

OBAG 3 Best Practices for CTA Outreach: Selected Examples from OBAG 2

Requirement	Documentation	Best Practice Examples
<i>Coordination/Project Solicitation</i>		
Local jurisdictions	Summary of correspondence	<ul style="list-style-type: none"> Summarize feedback/priorities from potential sponsors^{7,19} Summarize feedback from CTA Boards, Committees, and Advisory Bodies⁷
Transit agencies		
Federally-Recognized Tribal Governments		
Caltrans	None required	
MTC		
<i>Public Engagement</i>		
CBOs/orgs representing impacted groups	List of organizations contacted	<ul style="list-style-type: none"> Focus on reaching historically underrepresented communities³ Reach out to CBOs representing impacted communities¹² List meeting dates, times, groups represented, and topics/actions^{5,10,15,18} Summarize outreach findings^{3,10,20}
General Public	Copies of public notices, dates/times/locations of public meetings/workshops, summary of input and how used	
<i>Public Notices/Input Solicitation</i>		
Posted on agency website	Copies of public notices	<ul style="list-style-type: none"> Broadly distribute public notices, e.g. on social media², local newspapers^{9,13}, etc. Determine appropriate language assistance measures through a Limited English Proficiency assessment and plan^{4,8} Integrate translation service (e.g. Google Translate) into agency website^{2,5} Translate materials as appropriate, including language assistance notices^{2,5,11}, flyers/fact sheets^{10,14}, surveys²⁰, etc. Focus on reaching historically underrepresented communities³
Information on requesting language assistance, accessibility accommodations	Copies of public notices	
<i>Meeting Locations/Times/Facilities</i>		
Times conducive to public input	Dates/times/locations of public meetings	<ul style="list-style-type: none"> Offer dedicated outreach opportunities outside of regular scheduled meetings (e.g. workshops, open houses, community surveys)^{3,8,11,17,20} Proactively provide onsite interpreters and/or bilingual staff³ Conduct outreach in the community³ Offer opportunities for feedback at various times and days of the week^{3,11}
ADA compliant		
Transit accessible (for in-person/hybrid meetings)		
<i>Prior/Concurrent Output</i>		
Recent (≤12 months or otherwise relevant)	Narrative description of efforts, incorporation into call for projects, use in prioritization	<ul style="list-style-type: none"> Consolidate OBAG funding with other sources for a unified call for projects^{1,5,6} Describe how recent/concurrent outreach efforts were integrated into OBAG call for projects^{4,10,16}
Comprehensive (covers all OBAG 3 project types)		
Meets OBAG 3 requirements		

References

- | | |
|---|---|
| <ul style="list-style-type: none"> 1. ACTC 2018 CIP Call for Nominations 2. ACTC Public Notice 3. ACTC CTP Outreach Summary 4. ACTA 2017 PDA IGS Engagement 5. CCTA OBAG 2 Compliance Documentation 6. TAM Call for Projects 7. TAM Jurisdiction and Advisory Body Recommendations 8. NVTA Call for Projects Memo 9. NVTA Public Notice NVR 10. SFCTA OBAG 2 Public Outreach Overview | <ul style="list-style-type: none"> 11. CCAG Call for Projects Flyer 12. CCAG CBO Contact List 13. CCAG Public Notice Newspaper 14. VTA OBAG 2 Flyers 15. VTA Outreach Summary 16. STA Checklist Documentation 17. STA OBAG 2 Meeting Agenda 18. STA CTP Meetings and Comments 19. SCTA Outreach 20. SCTA CTP Public Outreach Report |
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August 29, 2016

2018 COMPREHENSIVE INVESTMENT PLAN (2018 CIP)

NOTICE OF CALL FOR PROJECT NOMINATIONS

To All Interested Parties:

The Alameda County Transportation Commission (Alameda CTC) is initiating a call for project nominations for its 2018 Comprehensive Investment Plan (2018 CIP). The 2018 CIP will program funding anticipated for fiscal years 2017-18 through 2021-22.

Alameda CTC is responsible for planning, funding and delivering transportation projects and programs within Alameda County. This includes the programming of federal, state, regional and local transportation funding. The CIP is Alameda CTC's near-term strategic planning and programming document through which fund sources administered by Alameda CTC are programmed through a consolidated process to maximize investments towards critical transportation infrastructure and program operations needs that are essential for developing and maintaining the county's transportation system.

The 2018 CIP Project Nomination period will open Thursday, September 1, 2016 and close Monday, October 31, 2016. Eligible applicants with projects that are implementation ready for fiscal years 2017-18 through 2021-22 should apply during this time. Alameda CTC's 2018 CIP programming and allocation recommendations will be considered by the Commission in late spring 2017.

Eligible Projects

- Eligible projects, programs and plans ("projects") proposed for funding through the 2018 CIP must be included in the 2016 Countywide Transportation Plan (CTP).
- Eligible projects must meet the eligibility requirements of the funding sources and programs that are ultimately programmed by Alameda CTC.
- Eligible capital projects may include (but are not limited to):
 - Local street and road improvements
 - Bicycle and/or pedestrian infrastructure improvements, including new facilities, gap closure, and safety improvements
 - Capital improvements near schools
 - Highway capital investments

- Freight, ferry, rail and intermodal projects that facilitate the movement of goods, services and people
- Transit infrastructure enhancements and expansion
- Safety or modernization improvements to transit centers, stations or facilities
- Transportation improvements that provide greater transit access for residents of low-income and disadvantaged communities
- Technology improvements such as Intelligent Transportation System, signal timing, transit signal priority, innovative uses of technology as it pertains to improvement and maintain the transportation system
- Eligible non-capital projects may include (but are not limited to):
 - Plans such as bicycle and pedestrian master plan updates
 - Feasibility studies
 - Safety education, training, enforcement and promotional programs
 - Transportation demand or traffic management programs
 - Travel Training and Mobility Management programs (programs typically targeted towards seniors and people with disabilities)
 - Transit or shuttle operations
 - Rideshare programs

Eligible Applicants

Eligible applicants (direct recipients) of funds programmed through the CIP are limited to the following:

1. Cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, Union City
2. County of Alameda
3. Transit agencies Altamont Corridor Express (ACE), Alameda-Contra Costa Transit District (AC Transit), San Francisco Bay Area Rapid Transit District (BART), Livermore Valley Transportation Authority (LAVTA), Union City Transit, and San Francisco Water Emergency Transportation Authority (WETA)
4. East Bay Regional Parks District (EBRPD)
5. Alameda County Transportation Commission (Alameda CTC)
6. Non-profit organizations (*exclusively for programs targeted towards seniors and people with disabilities and if the non-profit provides letter(s) of support from local agency and/or transit provider to confirm service coordination and project support*)

Entities that are not identified above as eligible direct recipients may be eligible to receive CIP funds as sub-recipients by partnering with an eligible direct recipient that is willing to pass through the funds to a sub-recipient. Exceptions allowing other entities to directly receive funds may be granted by Alameda CTC on a case-by-case basis.

Fund Estimate

At this time, a total of approximately \$161.3 million is anticipated to be available for programming through the 2018 CIP, as follows:

CIP Principal Program	Fund Sources	5-year CIP Fund Estimate
Bicycle and Pedestrian Program	MB Bike/Ped Countywide Discretionary MBB Bike/Ped Grant Program MBB Three Major Trails VRF Bike/Ped Safety Program Safe Routes to Schools (SR2S) Capital	\$23.8M
Transit Program	MB Express Bus MBB Innovative Transit Program VRF Transit for Congestion Relief Program	\$33.9M
Transit Center for Development Program	MB Transit Center Development Program	\$2.5M
Community Development Investment Program	MBB Community Development Investment Program	\$25.6M
Paratransit Program ²	MB Special Transportation for Seniors and People with Disabilities MBB Coordination and Service Grants	\$3.7M
Technology, Innovation and Development	MBB Technology, Innovation, and Development	\$6M
Transportation Fund for Clean Air (TFCA) ²	TFCA County Program Manager	\$3.6M
Federal One Bay Area Grant Cycle 2 (OBAG 2): PDA Supportive Transportation Investments Local Streets and Roads (LSR) Federal Aid Secondary (FAS) ¹	Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Federal STP Federal STP	\$40.4M \$20M \$1.8M
Total 2018 CIP Fund Estimate		\$ 161.3M
<p>Table Note:</p> <ol style="list-style-type: none"> California statutes provide for the continuation of minimum funding levels to counties, guaranteeing their prior FAS shares for rural county roads. The County of Alameda is the only eligible recipient of FAS funding. For the Paratransit and TFCA programs, the CIP fund estimate shown is limited to two years of anticipated funding. 		

Other Requirements

- Funding awards are limited to the maximum awards identified below:

- i. Feasibility studies, plans and other studies maximum award of \$100,000.
 - ii. Shuttle and transit operations maximum award of \$500,000 per year.
- The minimum required local match is 11.47% for capital projects and program operations and 50% for transit operations and plans and studies. For non-profit organizations, exceptions to the matching requirements may be granted by Alameda CTC on a case-by-case basis.
 - The minimum funding request is generally \$100,000 per project, but exceptions may be considered on a case-by-case basis. Note project selection through the CIP will be focused on selecting robust projects that yield significant benefits to the countywide transportation system.
 - Programming of federal OBAG 2 funding is to adhere to the requirements of Metropolitan Transportation Commission (MTC) [Resolution No. 4202](#).
 - Other funding requirements may be included in the various Program Guidelines of the CIP and may supersede the [CIP Programming Principles](#) or other requirements described herein.

Application Process

Project nominations for the 2018 CIP will be through an online grant application system. Once applicants create a system user account they will be able to create, manage and submit multiple project applications. For multiple project nominations, project sponsors will be asked to prioritize each project in respect to the total number of nominations i.e. Priority 1 of 4 nominations. Note that three application forms will be available for the 2018 CIP targeting different project types: (1) OBAG 2 LSR Program, 2) Paratransit Program and (3) General 2018 CIP (for all other project types).

Complete project nominations (submitted online applications with attachments) are due no later than Monday, October 31, 2016. Only project nominations submitted through the online application system will be accepted and the system will automatically close at 11:59 p.m. on October 31st.

Alameda CTC will be hosting two 2018 CIP application workshops:

- **Thursday, September 8, 2016, 1:30 – 3:00 p.m.**
This workshop will focus exclusively on the online General 2018 CIP and OBAG 2 LSR applications and provide an interactive overview of online system, including how to create an account and submit an application. Note there is a separate workshop (below) that will cover the application for Paratransit Program funding.
- **Tuesday, September 13, 2016, 10:30 -11:30 a.m.**
This workshop will focus exclusively on the online application for Paratransit Program funding (for projects targeted towards seniors and people with disabilities). This workshop will provide an interactive overview of the online system, including how to create an account and submit an application.

Selection Process

Project sponsors will not be applying for a specific fund source through the 2018 CIP nomination process. Rather, Alameda CTC will evaluate submitted projects based on the Commission-approved CIP project selection criteria (project need and benefits, readiness, sustainability, matching funds and any fund source-specific criteria) and match successful candidate projects with the appropriate fund source(s). Only project applications that demonstrate the project or project phase can be implemented within the time period of fund availability and in accordance with the requirements of the identified fund source(s) will be recommended for funding.

Schedule

July 28, 2016	Approval of the 2016 CIP Update
September 1, 2016	2018 CIP call for project nominations opens
September 8, 2016	Application workshop for General 2018 CIP and OBAG 2 LSR application forms
September 13, 2016	Application workshop for Paratransit Program application form
October 31, 2016	2018 CIP applications due
Fall 2016 – Spring 2017	Alameda CTC develops 2018 CIP
Late Spring – Early Summer 2017	Alameda CTC adopts final 2018 CIP

Resources

Resources for the 2018 CIP call for project nominations, including a link to the online application can be accessed from the Alameda CTC's website at: http://www.alamedactc.org/app_pages/view/19025

Staff Contacts

General 2018 CIP questions:

Jacki Taylor, Associate Program Analyst
Phone: (510) 208-7413; Email: jtaylor@alamedactc.org.

