TLC project
- A bicycle project identified in Appendix D, Local Bicycle Networks, of the most recent CBPP as either an existing or proposed bicycle facility; while completion of *proposed* facilities are generally a higher priority, improvements to *existing* facilities may also be funded if they would significantly improve the usefulness of a facility
- A pedestrian project located in a priority location as described in the most recent CBPP. There are three types of "pedestrian-priority" locations:
 - Downtowns and other "pedestrian-oriented districts" (areas where walking receives relatively high priority and importance, either by practice or policy);

- Access routes to transit stations and stops; and
- Access routes to other activity centers such as significant employment and shopping areas, schools, community centers, public venues, parks and trails.

Eligible Project Phases

PBTF funds may be used to fund all phases of constructing a project, including engineering design, right-of-way and construction. As noted above, however, the countywide share of PBTF program must be used to *complete* projects in the CBPP and therefore must result in the completion of a usable bicycle or pedestrian project.

Minimum and Maximum Requests

The **minimum request** of PBTF funds is \$75,000. Setting a minimum request will help limit the cost of project oversight.

To meet the minimum request, project sponsors may combine similar projects at different locations into a single application. The components of a project need not be contiguous but must be related — for example, improvements identified in a jurisdiction’s pedestrian plan — capable of being carried out through the same contract.

The **maximum request** is \$1 million.

INELIGIBLE PROJECTS

The PBTF program can fund only those projects that directly serve pedestrians and bicyclists; no other types of projects may be funded through this program. For example, projects that make walking or bicycling to connect to transit safer and more convenient are eligible, while projects that improve transit operations are not. Similarly, if the purpose of the project is primarily to improve vehicular movement, the project would not be eligible for PBTF funds. In addition, the Countywide Share of the PBTF program will not fund:

- Planning studies such as, the development of pedestrian plans or alignment studies,
- Operations, (for example, the operation of a bike stations), or

- Maintenance of facilities. (The EBRPD and West County shares of PBTF funds may, however, be used for maintenance of regional trails or bicycle and pedestrian facilities.)

East Bay Regional Park District Share

ELIGIBLE SPONSORS

Only the East Bay Regional Park District (EBRPD) is eligible for this portion of the PBTF funds.

ELIGIBLE PROJECTS

The funding available to the EBRPD through the half-percent portion of the PBTF program must be spent on the improvement or maintenance of paved regional trails. Eligible projects could include improving and maintaining the trails themselves, trail crossings, lighting and signage.

MAINTENANCE OF EFFORT

Measure J states that the Authority, in conjunction with EBRPD, will develop a maintenance-of-effort (MOE) requirement for funds under the PBTF category. The following MOE requirement, which is based upon the MOE requirement for Measure C/J Local Street Maintenance and Improvement funds, shall apply to the EBRPD portion of PBTF funds:

EBRPD shall not redirect monies currently being used for the development and maintenance of regional trail facilities to other uses, and then replace the redirected funds with PBTF dollars from Measure J. To demonstrate compliance with this requirement, EBRPD shall document for the Authority that, for each fiscal year during which PBTF funds were expended, that it has continued to fund the budgets of the Contra Costa County and East Contra Costa County operational units from its general fund and property tax revenues at a level equal to or greater than the budget for those units during fiscal year 2010 . EBRPD may petition the Authority for a lower base for the MOE requirement where general fund and property tax revenues fall substantially. EBRPD must supply evidence for the need for any lower base amount.

FORMULA FOR DISTRIBUTING EBRPD FUNDS AMONG SUBREGIONS

Measure J requires that the half-percent EBRPD share of PBTF funds be spent “equally in each subregion”. The EBRPD shall use the formula used in Measure J to allocate funding to the four subregions — each subregion’s share of county population in the year 2020 — to determine subregional allocations. The EBRPD may adjust any of the subregional allocations by no more than five percent, subject to Regional Transportation Planning Committee (RTPC) approval, to better match funding available to the cost of the improvement or maintenance project(s) proposed. Any adjustments shall be considered in determining subregional allocations in each following update to the PBTF component of the Measure J Strategic Plan.