John Nguyen, Senior Transportation Planner
Phone: (510)208-7419; Email: JNguyen@alamedactc.org

Questions specific to the Paratransit Program funding application:

Krystle Pasco, Assistant Program Analyst
Phone: (510) 208-7467; Email: kpasco@alamedactc.org

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More on this topic[Funding](#) > [Comprehensive Investment Plan](#)**Comprehensive Investment Plan**

The Alameda County Transportation Commission (Alameda CTC) has initiated a call for project nominations for its 2018 Comprehensive Investment Plan (2018 CIP). The 2018 CIP will program funding anticipated for fiscal years 2017-18 through 2021-22, including Federal One Bay Area Grant

Alameda CTC is responsible for the planning, programming and allocation of local, regional, state and federal funding for transportation improvements throughout Alameda County. The investments approved by Alameda CTC result in a wide range of transportation improvements and services that facilitate safe, efficient and accessible travel for all types of transportation in all areas of Alameda County.

The Comprehensive Investment Plan (CIP) brings the long-range and countywide plans into the near term by focusing on investments over a five-year programming and allocation window. The purpose of the CIP is to facilitate strategic programming and allocation of all fund sources under Alameda CTC's programming responsibilities. This includes funding from federal, state, regional, and local fund sources such as the Surface Transportation Program (STP) / Congestion Mitigation Air Quality Program (CMAQ), Transportation Fund for Clean Air Program (TFCA), local sales tax measures and vehicle registration fee programs.

To streamline programming of these funds sources, the CIP considers all available fund sources through a consolidated funding program that prioritizes, evaluates and recommends funding to critical transportation infrastructure and operations needs that build and maintain the county's transportation system.

COMPREHENSIVE INVESTMENT PLAN

- [Comprehensive Investment Plan 2016 Update](#) (approved July 2016)
- [Comprehensive Investment Plan 2016](#) (approved June 2015)

2018 CIP APPLICATION

- [Application: Link to apply for the 2018 CIP \(all projects\)](#)
- [2018 CIP Notice of Call for Project Nominations](#)

PROGRAM GUIDELINES AND RESOURCES

- **CIP Programming Principles and Guidelines**
 - [CIP Programming Principals](#)
 - [Arterial Program](#)
 - [Bicycle and Pedestrian Program](#)

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阿拉米達縣交通委員會(阿拉梅達CTC)已著手進行項目提名的2018綜合投資計劃(2018 CIP)的調用。2018年CIP將編程預計財年的2017 - 18通過2021-22, 包括聯邦的一個海灣地區補助資金

阿拉梅達反恐委員會是負責地方, 區域, 國家的規劃, 計劃和分配, 以及聯邦資金在整個阿拉米達交通改善縣。通過CTC阿拉梅達批准的投資導致了廣泛的交通改善, 有利於在阿拉米達縣的所有領域所有類型的運輸安全, 高效和方便的旅遊服務。

綜合投資計劃(CIP), 專注於投資在5年的規劃和分配窗口帶來的遠射和全縣計劃到近期。在CIP的目的是促進在阿拉米達CTC的編程責任全部資金來源的戰略規劃和分配。這包括聯邦, 州, 地區和地方資金來源, 如地面交通項目(STP)擁塞緩解空氣質量計劃(CMAQ), 交通基金清潔空氣計劃(TFCA), 地方銷售稅措施和車輛註冊資金費計劃。

為了簡化這些資金來源編程, CIP通過優先, 評估和建議資金的建立和維護全縣的交通系統重要的交通基礎設施建設和運營需要一個統一的資助計劃, 考慮所有可用的資金來源。

綜合投資計劃

- [綜合投資計劃2016更新](#)(批准2016年7月)
- [綜合投資計劃2016年](#)(已批准2015年6月)


2018 CIP應用

- [應用: 鏈接申請2018 CIP \(所有項目\)](#)
- [徵集項目提名的2018 CIP通知](#)

計劃指南和資源

- **CIP編程原則和準則**
 - [CIP編程校長](#)
 - [動脈程序](#)
 - [自行車和行人計劃](#)
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More on this topic[Financiación](#) > [Plan de Inversión Integral](#)**Plan de inversión integral**

La Comisión de Transporte del Condado de Alameda (Alameda CTC) ha puesto en marcha una convocatoria de candidaturas de proyectos para su Plan de Inversiones 2018 Integral (2018 CIP). El CIP 2018 programará financiación prevista para los años fiscales 2017-18 a través de 2021-22, incluyendo Una Bay Area Federal de Grant

Alameda CTC es responsable de la planificación, programación y asignación de los locales, regionales, estatales y fondos federales para mejoras de transporte a lo largo de la Alameda Condado. Las inversiones aprobadas por la Alameda CTC dan lugar a una amplia gama de mejoras y servicios que facilitan la circulación segura, eficiente y accesible para todos los tipos de transporte en todas las áreas del condado de Alameda de transporte.

El Plan Integral de Inversiones (CIP) trae el largo alcance y los planes de todo el condado en el corto plazo, centrándose en las inversiones a través de una ventana de programación y asignación de cinco años. El propósito de la CIP es para facilitar la programación estratégica y la asignación de todas las fuentes de fondos en virtud de las responsabilidades de programación de Alameda CTC. Esto incluye la financiación de los gobiernos federal, estatal, regional, y las fuentes de fondos locales, tales como el Programa de Transporte de Superficie (STP) / congestión Mitigación Programa de Calidad del Aire (CMAQ), el Fondo de Transporte para el Programa de Aire Limpio (TFCA), medidas de impuestos sobre las ventas locales y el registro de vehículos programas de pagos.

Para simplificar la programación de estas fuentes de fondos, el CIP considera todas las fuentes de fondos disponibles a través de un programa de financiación consolidada que prioriza, evalúa y recomienda la financiación de las necesidades de infraestructura y operaciones de transporte críticos que construyen y mantienen el sistema de transporte del condado.

PLAN DE INVERSIÓN INTEGRAL

- [Plan de Inversión Integral 2016 Actualización](#) (aprobado de julio de 2016)
- [Plan de Inversión Integral 2016](#) (aprobado de junio de 2015)

2018 SOLICITUD CIP

- [Aplicación: Enlace para solicitar el CIP 2018 \(todos los proyectos\)](#)
- [2018 CIP Aviso de Solicitud de candidaturas de proyectos](#)

PAUTAS DEL PROGRAMA Y RECURSOS

ALAMEDA COUNTY TRANSPORTATION COMMISSION



LATEST NEWS

Application Workshops for 2018 Comprehensive Investment Plan

Alameda CTC is holding two 2018 CIP application workshops in our downtown Oakland office:

- Thursday, Sept. 8 1:30 - 3:00 p.m. for general and OBAG 2 applications
- Tuesday, Sept. 13 10:30-11:30 a.m. for Paratransit Program funding

Independent Watchdog Committee Releases Annual Report

The IWC reports that Measures B and BB sales tax expenditures are in compliance with the voter-approved expenditure plan for 14th year in a row.

I-80 Corridor is getting SMARTer

The high-tech I-80 SMART Corridor project is in the process of activation. A network of integrated electronic signs, ramp meters and other state-of-the-art elements between the Carquinez Bridge and the Bay Bridge will improve safety and mobility.

ALL NEWS ▶

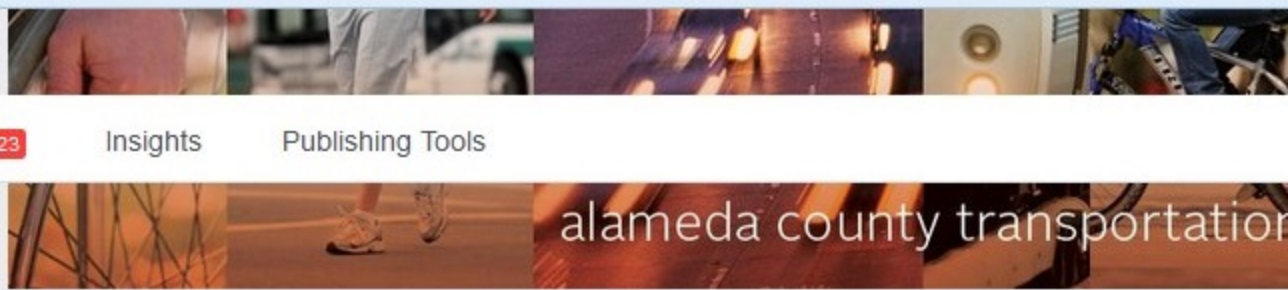


About Alameda CTC
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Alameda CTC

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund and deliver transportation programs



alameda county transportation

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Alameda CTC is hosting two application workshops for the 2018 Comprehensive Investment Plan (2018 CIP) call for project nominations. The first workshop is tomorrow, Thursday, Sept 8 from 1:30-3pm, for general and OBAG 2 applications. http://www.alamedactc.org/news_items/view/19475

Application Workshops for 2018 Comprehensive Investment Plan : Alameda CTC

Alameda CTC plans, funds and delivers transportation projects and programs throughout Alameda County, Calif., and distributes funds from Measures B and BB and the Vehicle Registration Fee.

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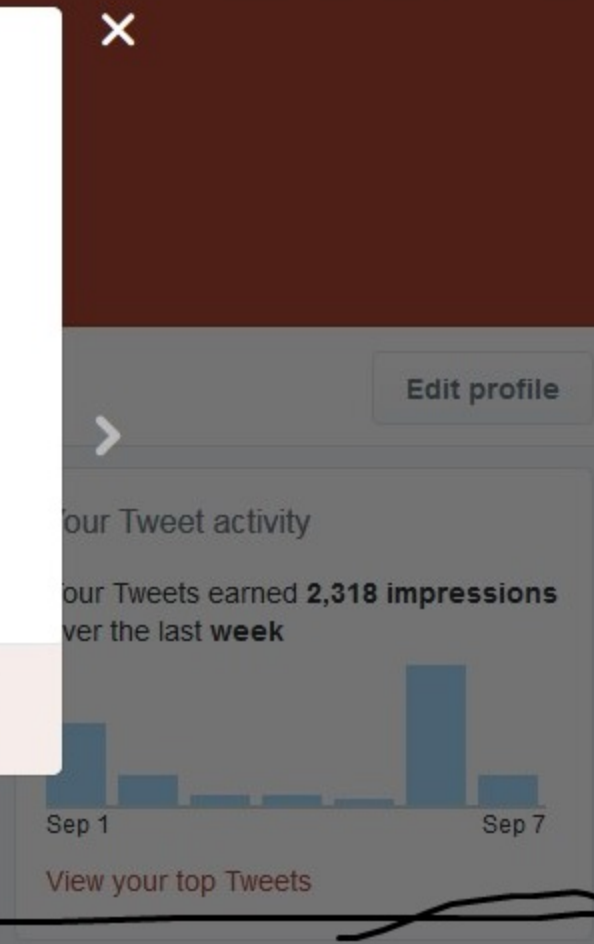
Alameda CTC @AlamedaCTC Alameda County Transportation Commission plans, funds & delivers transportation projects & programs to foster a vibrant and livable Alameda County, California.



Alameda CTC @AlamedaCTC Alameda CTC is holding a 2018 CIP Application Workshop tomorrow, Sept 8 from 1:30-3pm for general & OBAG 2 apps. alamedactc.org/news_items/vie... 8:21 AM - 7 Sep 2016

Alameda CTC @AlamedaCTC - 2h Worried about taking transit & then having a sick kid to pick up at school? #GuaranteedRideHome to the rescue! grh.alamedactc.org

Alameda CTC @AlamedaCTC - 2h Tired of the traffic? Interested in changing up your commute? You have



- Who to follow: Our Health CA @ourhealthca, 511 Contra Costa @511CC

COUNTYWIDE TRANSPORTATION PLAN

Summary of Public Outreach and Engagement



To gather an understanding of the transportation issues and priorities throughout the county, and inform development of the Countywide Transportation Plan (CTP), the Alameda County Transportation Commission engaged in comprehensive public outreach activities from January to April 2016. These activities included open houses and an intercept survey, each described below. These efforts are in addition to significant engagement with local jurisdictions and transit agencies via the Alameda County Technical Advisory Committee.

Outreach Phase 1: Open House Workshops

The first phase of outreach consisted of a series of open house workshops in representative and accessible locations throughout the county. The workshops included stations where participants could read posters and fact sheets, then discuss issues with Alameda CTC staff related to public transit, bicycling and walking, roads and highways, and goods movement. In addition, participants were encouraged to provide comments on cards and post-it notes and were invited to participate in a priority-setting exercise. Participants were made aware that their comments would inform the update of the CTP for Alameda County.

Workshops were held four locations central and transit accessible locations on both weekend and weekdays including:

- Dublin Public Library, Sunday, January 10, 2016
- Hayward City Hall, Saturday, January 23, 2016
- Fremont Public Library, Sunday, January 31, 2016
- Alameda CTC Office (Oakland), Tuesday, February 23, 2016

To promote attendance a flyer was developed and translated into Chinese and Spanish. Approximately 300 flyers were distributed widely including posting at the venues and then distribution by postal mail, email, and in person in locations proximate to the workshop location. Particular efforts were



Join us...
We want to hear from you about the transportation priorities in Alameda County!

- Stop by any time during the Open House Workshops to share your ideas about these transportation projects and programs:
- Bike & Pedestrian
 - Transit
 - Roads and Highways
 - Goods Movement

FOR MORE INFORMATION
Please call Jaranova Sultanzadeh, Senior Transportation Planner, Alameda CTC at 415-736-7426 or visit <https://www.alameda.ctc.org/countywide-transportation-plan>.
Individuals who require special meeting accommodations (access) or seating should contact Alameda CTC at least 72 hours in advance of the workshop.
Individuals who require special accommodations (American Sign Language interpreter, documentator, or a tactile format), etc please call Use Abboud. UseAbboud@alameda.ctc.org



What Are Your Transportation Priorities?

Open House Workshops

- Dublin - Sunday, January 10, 2016**
2:00 pm to 4:00 pm
Dublin Library - Community Room (200 Civic Plaza)
- Oakland - Thursday, January 14, 2016**
5:30 pm to 7:30 pm
Alameda CTC - Conference Room B (111 Broadway #100)
- Hayward - Saturday, January 23, 2016**
10:00 am to 12:00 pm
Hayward City Hall - Conference Room B (177 B Street)
- Fremont - Sunday, January 31, 2016**
2:00 pm - 4:00 pm
Fremont Library - Fukaya Room A (2400 Stevenson Blvd)

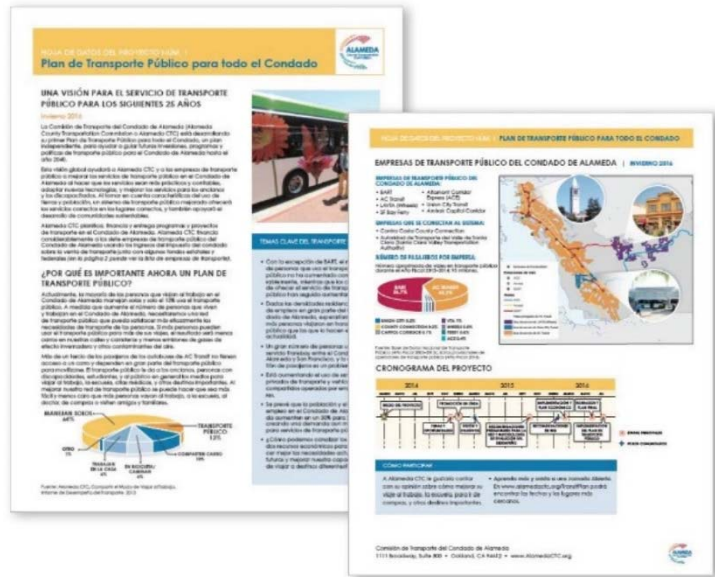
Workshops are ADA and transit accessible.

192

Approximate
number of
participants at all
workshops

made to reach economically disadvantaged, and culturally diverse communities, especially to persons with Limited English Proficiency (LEP).

Participants represented a wide variety of community organizations, advocates, and local agency representatives. In addition, the workshops were held in public and highly-trafficked venues such as libraries and a city hall lobby, which allowed for onsite recruitment of participants. Spanish-speaking and Chinese-speaking translators and staff were on site and available at each workshop.



Top Priorities

The issues that were selected by participants to be most important to them (i.e. received most high priority rankings) through the activity included:

Projects

- Transit Expansions (Fremont, Dublin, Oakland)
- Local Road Improvements (Fremont, Oakland)
- Pedestrian Facilities (Hayward, Dublin)
- Bicycle Facilities (Hayward, Dublin)

Programs

- Safe Routes to School (Fremont, Hayward, Dublin, Oakland)
- Transit Operations Improvements (Fremont, Dublin, Oakland)
- Senior and Disabled Transportation (Hayward)
- Pavement Maintenance (Hayward)



Outreach Phase 2: Street Intercept Surveys

To gain a more nuanced understanding of transportation priorities in Alameda County, particularly among LEP populations, a series of intercept surveys were conducted during March 2016. This involved surveyors going out into communities throughout Alameda County to ask individuals on public sidewalks or in other public areas to participate in a survey and then going through a series of questions related to transportation issues in Alameda County.

A total of 300 Surveys were completed. Of those 153 were conducted in English, 107 were conducted in Spanish, and another 40 were conducted in Chinese. Intercept locations were selected based on the equity analysis and Communities of Concern, as well as being high pedestrian traffic locations. Survey locations included:

- South Hayward – Chabot College Flea Market
- Ashland/Cherryland – Reach Youth Center
- Ashland/Cherryland – Supermercado La Raza
- City of Alameda – Marina Village Shopping Center
- Oakland (East) – Eastmont Towncenter
- Oakland (Fruitvale) – Fruitvale BART Station
- Oakland (San Antonio) – Pacific Renaissance Plaza
- Oakland (West) – West Oakland BART, 7th and Center Streets
- Berkeley (South) Ashby BART Station

The survey included demographic and neighborhood residency questions, mobility and transportation mode questions, bicycle and pedestrian questions, safety questions, pavement quality and impacts to daily transportation questions, questions about transit use and related obstacles, and also questions about effective information sharing related to transit. The survey instrument can be found at the end of this appendix.

300

Intercept Surveys Completed

South and West Berkeley



West Oakland



Oakland: San Antonio



Fruitvale



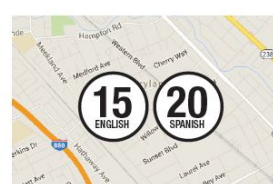
East Oakland



City of Alameda



Central Alameda:
Ashland/Cherryland



Central Alameda:
South Hayward



Key Intercept Survey Findings

- **Walking and Transit Use Are Common** – Walking (43%) and using the bus (41.6%) are top modes of mobility, both selected as one of two top choices respondents. BART use also appears as a high use mode with 32% of respondents.
- **Many Solo Drivers** – Despite heavy transit and walking modes, 41.6% of respondents selected driving alone as one of their top two most common modes while carpooling was only selected by 9.3% as a top mode.
- **Bicycling is Limited** - Only 8.3% indicated bicycling as a top mode of mobility. Further, over 65% of respondents said they don't ever ride a bike and the main reason given was a lack of a bicycle. Age and health were also cited as primary reasons for not riding a bicycle. Of those that indicated they did use a bike, the vast majority said it was for recreational purposes.
- **Bike Infrastructure, Traffic Calming would likely Improve Usage** – Additional bike lanes, better lighting, and slower traffic were cited as top improvement to make bicycling feel safer.
- **Many Walkers, Personal Safety is Still an Issue** – 173 out of 300 (57%) respondents indicated that they walk in their neighborhood for both daily transportation and for recreation, and over 70% of that group indicated they feel safe walking. Nonetheless, even among daily walkers, a substantial portion (28.7%) indicated they don't feel safe walking in their own community. And for respondents that indicated they don't walk in their neighborhood, the single most cited reason (64.7%) was Personal Safety followed by Poor Lighting (29.4%).
- **Traffic Calming and Improved Street Crossings would help** – To make walking more attractive, respondents indicated that addressing safety both from crime (more security, lighting), and from cars (slower traffic, improved crossing signals, continuous crosswalks, crossing guards at schools), would improve their and their children's walking habits.
- **Poor Pavement in Alameda County** – A large majority of people (71.5%) said they had notice poor pavement in their neighborhood, and of those the vast majority (82.4%) said that it made an impact on their daily transportation experience and on their transportation choices 68.9%.
- **Public Transit Challenges**– The biggest challenges cited in traveling by transit included costliness, infrequency of service, and concerns about safety at bus shelters and on the bus.

3 ENGAGING REGIONAL AND LOCAL AGENCIES

REGIONAL PARTNERSHIPS

One of the key objectives of the OBAG Program is to make strategic transportation investments that support the region's land use strategy of locating future growth and development in PDAs. To this end, during the first OBAG funding cycle, Alameda CTC partnered with ABAG and MTC to prioritize and fund transportation capital investments that support and encourage development in the region's PDAs.

Throughout the OBAG 1 process, Alameda CTC acted as a liaison between regional partners and local jurisdictions to meet regional requirements, inform local agencies of the program through outreach and education, and collect and analyze information from the local agencies to inform funding decisions. The regional partnerships continue for OBAG 2.

OUTREACH TO LOCAL JURISDICTIONS AND THE PUBLIC

In addition to working with the region, Alameda CTC worked with local jurisdictions, other partners, and stakeholders to define the strategy for Alameda County to successfully implement the requirements of the OBAG 1 Funding Program, including the Title VI outreach requirements. Alameda CTC's efforts to inform and educate local jurisdictions about OBAG 2 began with the outreach performed for four countywide multimodal plans:

- **Alameda Countywide Transportation Plan (CTP):** This long-range policy document adopted in May 2016 guides future transportation investments, programs, policies, and advocacy for all of Alameda County through 2040. All projects competing for state or federal funding must be consistent with this plan, which is updated on a regular basis approximately every four years. The CTP informs the Regional Transportation Plan, Plan Bay Area 2040, and the following three plans informed the CTP.
- **Alameda County Goods Movement Plan:** This plan, adopted in February 2016, outlines a long-range strategy for how to move goods effectively within, to, from and through Alameda County by roads, rail, air, and water while reducing impacts on neighboring communities. It identifies three main opportunity themes, two of which may affect land use: Sustainable Global Competitiveness, Smart Deliveries and Operations, and Modernizing Infrastructure.
- **Alameda Countywide Multimodal Arterial Plan:** This plan, adopted in June 2016, provides a framework for designing, prioritizing, and implementing improvements to address the needs of all modes on the county's arterial roadways. It identifies a priority list of short- and long-term improvements and strategies to improve regional and local mobility and integrate management of major arterial corridors. Land use context was integrated into the planning work as a factor in determining modal priorities for each arterial.

- **Alameda Countywide Transit Plan:** This plan, adopted in June 2016, enables Alameda County’s jurisdictions and transit providers to better align transit, land use, and economic development goals and objectives. The plan identifies near- and long-term transit capital and operating priorities in the county, addresses American’s with Disabilities Act paratransit needs and services, and also considers emerging technologies and the potential role that public and private shuttles might play in the transit network.

Plan Development Engagement

Alameda CTC engaged local jurisdictions, stakeholders, and the general public in the development of these plans in a number of ways:

- **Public meetings:** Alameda CTC provided information and requested input on the plans at multiple public meetings: Alameda County Technical Advisory Committee (ACTAC), Planning, Policy and Legislation Committee, and Alameda CTC Commission, as well as advisory meetings including Bicycle and Pedestrian Advisory Committee, Paratransit Advisory and Planning Committee, and Paratransit Technical Advisory Committee.
- **Local jurisdiction meetings:** Alameda CTC met with local jurisdictions to request input on the plans. Some of these meetings were at Alameda CTC prior to ACTAC meetings; others were at local jurisdictions’ venues.
- **Stakeholder interviews:** Alameda CTC met with partner agencies and stakeholders including advocacy groups, businesses, and government agencies to request input on the plans.
- **Public workshops:** Workshops were held in central, transit-accessible locations on both weekend and weekdays. In 2015 locations included Dublin Civic Center, Hayward City Hall, Fruitvale-San Antonio Senior Center, and St. Mary’s Center in Oakland; and in 2016 locations included Dublin Public Library, Hayward City Hall, Fremont Public Library, and Alameda CTC offices. To promote attendance flyers were developed, translated into Chinese and Spanish, and distributed widely.
- **Public roundtables:** Alameda CTC hosted a series of public roundtables to inform development of the Countywide Goods Movement Plan. Participants included public agency staff, elected officials, private-sector businesses involved in freight, and local advocacy groups and community members engaged in public health in Alameda County. The roundtables were held at Alameda CTC, and one Saturday roundtable was held in West Oakland.