The subregional allocations shall be for the whole programming period, not for each programming year.

RTPC REVIEW AND APPROVAL

As part of the development and updating of the PBTF component to the Measure J Strategic Plan, the EBRPD shall develop a program of projects to develop or rehabilitate regional trails grouped by subregion. The EBRPD shall present this program of projects to each RTPC for its review. To be incorporated into the PBTF component, the projects proposed for a subregion must be approved by that subregion’s RTPC.

West County Share

The West Contra Costa Transportation Advisory Committee (WCCTAC) will recommend how the PBTF funds available through Program 26b, Additional Bicycle, Pedestrian and Trail Facilities. Recommendations will be based on the criteria established in the most recent CBPP.

ELIGIBLE SPONSORS

Public agencies that are able to carry out eligible projects including their design, the purchase of right-of-way, requesting bids and constructing the project consistent with the Authority’s policies including Resolution 13–38–P, *Policy on Local Agency*

Coordination, are eligible to receive funding through the West County Share portion of the PBTF program.

ELIGIBLE PROJECTS

The 0.04 percent of Measure J funds available to West County may be allocated both to construct and maintain bicycle or pedestrian facilities.

INELIGIBLE PROJECTS

The Additional Bicycle, Pedestrian and Trail Facilities program can fund only those projects that directly serve pedestrians and bicyclists; no other types of projects may be funded through this program. For example, while projects that make pedestrian or bicycle connections to transit safer and more convenient are eligible, projects that improve transit operations are not. Similarly, if the purpose of the project is primarily to improve vehicular movement, the project would not be eligible for these Additional Bicycle, Pedestrian and Trail Facilities funds.

Project Selection

COUNTYWIDE SHARE

Sponsors of projects asking for PBTF program funds must complete an application that provides detailed information on the project, including contacts, project description, cost estimates and funding plan, and an assessment of how well that project meets the criteria for selection.

The Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) will review and rank project applications using the criteria established in the most recently adopted CBPP. The CBPAC and Authority may refine and clarify the criteria, including adjusting the weight of each criterion in the review process, as part of the preparation of each call for projects for the PBTF program funds. Site visits may be conducted as necessary to resolve questions that may arise about applications or to help decide between closely ranked projects. The criteria are included in Exhibit A, attached.

EAST BAY REGIONAL PARK DISTRICT SHARE

As part of the update of the PBTF component of the Measure J Strategic Plan, Authority staff will estimate the amount of funding available to the EBRPD over the programming period for the update. This estimate will allocate the funding among the four subregions.

The EBRPD will then prepare a program of projects that it proposes to be funded with these funds. The proposed list of projects will be organized by subregion and identify the estimated cost and proposed programming year for the construction and maintenance activities.

Each RTPC will review and approve the construction and maintenance activities identified for their subregion and forward its recommendation to the Authority for incorporation into the update of the PBTF component of the Measure J Strategic Plan.

WEST COUNTY ADDITIONAL PEDESTRIAN, BICYCLE AND TRAIL FACILITIES SHARE

The Authority will ask WCCTAC, as part of the update of the PBTF component of the Measure J Strategic Plan, to prepare a list of additional trail, pedestrian, or bicycle capital improvements or facility maintenance projects in West County.

Programming of PBTF Funds

The Authority will program the PBTF funds through the *Pedestrian, Bicycle and Trail Facilities Component of the Measure J Strategic Plan*. The PBTF component will build on the revenue estimates and implementation policies included in the Measure J Strategic Plan as well as the policies in the most recent CBPP. It will contain:

1. **Introduction:** The purpose and contents of the plan
2. **The PBTF Program:** What Measure J says and providing an overview of how the program is defined in Measure J and the kinds of projects that it would fund
3. **Goals and Policies:**
 - a. Goals and policies from the Measure J Strategic Plan that would affect the allocation of PBTF funds