Alameda CTC performed targeted community outreach in addition to the eight public workshops to inform the public about the plans and receive input on top priorities for communities. Prior to beginning the outreach, Alameda CTC developed a CTP outreach strategy and defined goals, key topics, and outreach principles; took into account lessons learned from the 2012 CTP; and specified key outreach approaches, including holding a series of public workshops and focus groups, conducting public intercept surveys for the equity analysis in many areas of the county as

noted below, and disseminating information using press releases, project flyers, e-blasts, web content, advertisements, workshop materials, and social media.

In addition to the efforts detailed above, Appendix B, Countywide Transportation Plan Outreach Summary documents the outreach to the public performed in 2016.

CTP Equity Analysis

MTC's Guidelines for Countywide Transportation Plans (2014) include the development of an equity analysis tailored to minority, low-income, and underserved populations.¹ Therefore, as part of the 2016 CTP development, the team conducted an equity analysis that compared transportation access and system quality for historically disadvantaged demographic groups and the general population to identify any significant disparities. The equity analysis in the 2016 CTP contributed to updating the county's Community-Based Transportation Plans developed between 2004 and 2009. The methodology for this analysis was rooted in best practices, regional guidance, academic literature, and lessons learned from prior efforts (both regional and nationwide).

A community engagement strategy (chapter 7 in the CTP)² was developed for this analysis to elicit robust input from communities that were traditionally left out of the planning process. The equity analysis informed both the outreach methods and geographic target areas for outreach. Outreach and language assistance included the following:

- **Intercept surveys:** In March 2016 intercept surveys were conducted to provide targeted input for the equity strategy, ensuring participation from a broad audience, especially minority, low-income, and other disadvantaged communities. Alameda CTC's CTP team conducted 300 intercept surveys in the Communities of Concern (East and West Oakland, Central Alameda County, South and West Berkeley, City of Alameda) and Livermore to ensure coverage of the full breadth of needs in Alameda County.
- **Language assistance:** To meet Title VI of the Civil Rights Act of 1964 requirements, Alameda CTC was required to complete a Limited English Proficiency (LEP) Plan to establish a Language Assistance Plan. In 2016 Alameda CTC had an analysis performed to identify the need for services for those with limited English proficiency. A Language Assistance Plan was developed by NWC Partners and Quantum Market Research in mid-2016. It includes the results of the analysis and a description of the LEP populations served by Alameda CTC. Alameda CTC's primary language assistance tools include:
 - Spanish and Chinese translations on some informational brochures and meeting notices

¹ MTC Guidelines for Countywide Transportation Plans, September 2014:
http://mtc.ca.gov/sites/default/files/6b_Attachment-A.pdf

² 2016 Alameda Countywide Transportation Plan:
http://www.alamedactc.org/files/managed/Document/19646/Final_AlamedaCTC_2016_CTP.pdf

- Translated materials on the Alameda CTC website, Guaranteed Ride Home website, Access Alameda website, and Safe Routes to School website
- Translation of Notice to Beneficiaries and complaint form in Spanish and Chinese
- Google Translate on the Alameda CTC website
- Translators at designated public meetings and on request at other meetings
- Posting project-specific meeting notices, hotline telephone recordings, and/or news releases and advertisements to newspapers in other languages
- Community-based organization assistance and translations in outreach to LEP, communities of concern, and other under-served community populations

Based on its Language Assistance Plan, Alameda CTC translates key documents and web content into other languages and provides other language assistance on request.

Comprehensive Investment Plan

Alameda CTC reinforces the goals in the CTP—which include creating a transportation system that is integrated with land use patterns and local decision-making—by integrating them into the agency’s funding allocation processes. Alameda CTC’s funding decisions have been streamlined into one unified Comprehensive Investment Plan (CIP). Funding decisions are made through a rigorous evaluation process where project applicants must illustrate how the projects and programs they propose support the countywide vision and goals.

The CTP is a policy framework document used to set vision, identify themes and synergies, and set overall priorities. The CIP directly programs funds to specific projects and programs, including those implemented by Alameda CTC and by other agencies. The CIP has a five-year programming horizon and is updated every two years.

Prior to the most recent CIP call for projects, Alameda CTC performed outreach to educate potential applicants about the CIP process and OBAG 2 funding. Applicants were required to describe how their projects and programs are consistent with the aforementioned modal plans and CTP and meet the goals and requirements specific to OBAG 2. (See Chapter 5 for more detail on OBAG 2 funding priorities.) Alameda CTC used criteria specific to the OBAG program to score projects for OBAG 2 (See Figure 5-2).

CIP ENGAGEMENT WITH REGIONAL/LOCAL AGENCIES AND THE PUBLIC

Alameda CTC’s Comprehensive Investment Plan provides major funding resources to local cities, transit operators, and the county to protect critical transportation operations and infrastructure and to deliver projects and programs as promised to the voters. Alameda CTC updates the CIP annually to reflect current programming and allocations and biennially to add projects and programs.

As part of the development process, Alameda CTC engaged local cities, transit operators, the county, and the public to inform them about and receive input on the CIP and to provide information on the OBAG 2 Program using a variety of channels:

- **ACTAC, Programs and Projects Committee (PPC), and Commission meetings:** In June 2016, Alameda CTC presented at these three public meetings and adopted the *2016 CIP Update* that included OBAG 2 Programming Guidelines with a program overview and fund sources, programming and allocation priorities, eligible project types, and other OBAG 2 requirements. In July 2016, Alameda CTC presented at these three public meetings and adopted the *OBAG 2 Principles for Alameda County* including an overview of OBAG 2 and MTC Resolution 4202 requirements, the program components, eligibility, fund estimate, local streets and roads program formula shares, Alameda CTC’s coordination of OBAG 2 with its 2018 CIP Call for Projects and a definition of “proximate access to a PDA” (as required by MTC Resolution 4202). In April 2017, Alameda CTC presented at these three public meetings and adopted the recommended 2018 CIP project list, including projects identified for federal STP/CMAQ (OBAG 2) funding. The 2018 CIP document included PDA proximate access justifications and PDA mapping for recommended OBAG 2 projects. The final 2018 CIP was adopted by the Alameda CTC Commission on April 27, 2017.
- **Bicycle and Pedestrian Advisory Committee (BPAC) meetings:** In November 2016, the County BPAC received the MTC Complete Streets Checklists for the OBAG 2 local streets and roads projects and in April 2017 received the MTC Complete Streets Checklists for the OBAG 2 PDA-supportive projects.
- **CIP Call for Projects:** On August 29, 2016, Alameda CTC officially noticed the 2018 CIP Call for Projects (http://www.alamedactc.org/files/managed/Document/19425/2018_CIP_CFP_Notice_20160829_final.pdf), which included OBAG 2, and the solicitation period was for two full months (it closed October 31, 2016).
- **Application workshop:** On September 8, 2016, Alameda CTC held a two-hour application workshop where questions about the 2018 CIP and OBAG 2 funding were answered. The workshop was noticed on Alameda CTC’s website, and the Q&A was posted after the workshop.
- **Website:** Alameda CTC posted all CIP and OBAG 2-related application information/resources on AlamedaCTC.org, which included the Google Translate function and notice of language assistance availability.
- **Social media:** Updates about the Call for Projects were posted on Facebook and Twitter.

See Chapter 5 for information on the CIP project-selection process. The meeting notices, agendas, and minutes related to the above meetings are posted at:

<http://www.alamedactc.org/events/month>.

ONGOING ENGAGEMENT WITH LOCAL AGENCIES

Alameda CTC continues to engage local cities, transit operators, and the county regarding PDAs in several ways:

- **ACTAC meetings/mailings:** ACTAC members represent each city in Alameda County, the county, AC Transit, BART, and a number of government and transportation agencies.

ACTAC generally meets monthly, and Alameda CTC engages this audience on many topics including PDA-related issues, e.g., OBAG project delivery, PDA implementation, and land use-transportation connections. In between meetings, Alameda CTC acts as a liaison between regional agencies and ACTAC and emails PDA and OBAG-related information to ACTAC members.

- **ACTAC Information Exchange:** In November 2016, Alameda CTC established an ACTAC Information Exchange Forum to provide a platform to effectively share information and best practices between Alameda CTC, local jurisdictions, and transit agencies on new transportation efforts and solutions implemented locally and regionally. The forum occurs on approximately a quarterly basis during the regularly scheduled ACTAC meeting and includes revolving panels on noteworthy topics with an emphasis on activities occurring within Alameda County that have the potential for scalable expansion.
- **OBAG 1 and SC-TAP project advisement:** Alameda CTC provides project oversight on some Sustainable Communities Technical Assistance Program (SC-TAP) projects through its SC-TAP program. The SC-TAP has provided significant support in the form of consultant expertise for PDA planning and implementation, complete streets policy implementation, and bicycle and pedestrian planning and technical support. In June 2013, Alameda CTC released a call for projects, and jurisdictions applied to receive consultant services for specific projects to complete a specific planning, environmental review, or project scoping task. The Commission adopted the \$4.5 million SC-TAP program in March 2014. In FY2014-15, Alameda CTC worked with project sponsors to finalize work scopes, budgets, and release requests for proposals. Alameda CTC manages the SC-TAP contracts and deliverables as well as two of the projects: Central County Complete Streets Implementation in Hayward and San Leandro and the Integrated Transit/Park-and-Ride Study with Livermore Amador Valley Transit Authority in the Tri-Valley.

Documentation of CMA Compliance

July 28, 2017 – Revised September 20, 2017

The following documents the activities and approaches the Contra Costa Transportation Authority has taken to carry out the selection of projects for funding through the second cycle of the One Bay Area Grant (OBAG 2) program.

Early on in the process, because the programs shared many of the same objectives, the Authority decided to combine the OBAG 2 process with the process for selecting projects for funding through Measure J Program 12, Transportation for Livable Communities (TLC), and Program 13, Pedestrian, Bicycle and Trail Facilities (PBTF). Combining these programs gave the Authority the ability fund larger projects, to better match projects with the most appropriate funding sources, and to minimize the number of projects, or project phases, needing to go through the Caltrans Local Assistance process. This process was entitled the Coordinated Call for Projects.

Project Selection

The process for selecting projects for the OBAG 2 funding is outlined in the *Program Guidelines – One Bay Area Grant (OBAG 2) Program*, attached to this documentation. As outlined in the *Guidelines*, the Authority took different approaches to different components of the OBAG 2 program.

Safe Routes to School (SRTS): MTC set a minimum allocation of \$4,088,000 for the SRTS sub-program. The Authority apportioned these funds to the four Contra Costa subareas by formula (50 percent population and 50 percent K-12 enrollment).

Federal Aid Secondary (FAS): MTC set aside \$1,343,000 for the FAS sub-program, which is intended for the maintenance and improvement of rural roads. The Authority apportioned these funds to Contra Costa County for improvement of roadways in unincorporated portions of the county.

Local Streets and Roads Preservation (LSRP): As it did in the first OBAG cycle, the Authority set aside a significant portion of the OBAG 2 funding for LSRP projects. These

funds were apportioned by formula to the 20 jurisdictions in Contra Costa. The formula used was the same formula used by MTC in earlier cycles of federal funding but updated with more recent information.

OBAG Competitive: The Authority set aside the remaining funding for a competitive program that would fund bicycle or pedestrian and transportation for livable communities (TLC) projects. The projects applying for the OBAG Competitive program were scored by a combination of objective and subjective criteria that built on and expanded the selection factors in Resolution 4202: the objective factors were scored by Authority staff using pre-identified data while the more subjective criteria were reviewed and rated by a working group of local staff from throughout the county. To ensure geographic equity, the top-scoring project from each of the four sub-regions would, at a minimum, be funded.

The detailed criteria used are shown in the *Guidelines*. These criteria built on the criteria and process used in first cycle of the OBAG program; that process was developed by an *ad hoc* PDA Working Group made up of representatives from community-based organizations and local agencies.

Public Involvement and Outreach, Agency Coordination, and Title VI

PUBLIC MEETINGS

The following table lists the public meetings of Authority committees held to discuss the OBAG 2 program. In addition, Authority staff met several times with the four regional transportation planning committees in Contra Costa to get input on how to carry out the OBAG 2 program.

Date	Group	Action
July 20, 2015	Countywide Bicycle and Pedestrian Advisory Committee (CBPAC)	Review process for Coordinated Call for Projects
September 28, 2015	CBPAC	Review criteria for Coordinated Call for Projects
November 16, 2015	CBPAC	Review criteria for Coordinated Call for Projects
January 6, 2016	Planning Committee	

Documentation of CMA Compliance — Contra Costa Transportation Authority

Second Cycle of the One Bay Area Grant (OBAG 2)

July 28, 2017 (Revised September 20, 2017) – Page 3

Date	Group	Action
January 22, 2016	Authority Board	Release Memo to Stakeholders on Upcoming OBAG 2 and Measure J Call for Projects
January 25, 2016	CBPAC	
July 21, 2016	Technical Coordinating Committee – TCC	Update on Upcoming One Bay Area Grant (OBAG 2) and Measure J Call for Projects
July 25, 2016	CBPAC	
August 25, 2016	TCC	Proposed One Bay Area Grant (OBAG 2) and Measure J Call for Projects
September 17, 2016	TCC	Preparing for the Second One Bay Area Grant (OBAG 2) and Measure J Programs 12 and 13 Calls for Projects
December 15, 2016	TCC	Review of Applications for the Coordinated Call for Projects
December 17, 2015	TCC	Update on Upcoming One Bay Area Grant (OBAG 2) and Measure J Call for Projects
October 26, 2016	Citizen Advisory Committee	Review of Applications for the Coordinated Call for Projects
October 24, 2016	CBPAC	Review of Applications for the Coordinated Call for Projects
September 7, 2016	Planning Committee	Approval to release Call for Projects
September 21, 2016	Authority Board	Approval to release Call for Projects
October 5, 2016	Planning Committee	Further review of OBAG 2 selection criteria
October 19, 2016	Authority Board	Further review of OBAG 2 selection criteria
December 7, 2016	Planning Committee	Status of Call for Projects
December 14, 2016	Authority Board	Status of Call for Projects
February 1, 2017	Planning Committee	Review of applications received
April 20, 2017	TCC	Review of proposed 2017 PDA Investment & Growth Strategy
May 18, 2017	TCC	Review of Recommended Projects for Coordinated Call for Projects
June 7, 2017	Planning Committee	Approval of Second Cycle One Bay Area Grant (OBAG 2) and Measure J Funding Programs
June 21, 2017	Authority	Approval of Second Cycle One Bay Area Grant (OBAG 2) and Measure J Funding Programs

All Authority agendas, including all of its subcommittees and advisory committees, contain the following statement offering translation services:

TRANSLATION SERVICES: If you require a translator to facilitate testimony to the Authority, please contact Tarienne Grover at (925) 256-4722 no later than 48 hours in advance of the scheduled meeting. *Si usted requiere a un traductor para facilitar testimonio a la Authority, por favor llame Tarienne al (925) 256-4722, 48 horas antes de la asamblea.*

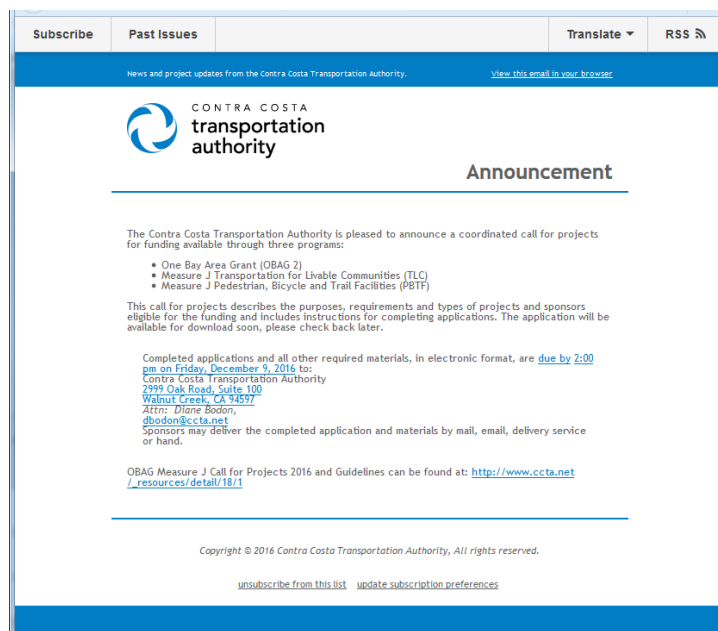
WEBSITE

To further publicize the OBAG 2 / Measure J Coordinated Call for Projects, the Authority put a notice on the front page of its website — www.ccta.net — as well as creating a separate webpage for the process. This webpage was updated throughout the process to reflect changes and to add new documents, including the application itself.

All pages on the Authority website may be translated using the Google Translate service.

EMAIL NOTIFICATION

The Authority frequently uses email notifications to inform the public about various activities and events. These emails go out to local agencies, staff, elected officials, new organizations, community-based organizations and the general public. The following “screenshot” shows the announcement for the release of the OBAG 2 / Measure J Coordinated Call for Projects.



The email notifications go to a wide range of citizens and advocacy groups in Contra Costa. This includes the mailing list for the Paratransit Coordinating Committee, or PCC, which includes representatives from senior and disabled communities. The list for these mailings was expanded substantially over the last few years as part of the update to the Countywide Transportation Plan to include additional groups and stakeholders in Contra Costa.

We also rely heavily on the sponsors of the projects submitted for potential funding through OBAG 2 on their outreach to community-based organizations within their jurisdictional limits. The information provided through the agenda materials at the various meetings where the OBAG program was discussed and the discussions themselves were shared with elected officials and representatives of communities and groups throughout Contra Costa. In addition, the criteria we used in selecting projects gave additional weight to projects that served those communities, consistent with Resolution 4202.

ONGOING ENGAGEMENT WITH LOCAL STAFF

To regularly engage local planners and public works staff, the Authority works through several established groups. The Technical Coordinating Committee (TCC), made up of local planning and public works staff, meets monthly to address technical and policy issues. Authority staff also regularly meets with the technical advisory committees of the regional transportation planning committees (RTPCs); the four RTPCs include staff for all local jurisdictions as well as transit agencies. Both the TCC and the RTPC TACs review and commented on updates to the PDA Investment and Growth Strategy.

The Authority also holds quarterly meetings with Contra Costa planning directors. The purpose of these meetings is to share information and to discuss planning issues facing Contra Costa and the region more generally. This group has reviewed the initial PDA Strategy and updates to it; the 2017 update was discussed at the Planning Directors meeting on April 7, 2017.



**TRANSPORTATION AUTHORITY OF MARIN
ONE BAY AREA GRANT (OBAG) CYCLE 2
CALL FOR PROJECTS – May 30, 2016**

The Transportation Authority of Marin (TAM) is issuing a Call for Projects for the One Bay Area Grant (OBAG) Cycle 2 that is comprised of federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. OBAG is MTC's intent to integrate the federal surface transportation program with the region's land-use and housing policies with supportive transportation investments. OBAG 2 covers five years from FY 17/18 to FY 21/22. TAM will also be programming other funds are shown below.

FUNDS AVAILABLE FOR PROGRAMMING

Based on a distribution formula on the available OBAG 2 funds, TAM will program approximately \$6,203,000 in federal OBAG 2 funds to projects from applications received from this Call. Of the \$6,203,000, a minimum of \$864,000 must be programmed to Safe Routes to School program elements. A minimum of approximately \$2.7 million of the OBAG 2 funds must be programmed to one of two existing Priority Development Areas (PDAs) in Marin (downtown San Rafael and Marin City).

In addition to the OBAG 2 funds, TAM will program \$3,000,000 in discretionary local funds, approximately \$350,000 in local Transportation Fund for Clean Air (TFCA), and approximately \$260,000 in Transportation Development Act (TDA) Article 3. The total amount that will be programmed from this Call is approximately 9,813,000.

As noted, federal and local funds are available under this Call. TAM will program the most appropriate funds for the selected projects. Please note that the timing when these funds must be programmed varies. See below table for the programming requirement for each funding source. Funds programmed in a certain fiscal year do not mean that the funds must be expended in that fiscal year. For federal funds, the programmed fiscal year is when the funds must be obligated (also known as obtaining E-76 or authorization to proceed) through Caltrans Local Assistance. For local funds, including TFCA and TDA funds, the programmed fiscal year is when recipients must enter into a funding agreement with either TAM or MTC, respectively.

Funding	Amount	Programmed FY(s)
OBAG 2 Funds ¹	\$6,203,000	FY 17/18 to FY 21/22
Local Funds	\$3,000,000	Any
Transportation Funds for Clean (TFCA)	\$350,000	FY 16/17
Transportation Development Act (TDA) Article 3	\$260,000	FY 16/17
Total	\$9,813,000	

¹ Of this amount, a minimum of \$864,000 must be programmed to Safe Routes to School program elements.

TAM will also program \$2.05 million in Priority Conservation Area (PCA) funds at a later date, separate from this Call. PCAs are open spaces that provide agricultural, natural resource, scenic, recreational, and/or ecological values and ecosystem functions. PCA funds are intended to fund projects in PCAs that are consistent with PCA values. A Call for Projects with PCA funds will be issued in April.

ELIGIBLE APPLICANTS

Public agencies, including transit agencies, are eligible applicants. Non-public entities can only apply in partnership with a public agency with the exception of TFCA funds. For TFCA funds, non-public entities are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations (see page 17 of Attachment D).

ELIGIBLE PROJECT TYPES

OBAG 2 – Federal OBAG 2 funds may be programmed to projects that meeting the eligibility requirements for any of the following transportation improvements types:

- Planning and Outreach Activities
- Local Street and Road Preservation
- Bicycle and Pedestrian Improvements
- Transportation for Livable Communities
- School Routes to School
- Priority Conservation Areas (PCAs)
- Federal Aid Secondary (FAS) Improvements

TFCA - The following is a complete list of mobile source and transportation control project types eligible for TFCA funds:

- The implementation of ridesharing programs;
- The purchase or lease of clean fuel buses for school districts and transit operators;
- The provision of local feeder bus or shuttle service to rail and ferry stations and to airports;
- Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets;"
- Implementation of rail-bus integration and regional transit information systems;
- Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges, and public transit;

- Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations;
- Implementation of a smoking vehicles program;
- Implementation of an automobile buy-back scrappage program operated by a governmental agency;
- Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program; and
- The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

Selected projects must demonstrate the ability to cost-effectively reduce emissions from motor vehicles. Each selected TFCA application requires a cost-effectiveness (CE) worksheet as noted in the TFCA Program Guidance. TAM will be preparing CE worksheets for selected projects (see page 16, Attachment D).

TDA Article 3 – Eligible project is construction and/or engineering of a capital project; is to maintain a Class I bikeway which is closed to motorized traffic; is for a bicycle safety education program; is to develop comprehensive bicycle or pedestrian facilities plans (allocations to a recipient for this purpose may not be made more than once every five years); or for the purposes of restriping Class II bicycle lanes.

Selected TDA projects will be required to submit a resolution of local support from your Council or Board and complete MTC’s Complete Streets checklist. These supplemental requirements will be requested from sponsors after projects have been approved by the TAM Board. A sample resolution can be found at: <http://mtc.ca.gov/tools-and-resources/digital-library/tda-article-3-bicycle-and-pedestrian-application>. Resolution is only needed for selected projects.