- b. Goals and policies that would apply specifically to the PBTF, including the criteria used to select projects and project development requirements
- 4. **Funding:** Estimated amount of PBTF funding available during the allocation period based on adopted estimates from the Measure J Strategic Plan.
- 5. **Programming of Funds:** Matrix of projects recommended for funding through the PBTF program and funding allocated by fiscal year. The PBTF component will track the EBRPD share to ensure that these funds are allocated equally among the four subregions, consistent with the requirements of Measure J.
- 6. **Project Fact Sheets:** Descriptions of each plan or project to be funded through the PBTF program comparable to the project fact sheets in the Measure J Strategic Plan

PROGRAMMING PERIOD AND UPDATE SCHEDULE

Programming Period

The PBTF funds will use the same programming period used in the most recent Measure J Strategic Plan.

Update Schedule

The Authority will update the PBTF component of the TLC/PBTF Programming Plan as part of or following the updating of the funding estimates in the Measure J Strategic Plan or at least every two years, whichever is earlier. It is also the Authority's intent, if possible, to release the PBTF call for projects as part of or immediately following an update of the projects or policies of the CBPP.

Project Development

Project sponsors must comply with all Authority requirements for implementation of projects funded through Measure J, including the requirements of Resolution 13-38-P, *Policy on Local Agency Coordination*.

Exhibit A

Criteria for Project Selection

<i>Criteria</i>	<i>To what extent would the project...</i>	<i>Weight</i>
Safety	Project addresses a documented or commonly recognized safety deficiency, especially conflicts with motor vehicles	15
Destinations served	Project increases access to key existing and planned activity centers such as shopping areas, employment centers, civic buildings, parks, schools, libraries and other community facilities within normal walking and bicycling distances (one-half to three miles, respectively) of the project	15
Improved connectivity	Project would eliminate gaps in existing pedestrian or bicycle facilities, remove barriers to access, and increase the directness or capacity of the bicycle/pedestrian network (including alternatives to trails that are closed overnight), especially where they facilitate connections to work, school or transit	15
Range and number of users	Project would serve a wide range of users — children, transit riders, bicycle commuters, shoppers — and increase the number of pedestrians and bicyclists within the project area	10
Countywide or regional significance	Project is located in a pedestrian priority location, on the countywide bicycle network or on the regional bicycle network designated by MTC	10
Transit ridership:	Project would support increased transit ridership by improving access to bus stops and transit stations, including bicycle parking at transit access points, with an emphasis on “last mile” improvements.	10
Matching funds	Project would leverage funds from other sources that are or would be committed to the project	10
Latent demand	Project would be more likely to generate walking and bicycling trips given other characteristics of the project area — for example, greater population and employment density, mix of land uses, percentage of zero-vehicle households, location in a Community of Concern, or relative lack of car parking	5
Feasibility	Project sponsor has demonstrated project feasibility, can complete the project development process — design, environmental clearance, right-of-way purchase, and PS&E — and resolve any outstanding issues	5
Local and policy support	Project would implement policies in local plans, integrate with other local efforts, and have support from the general public, the RTPCs and other relevant agencies	5



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Dial toll-free **1-877-353-4701** to participate.

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Spanish simulcast available by dialing 1-855-312-2107

Thursday, September 15 | 6:30pm – San Francisco County

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Tuesday, October 4 | 6:30pm – Contra Costa County

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Durante las reuniones telefónicas de autoridades y ciudadanos, usted podrá escuchar al director general de BART, a los directivos de la Junta, y también a usuarios de BART, acerca de por qué reinvertir en el sistema es tan importante. Esta es también su oportunidad para hacer preguntas y conocer más sobre lo que el plan tiene para ofrecerles a usted y a su condado.

Si desea participar, marque el número gratuito **1-877-353-4701**

Miércoles 24 de agosto | 6:30pm—Condado de Alameda
Transmisión simultánea en español disponible llamando al 1-855-312-2107

Jueves, 15 de septiembre: | 6:30pm—Condado de San Francisco
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Martes, 4 de octubre | 6:30pm—Condado de Contra Costa

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