SCHEDULE

The below table shows the critical milestones for this Call. If any of the bellow dates are changed after this issuance, we will follow up with email.

Issue OBAG 2 Call for Projects	March 30, 2016
Applications Due	May 6, 2016
MPWA Presentation	TBD
TAM BPAC	TBD
TAM Programming and Projects Executive Committee Recommendation	June, July 2016
TAM Board Approval	June, July 2016

OBAG 2 POLICIES

MTC adopted a number of programming policies (see Attachment A) that affect the programming of OBAG 2 (federal STP or CMAQ) funds, including, but not limited to, the following:

- **Minimum Grant Size** – Funding grants per project must be a minimum of \$250,000. To provide flexibility, alternatively, an averaging approach may be used. A CMA may program grant amounts no less than \$100,000 for any project, provided that the overall average of all grant amounts within their OBAG program meets the minimum grant amount threshold.
- **Local Match** – Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California’s share of the nation’s federal lands, the local match for STP and CMAQ is currently 11.47% of the total project cost.
- **Resolution of Local Support** – Selected projects must include a Resolution of Local Support, approved by the project sponsor’s governing board or council. A template for the resolution can be downloaded from MTC’s website using the following link: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.
- **Compliance with Regional and Federal Requirements** – Since OBAG involves federal funds, selected projects must meet regional and federal compliance, such as the proposed projects are federal-aid eligible in the case of local street and road projects, the proposed projects are consistent with the adopted Regional Transportation Plan (RTP), and the proposed project delivery schedules are aligned with the region’s obligation authority (OA) funding limits.
- **Complete Streets Resolution** – Jurisdictions (cities, towns, and County) must adopt a complete street resolution by the date TAM submits TAM Board-approved OBAG 2 applications to MTC. Deadline for submission to MTC is June 2017 but TAM anticipates submitting approved applications sooner than the submission deadline and is requesting that Complete Streets Resolutions are completed by June 30, 2016. For transit operator sponsored applications, the jurisdiction where the project is located must meet this requirement. This requirement will apply to all funding sources from this Call.
- **Complete Streets Checklist** – Project sponsors will be required to complete a MTC Complete Streets Project Checklist in addition to the abovementioned Complete Streets Requirements for OBAG 2 funds. This Checklist will be made available by MTC at a later date. The Checklist will be collected by TAM for projects approved OBAG 2 funds by the TAM Board.
- **Housing Element Requirements** – Jurisdictions (cities, towns, and County) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive OBAG 2 funding. For transit operator sponsored applications, the jurisdiction where the project is located must meet this requirement.
- **Anti-Displacement and Affordable Housing Preservation Policies** - MTC is scheduled to adopt policies on anti-displacement and affordable housing preservation in May

2016. Applicants are required to meet the requirements of these policies. TAM will circulate the requirements when they are finalized by MTC.

In addition to the above MTC policies, transit operations and rolling stock projects will be deemed ineligible for programming from this Call for Projects.

TFCA AND TDA POLICIES

Guidance and policies for TFCA and TDA funds can be found in Attachments D and E, respectively.

FUNDING FACTORS

TAM will consider the following factors (not in priority order) in recommending projects to the TAM Board for approval:

- Does the project reduce congestion in Marin?
- Who are the beneficiaries of this project and how many are projected to benefit from this project?
- Does the project support transportation and land use connections by encouraging housing and employment near transit?
- Does the project improve transportation choices and connectivity?
- Does the project promote multi-modal access?
- Is the project in or proximate to a PDA?
- Is the project regionally significant?
- Does the project leverage other funds/amount and timing of matching funds?
- Is this project a local priority?
- Does this project support the delivery of goods and services?

In addition, projects will be evaluated in accordance to the adopted “TAM General Policy Guidance: Prioritization of Projects.” This Policy Guidance is attached as Attachment C for your reference.

SUBMITTAL

Applications are due Friday, May 6, 2016. Please email application(s) (Attachment B) in its original MS Excel format and all accompanying attachments to David Chan at dchan@tam.ca.gov. Please type “Call for Projects - One Bay Area Grant (OBAG) Cycle 2” in the subject line of your email. Any information that can further describe your project, such as maps, drawings, schematics, etc., may be submitted with your application(s). Hardcopy of your application(s) is not needed.

ATTACHMENTS

Attachment A – MTC’s OBAG Cycle 2 Guidelines (MTC Resolution No. 4202)

Attachment B – OBAG 2 Blank Application
Attachment C – TAM General Policy Guidance: Prioritization of Projects
Attachment D – TFCA Guidance
Attachment E – TDA Policies

David Chan
Manager of Programming and Legislation
Transportation Authority of Marin (TAM)
900 Fifth Avenue, Suite 100
San Rafael, CA 94901
(415) 226-0821
(415) 226-0816 fax
dchan@tam.ca.gov

In Order of Local Priorities

Corte Madera	1	Tamal Vista Boulevard Corridor Bicycle and Pedestrian	\$1,627,000
	2	Central Marin Regional Pathways Gap Closure: Wornum Drive	\$1,018,000
	3	Paradise Drive Multi-Use Pathway between San Clemente Drive and Seawolf Passage	\$689,000
	4	Redwood Highway Multi-Use Path Repaving Project	\$100,000
Corte Madera Total Request			\$3,434,000

Larkspur	1	Uncontrolled Pedestrian Crosswalk Enhancement along Magnolia Avenue	\$115,000
	Larkspur Total Request		

Marin City	1	Phillips Drive Pavement and Streetscape Improvement	\$1,000,000
Marin City CSD Total Request			\$1,000,000

Marin County	1	Sir Francis Drake Boulevard Rehabilitation - San Geronimo **	\$898,000
	2	Marin City Pavement Rehabilitation - Donahue Street and	\$1,195,000
	3	McAllister Avenue Streetscape Improvements Project	\$558,000
	4	Signal Coordination Improvements, Traffic Signal Controller Upgrade & Interconnect Work on SFD	\$340,000
	5	Countywide Bicycle Route Guide Signs Improvements	\$50,000
Marin County Total Request			\$3,041,000

Marin Transit	1	Operations and Maintenance Facility	\$8,339,000
	2	School Bus Parking Facility	\$864,000
	3	Bus Stop Revitalization in Marin County	\$1,549,000
	4	Transit Priority Improvements - Sir Francis Drake	\$1,000,000
	5	Technology Roll Out for Senior Transit	\$250,000
	*	Downtown Novato Bus Stop Improvement Project	\$400,000
Marin Transit Total Request			\$12,402,000

MCTD/GGT/SMART	1	Design and Environmental Clearance for San Rafael Transit Center Permanent Relocation	\$1,500,000
	MCTD/GGT/SMART Total Request		

Mill Valley	1	Lomita Drive Pedestrian Improvements	\$616,000
Mill Valley Total Request			\$616,000

Novato	1	Downtown Novato SMART Station	\$2,990,000
	2	Novato North - San Marin SMART Station Bus Turnout	\$200,000
	3	Downtown Pedestrian Improvements	\$200,000
	4	School Crosswalk Improvements	\$193,000
	5	Resurfacing - Nave Drive and Bel Marin Keys Blvd **	\$1,255,000
	6	Novato Boulevard Multi-Use Path to Stafford Lake Project Study Report	\$160,000
	7	San Jose Middle School Access Improvements	\$213,000
	8	Redwood Boulevard Streetscape Project Study Report	\$150,000
Novato Total Request			\$5,361,000

NPS	1	Fort Baker's Vista Point Trail	\$1,300,000
NPS Total Request			\$1,300,000

Ross	1	Laurel Grove & Lagunitas Road Pathways	\$272,500
	2	Bicycle and Pedestrian Plan Update	\$15,000
Ross Total Request			\$287,500

San Anselmo	1	Sir Francis Drake Boulevard Pavement Rehabilitation and Crossing Improvements	\$1,141,000
	2	San Anselmo School Bike Spine	\$235,000
	3	The Hub Reconfiguration, Phase I: Project Study	\$309,000
San Anselmo Total Request			\$1,685,000

San Rafael	1	Francisco Boulevard East Sidewalk Improvements	\$5,483,000
	2	Merrydale North Connector Pathway	\$1,600,000
	3	Street Resurfacing Program **	\$516,000
	4	Multi-Use Pathway - 2nd Street to Andersen Drive	\$2,260,000
San Rafael Total Request			\$9,859,000

Sausalito	1	Gate 6/Bridgeway Intersection Improvements	\$442,000
Sausalito Total Request			\$442,000

TAM	1	Richmond-San Rafael Bridge Approaches	\$6,730,000
	2	Marin Sonoma Narrows (MSN) A2 & A3 Contract Costs	\$167,000
	3	MSN B1 Phase 2 and A4 Design Plans, Specifications and Estimates (PS&E)	\$500,000
	4	Marin County Safe Routes to School Program Sustainment	\$388,000
TAM Total Request			\$7,785,000

* This request was submitted on May 16, 2016. TAM Board asked to consider as part of OBAG

** Agreement among PW Directors to apply for LSR projects totaling \$2,639,000 where Novato would pass through formula shares to smaller jurisdictions

Attachment C

Comparison of the BPAC and MPWA Recommendations

	Available	MPWA	BPAC
TFCA Funds	\$360,000	<ul style="list-style-type: none"> • \$360,000 to Sausalito's Gate 6 • If Sausalito declines, Marin County's SFD Signal Coordination 	<ul style="list-style-type: none"> • \$360,000 to Sausalito's Gate 6 • If Sausalito declines, San Rafael's 2nd to Andersen Path
TDA Funds	\$260,000	<ul style="list-style-type: none"> • \$100,000 to Corte Madera's Redwood Path Repaving • \$50,000 to Marin County's Bicycle Signs • \$82,000 to Sausalito's Gate 6 • Approximately \$28,000 to Larkspur's Magnolia Ped Improvement (sufficient for Rectangular Rapid Flashing Beacon only) 	<ul style="list-style-type: none"> • \$100,000 to Corte Madera's Redwood Path Repaving • \$115,000 Larkspur's Magnolia Ped Improvement • Approximately \$45,000 to Marin County's Bicycle Signs
OBAG Funds	\$7,048,000	<ul style="list-style-type: none"> • \$898,000 to Marin County's San Geronimo/SFD Rehab • \$516,000 to San Rafael's Street Resurfacing • \$1,225,000 to Novato's Nave/Bel Marin Key Resurfacing • \$664,000 to Corte Madera's Paradise Path (SRTS) • \$200,000 to San Anselmo's Bike Spine (SRTS) • \$2,200,000 to San Rafael's Francisco Blvd East Improvements (PDA) • \$900,000 to Marin County's Marin City Donahue Rehab (PDA) • Approximately \$445,000 to TAM's MSN Phase 2 Design 	<p>Did not recommend specific funding amounts for OBAG and local funds but ranked the following in ranked order of priority:</p> <ol style="list-style-type: none"> 1. San Rafael's 2nd to Andersen Path 2. Corte Madera's Tamal Vista Bike/Ped Path 3. San Rafael's Francisco Blvd East Improvements 4. San Anselmo's Bike Spine
Local Funds	\$3,000,000	<p>Did not recommend specific funding amounts for local funds but asked the TAM Board to consider funding following (not ranked in priority order):</p> <ul style="list-style-type: none"> • Corte Madera's Tamal Vista Bike/Ped Path • San Anselmo's Bike Spine • San Rafael's 2nd to Andersen Path • San Rafael's Francisco Blvd East Improvements 	



Memorandum

To: MTC Programming Staff

From: NVTA Programming Staff

Date: July 25, 2017

RE: One Bay Area Grant 2 Call for Projects Process

In an effort to satisfy the Plan Bay Area 2040 Public Involvement and Outreach Guidance the Napa Valley Transportation Authority (NVTA) conducted a public outreach process that met the requirements of Appendix A-7 of Resolution No. 4202 for the One Bay Area Grant (OBAG 2) and the Priority Conservation Area (PCA) funding programs. To capitalize on the project selection process, the PCA funding was included in the OBAG 2 call for projects.

NVTA has a well-established committee structure that allows NVTA to coordinate with local government agencies, and stakeholders through regularly scheduled public meetings. As the public transit provider for Napa County, NVTA also has the ability to, and does, reach transit users through advertisements placed on the inside of transit vehicles. NVTA's Title VI Program was updated in December 2013 and reinforces that all public meeting materials be available upon request in multiple formats. The Title VI Program also emphasizes the availability of materials to assist individuals with limited English proficiency upon request. The NVTA website has the capability of translating content into 66 languages, including Spanish and Tagalog, the two most predominantly spoken languages in Napa County other than English.

Throughout the development of the OBAG 2 Project Application and Scoring Criteria NVTA staff engaged various standing committees and the public. A formal approval of the OBAG 2 and PCA program guidelines, application and scoring criteria was approved at the October 19, 2016 NVTA Board meeting and a call for projects was released. NVTA held an OBAG 2 Public Workshop on Thursday, November 3rd to field any questions on the application process or eligible project uses. Projects were due to the Agency on Friday, December 23, 2016. NVTA received 14 project submittals totaling \$27.6 million. Staff reviewed project submittals in January 2017 and presented a compiled project list to all committees including the Active Transportation Advisory Committee (ATAC), Paratransit Coordinating Council (PCC), the Citizen Advisory Committee (CAC), and the Technical Advisory Committee (TAC) through January – March 2017. Members of the public had the opportunity to provide comments on preliminary funding options at these committee meetings.

Much like the previous OBAG cycle, NVTA evaluated OBAG 2 projects through a qualitative process. Projects went through an initial screening process based on criteria consistent with the Countywide Transportation Plan Vision 2040 and the Regional Transportation Plan. To be eligible for OBAG 2 funds projects had to be included in the Napa Countywide Transportation Plan. Projects included in the CTP went through an extensive public outreach process, in addition to the OBAG process. To meet the anti-

displacement and affordable housing requirements under the Priority Development Area requirements, projects located in or in proximate access to a PDA were given an additional score based on their “anti-displacement and affordable housing ranking”. Jurisdiction’s submitting PDA projects were given a “PDA Affordable Housing Anti-Displacement Ranking” of high, medium or low. The jurisdiction’s ranking was factored in to the prioritization process but was not the only means of evaluation for PDA projects.

Reviewing the PDA supplemental applications the project sponsors were given a high, medium, or low PDA Affordable Housing and Anti-Displacement Ranking.

Project Name: PDA location:	Check one
High Ranking: A project will receive a high ranking if the jurisdiction has demonstrated it has 10 or more affordable housing/anti-displacement policies/programs in place.	<input type="checkbox"/>
Medium Ranking: A project will receive a medium ranking if the jurisdiction has demonstrated it has 5 to 9 of the affordable housing/anti-displacement policies/programs in place.	<input type="checkbox"/>
Low Ranking: A project will receive a low ranking if the jurisdiction has demonstrated it has fewer than 5 of the affordable housing/anti-displacement policies/programs in place.	<input type="checkbox"/>

*Affordable housing anti-displacement polices can be found on the PDA supplemental application.

On April 19, 2017 the NVTA Board approved the group of projects below for both the OBAG 2 and PCA funds.

Priority Conservation Area Projects			
Sponsor	Project Name	OBAG \$	Total Project \$
Vine Trail/NVTA	St. Helena to Calistoga	\$711,000	\$9,911,000
Soscol Gap Vine Trail	City of Napa	650,000	750,000
County of Napa	Silverado Trail Phase L	689,000	2,478,000
Total		\$2,050,000	

OBAG Projects			
Sponsor	Project Name	OBAG \$	Total Project \$
City of Napa	Silverado five-way	\$2,000,000	\$9,500,000
NCOE/NVTA	SRTS Program	227,000	270,000
St. Helena	Main Street Pedestrian Improvements	1,206,000	1,557,000
American Canyon	Green Island Rd. rehabilitation and active transportation facilities	1,000,000	12,000,000
Total		\$4,433,000	

AFFIDAVIT OF PUBLICATION

NAPA VALLEY REGISTER

PUBLIC NOTICE

NAPA VALLEY

TRANSPORTATION AUTHORITY

NOTICE OF ONE BAY AREA GRANT CALL FOR PROJECTS

The Napa Valley Transportation Authority (NVTA) has released its call for projects for the One Bay Area Grant 2 (OBAG 2) including a set-aside for Priority Conservation Area (PCA) projects. The funds are authorized under the Federal Highway Administration (FHWA) federal transportation authorization legislation currently known as Fixing America's Surface Transportation Act (FAST).

There is approximately \$6.4 million dollars available for projects in Napa County. OBAG Projects must have a transportation focus and may include planning activities. Eligible applicants are primarily cities/county though some non-profit, water/utility districts, tribes, resource conservation districts, and land trusts are eligible to receive funding when partnered with a local government agency that has a master agreement with Caltrans. There is a \$2 million set-aside for PCA projects. PCA projects must be located in a designated Priority Conservation Area in Napa County. All project submittals must show a minimum non-federal 11.47% funding match. Projects that leverage other funding will be given higher priority in the grant award process. NVTA is holding a public workshop on the OBAG 2 Call for Projects on Thursday, November 3rd at 3:00 PM in the NVTA Board Room located at 625 Burnell Street, Napa, CA, 94559. Project Applications are due to NVTA no later than Friday, December 23, 2016. For more information about the OBAG 2 Program and call for projects visit www.nvta.ca.gov/OBAG2/. To obtain an OBAG 2 Project Application please contact: Danielle Schmitz
625 Burnell Street
Napa, CA 94559
or email dschmitz@nvta.ca.gov
10/27 #73777

RECEIVED

2016 OCT 31 P 12:59

NVTA

NVTA
625 Burnell
NAPA, CA 94559

ORDER NUMBER 73777

STATE OF CALIFORNIA

COUNTY OF NAPA

I AM A CITIZEN OF THE UNITED STATES AND A RESIDENT OF THE COUNTY AFORESAID; I AM OVER THE AGE OF EIGHTEEN YEARS, AND NOT A PART TO OR INTERESTED IN THE ABOVE-ENTITLED MATTER. I AM THE PRINCIPAL CLERK OF THE NAPA VALLEY REGISTER, A NEWSPAPER OF GENERAL

CIRCULATION, PRINTED AND PUBLISHED DAILY IN THE CITY OF NAPA, COUNTY OF NAPA, AND WHICH NEWSPAPER HAS BEEN ADJUDGED A NEWSPAPER OF GENERAL CIRCULATION BY THE SUPERIOR COURT OF THE COUNTY OF NAPA, STATE OF CALIFORNIA, UNDER THE DATE OF NOVEMBER 16, 1951, CASE NUMBER 12752.

THAT I KNOW FROM MY OWN PERSONAL KNOWLEDGE THE NOTICE, OF WHICH THE ANNEXED IS A PRINTED COPY (SET IN TYPE NOT SMALLER THAN NONPAREIL), HAS BEEN PUBLISHED IN EACH REGULAR AND ENTIRE ISSUE OF SAID NEWSPAPER AND NOT IN ANY SUPPLEMENT THEREOF ON THE FOLLOWING DATES, TO-WIT:

PUBLISHED ON: 10/27/2016

TOTAL AD COST: 119.55

FILED ON: 10/27/2016

I CERTIFY (OR DECLARE) UNDER PENALTY OF PERJURY THAT THE FOREGOING IS TRUE AND CORRECT.

DATED AT NAPA COUNTY, CALIFORNIA,

THIS 27 DAY OF October 2016

SIGNATURE Dulces Mujica



Memorandum

Date: July 31, 2017
To: Mallory Atkinson, Metropolitan Transportation Commission
From: Amber Crabbe – Assistant Deputy Director for Policy and Programming
Subject: Overview of Public Outreach for the One Bay Area Grant Cycle 2

SUMMARY

In accordance with the Metropolitan Transportation Commission's (MTC's) Public Participation Plan, MTC Resolution 4202 (Appendix A-7), and Title VI requirements, the San Francisco County Transportation Authority (Transportation Authority) implemented public outreach and local engagement efforts to solicit candidate projects for the One Bay Area Grant Cycle 2 (OBAG 2) and to seek feedback on the final programming recommendations.

To the degree possible, we coordinated outreach activities with Plan Bay Area 2040 and other concurrent local planning efforts. Each applicant project also engaged in its own project development and legislation process, which often also entailed public outreach and engagement. Specific to the OBAG 2 call for projects, our public outreach approach included, but was not limited to, the following:

- Public meetings of the Transportation Authority Board, Plans and Programs Committee, and Citizens Advisory Committee (CAC)
- Presentations and information sharing with the City's Pedestrian Safety Advisory Committee (PSAC) and Bicycle Advisory Committee (BAC), including soliciting review of the Complete Streets Checklists for OBAG projects prior to project selection
- Stakeholder meetings, including but not limited to our Technical Working Group (TWG) and local advocacy organizations
- Direct engagement with our Commissioners and their staff
- Outreach tools, e.g. OBAG 2 website (www.sfcta.org/obag2), email, social media

To ensure that our process was accessible to multi-lingual populations, we developed an OBAG 2 fact sheet in Spanish and Chinese and also contracted to have on-call translation service available on an as needed basis.

DESCRIPTION OF OUTREACH PROCESS

Below is a detailed description of our public outreach process for selecting San Francisco's OBAG 2 program of projects. Our schedule and process can also be found online.

Stage	Outreach Activities		
Development of the OBAG 2 Framework and Prioritization Criteria (November 2016 – February 2017)	Outreach Tools		
	Program website (http://www.sfcta.org/obag2) Updates to social media (Facebook and Twitter)		
	Meetings		Date
	TWG	Draft OBAG 2 Call for Projects Framework and solicitation of preliminary project ideas	November 17 & December 15, 2016 January 19 & February 16, 2017
	CAC *	Review of OBAG 2 Call for Projects Framework	January 25, 2017
	Plans and Programs Committee *	Review of OBAG 2 Call for Projects Framework	February 14, 2017
	PSAC *	Overview of San Francisco's OBAG 2 Call for Projects Framework and review of the Complete Streets Checklist process	February 14, 2017
	BAC *		February 27, 2017
	Transportation Authority Board *	Approval of OBAG 2 Call for Projects Framework	February 28, 2017
	Stakeholder Meetings ¹ and Board Member Briefings	Review of OBAG 2 Call for Projects Framework and solicitation of preliminary project ideas	December 2016 – February 2017
Call for Projects (March 2017 – May 2017)	Outreach Tools		
	Program website (http://www.sfcta.org/obag2) Factsheet in English, Spanish, and Chinese Updates to social media (Facebook and Twitter) Emails to Transportation Authority mailing lists		
	Meetings		Date
	Stakeholder Meetings and Board Member Briefings	Discuss potential project ideas	March – May 2017
	TWG and Call for Projects Workshop	Review of OBAG 2 screening and prioritization criteria and application process	March 16, 2017
	PSAC	Notification of applications received and Complete Streets Checklist (via email)	May 5, 2017
	BAC		
San Francisco Plan Bay Area Open House	Provide information about release of staff recommendation and opportunities to provide public	May 17, 2017	

¹ E.g. San Francisco Bicycle Coalition, Walk SF, San Francisco Transit Riders.

		comment	
	TWG	Review of applications received	May 18, 2017
Selection of Program of Projects (June 2017 – September 2017)	Meetings		Date
	Stakeholder Meetings and Board Member Briefings	Discussion of applications received, staff recommendations, questions about projects	June – September 2017
	TWG	Review of OBAG 2 staff recommendation	June 15 & July 20, 2017
	CAC *	Review and approval of OBAG 2 staff recommendation	June 28, 2017
	Transportation Authority Board *	Presentation of staff recommendation, preliminary approval of four projects, with two projects deferred	July 13, 2017
	Transportation Authority Board *	Final approval of three OBAG 2 projects, one additional project deferred	July 27, 2017
	Transportation Authority Board *	Preliminary approval of full OBAG 2 Program of Projects (anticipated)	September 12, 2017
	Transportation Authority Board *	Final approval of full OBAG 2 Program of Projects (anticipated)	September 26, 2017

* Indicates opportunity for members of the public to provide official comment at meeting

SUMMARY OF COMMENTS RECEIVED

Those we spoke with early in the process were generally supportive of the framework we developed, and the focus of our interactions was mostly: answering questions about the call for projects and OBAG in general; giving feedback on how competitive specific projects would be; and hearing concerns over geographic equity. Any specific project proposals we received we forwarded to the public agency that would have to serve as its project sponsor.

During the project approval process (still ongoing), we received many project-specific questions, for instance about scope, cost, and schedule. We again heard concerns about geographic equity, specifically that the City’s western neighborhoods did not have any projects recommended for programming. CAC members and a member of the public questioned the effectiveness of the proposed Safe Routes to School Non-Infrastructure project while other members of the public expressed support for the project and its positive impact on the City’s schoolchildren.

Please note that at its July meetings, the Board continued action on three projects until September to seek more information: Better Market Street, San Francisco Safe Routes to School Non-Infrastructure Project, and Embarcadero Station: New Northside Platform Elevator and Faregates.

One Bay Area Grant 2 (OBAG 2) Call for Projects

What is the OBAG 2?

The One Bay Area Grant 2 (OBAG 2) is a funding approach implemented by the Metropolitan Transportation Commission (MTC) intended to integrate the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy (SCS). Funding is targeted towards achieving regional land-use and housing policies that support the production of housing with supportive transportation investments.

In July 2016, MTC Resolution 4202 was adopted outlining the policies and procedures associated with the OBAG 2 Grant Program. MTC has delegated project selection to the nine Bay Area Congestion Management Agencies (CMAs). C/CAG is the CMA for San Mateo County and has issued a call for projects on September 12, 2016. For more information about OBAG 2 and MTC Resolution No. 4202 see:

http://mtc.ca.gov/sites/default/files/RES-4202_approved_0.pdf

What sorts of projects are eligible for OBAG 2 funding?

C/CAG's has issued a call for projects for two programs that support multi-modal transportation:

- Transportation for Livable Communities (TLC) Program, and
- Bicycle/ Pedestrian Improvement Program (BPIP).

In order to promote transportation investments in the Association of Bay Area Government (ABAG) Priority Development Areas (PDAs), C/CAG is required to direct a minimum of 70% of its OBAG 2 funding to projects in PDAs.

For more information about PDAs see:

<http://mtc.ca.gov/our-work/plans-projects/focused-growth-livable-communities/priority-development-areas>

Who is eligible to apply for OBAG2 funding?

- Cities and Towns in San Mateo County.
- The County of San Mateo.
- San Mateo County Transit District (SamTrans)
- Peninsula Joint Powers Board (JPB).

What if I have a project idea?

If you have a project idea, please contact your respective town or city to let them know that you have a project idea that may be eligible for OBAG 2 funding. Contact information for eligible applicant agencies in San Mateo can be found here: <http://www.dot.ca.gov/dist4/ola/contact/sm.pdf>

Because all project applications require local matching funds and involve technical impacts, most local agencies will have a process for developing and vetting project ideas.

What are the goals of this call for projects?

- Encourage active transportation.
- Build out the bicycle and pedestrian network.
- Reduce vehicle trips.
- Promote enjoyable and safe multi modal experiences.
- Facilitate multi-modal mobility.
- Enhance connections between alternative modes of transportation.
- Enhancement that create vibrancy to PDAs and transit corridors.

For questions contact:

Jean Higaki

P 650-599-1462

E jhigaki@smcgov.org

<http://ccag.ca.gov/opportunities/call-for-projects/>

What are TLC projects?

Transportation for Livable Communities (TLC) program projects increase the vibrancy of an area and promotes alternative transportation rather than the single-occupant automobile. The TLC program puts more emphasis on transit connectivity and transit access projects that connect high density housing/jobs/mixed land use to transit.

Examples of TLC projects include:

- Streetscape improvements such as improved sidewalks, street furniture and fixtures, pedestrian scaled lighting, way finding signage, landscaping, and bicycle pedestrian treatments that focus on high-impact, multi-modal improvements.
- Complete streets improvements such as bulb outs, sidewalk and crosswalk enhancements, mid-block crossings, pedestrian street lighting that encourages citizens to visit downtown/retail/transit corridors without the use of single occupancy vehicles.
- Transit station improvements (plaza, station access, bike parking), transit access projects (connecting housing to jobs and mixed land use to transit).

What are bicycle and pedestrian improvement projects?

Bicycle/ pedestrian improvement projects are projects that improve active transportation, that build out the bicycle and pedestrian network, and reduce vehicle trips.

Examples of bicycle/ pedestrian improvement projects include:

- New construction and major reconstructions of paths, tracks, or areas for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest.
- Permanent bicycle racks.
- Other improvements including bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossings, pedestrian medians and refuges.
- Signal modification for bicycle detection.
- Secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas.

Public Workshops

C/CAG will hold two public workshops for the upcoming One Bay Area Grant 2 (OBAG 2) call for projects.

Thursday, October 27, 2016, 7:00 p.m.

San Mateo City Hall
330 West 20th Avenue
San Mateo, CA 94403
(At the Bicycle and Pedestrian Advisory Committee (BPAC) meeting)

Monday, October 31, 2016, 2:00 p.m.

San Mateo City Hall
330 West 20th Avenue
San Mateo, CA 94403
(At the Congestion Management Environmental Quality (CMEQ) Committee meeting)

NOTE: For auxiliary aids or translation assistance please contact Jean Higaki at (650)599-1462, five working days prior to the workshop date.

NOTA: Para solicitar servicios auxiliares o un intérprete por favor llame a Tom Madalena al (650)599-1460, con cinco días de anticipación antes del taller

提示：

如需輔助幫助或翻譯協助，請在研討會開始前5個工作日聯系 Sandy Wong，電話是 (650) 599-1409

Organization	Contact Person	Title	Email	Phone	Address	City	State	Zip Code
Human Services Agency - 8 Core Service Agencies								
Coastside Hope	Fatima Soares	Executive Director	fatima@coastsidehope.org	726-9071 ext. 224	99 Avenue Alhambra / P.O. Box 1089	El Granada	CA	94018
Daly City Community Service Center	Wanda Nalls	Executive Director	wnalls@dalycity.org	991-8007	350 - 90th Street	Daly City	CA	94015
El Concilio Emergency Services Partnership	Ortensia Lopez	Executive Director	ort1sia@el-concilio.com	373-1087	1419 Burlingame Ave, Suite N	Burlingame	CA	94010
Fair Oaks Community Center	Terri Chin	Manager	tchin@redwoodcity.org	780-7510	2600 Middlefield Road	Redwood City	CA	94063
North Peninsula Neighborhood Services Center	Doren Martin	Executive Director	doren@npsc.net	588-8822	600 Linden Avenue	South San Francisco	CA	94080
Pacifica Resource Center	Anita Rees	Executive Director	anita@pacresourcecenter.org	738-7470	1809 Palmetto Avenue	Pacifica	CA	94044
Samaritan House	Laura Bent	Chief Operation Director	laura@samaritanhousesanmateo.org	341-4081	4031 Pacific Blvd.	San Mateo	CA	94401
Puente de la Costa Sur	Suzanne Abel	Academic Director	sabel@mypuente.org	879-1691	P. O. Box 554/620 North Street	Pescadero	CA	94060
CBOs								
49ers Academy of East Palo Alto					2695 Fordham Street	East Palo Alto	CA	94303
African-American Community Health Advisory Committee	Gloria Brown	Executive Director	gbrown@ucdavis.edu	696-4378	1018 College Avenue	San Mateo	CA	94401
Al Madinah Academy					714 Fourth Avenue	San Bruno	CA	94030
Allen Elementary School					875 West Angus Ave	San Bruno	CA	94066
American Red Cross Bay Area Chapter					1710 Trousdale Drive	Burlingame	CA	94010
Bayshore Child Care Services					45 Midway Drive	Daly City	CA	94014
Bayshore Christian Ministries					1001 Beech Street	East Palo Alto	CA	94303
Bayshore Community Services					54 Robinson Drive	Daly City	CA	94014
Bayshore Community Services & Youth Organization					P. O. Box 930	Brisbane	CA	94005
Bayshore Friendship Club/Doelger Senior Center	Sue Horst	Neighborhood Services Manager	shorst@dalycity.org	650-991-8012	101 Lake Merced Blvd.	Daly City	CA	94015
Bayshore Library and Community Center					460 Martin Street	Daly City	CA	94014
Bayshore Residents Association					2 Jennifer Court	Brisbane	CA	94014
Bayshore Sanitary District					36 Industrial Way	Brisbane	CA	94005
Bayshore School Board					250 Rio Verde Street	Daly City	CA	94014
Bayshore School District Youth Organization					155 Oriente Street	Daly City	CA	94014
BHRS Latino Collaborative	Hector Robles Moncada	Co-Chair	hmoncada@smcgov.org	363-4112 ext. 218	222 Paul Scannell Drive	San Mateo	CA	94402
Belle Air School - SBPSD					500 Acacia Avenue	San Bruno	CA	94066
Boys and Girls Club of North San Mateo County					201 W. Orange Avenue	South San Francisco	CA	94080
Boys and Girls Club of the Peninsula					401 Pierce Road	Menlo Park	CA	94025
Build - Peninsula					2385 Bay Road	Redwood City	CA	94063
C.A.L.L. (Christian Action Life Line)- Primrose Center				General info 650-342-2255	139 Primrose Rd.	Burlingame	CA	94010
California Health Advocates (HICAP)	Christina Kahn	Community Outreach Coordinator	christinak@selfhelpelderly.org	650-627-9350	1710 S. Amphlett Blvd. #302	San Mateo	CA	94402
Catholic Charities	Jeffrey V. Bialik	Executive Director of all of Catholic Charities	jbialik@ccvvo.org	General Info 415-972-1200	180 Howard Street, Suite 100	San Francisco	CA	94105
Central Neighborhood Association					P.O. Box 5125	San Mateo	CA	94402
Child Care Coordinating Council of San Mateo County	David Fleishman	Executive Director	dfleishman@sanmateo4cs.org	517-1400	330 Twin Dolphin Drive, Suite 119	Redwood City	CA	94065
Coastside Adult Day Health Center	Janie Bono-James	Executive Director	cadhc@coastside.net	650-726-5067	925 Main St	Half Moon Bay	CA	94019
College Park Elementary School					715 Indian Avenue	San Mateo	CA	94401
College Track East Palo Alto					1877 Bay Road	East Palo Alto	CA	94303
Community-Based Continuum of Care Committee	Lisa Mancini	Director		General info 650-573-2707	225 37th Avenue	San Mateo	CA	94403
Community Baptist Church of San Mateo					15 South Humboldt Street	San Mateo	CA	94401
Community Development Institute					321 Bell Street	East Palo Alto	CA	94303
Community Gatepath	Brian Neider	CEO	info@gatepath.com	650-259-8500	350 Twin Dolphin Dr., Suite 123	Redwood City	CA	94065
Community Legal Center					14 North B Street	San Mateo	CA	94401
Congregational Church of San Mateo					225 Tilton Avenue	San Mateo	CA	94401
County Human Services Agency Administrative Office					1 Davis Drive	Belmont	CA	94002
County Mental Health Association	Melissa Platte	Executive Director	Information at info@mhasmc.org	257-8814	2686 Spring St.	Redwood City	CA	94063
Crane Place Apartments	Joe Brookter	Social Services Coordinator	craneplace@barcelon.com	289-9395 or 325-2442 (General)	1331 Crane Street	Menlo Park	CA	94025
Daly City Peninsula Partnership	Pat Bohm	Executive Director	pat@dcpartnership.org	301-3305	725 Price St.	Daly City	CA	94014
Drug & Alcohol Advisory Board	Pat Morrissey	Board of Supervisors	pmorrissey@cosanmateo.ca.us	650-802-6425	400 Harbor Blvd	Belmont	CA	94002
Each One Reach One (Jail Rehabilitation Program)					146 South Spruce Avenue	South San Francisco	CA	94080
East Palo Alto YMCA					550 Bell Street	East Palo Alto	CA	94303
Eastside College Preparatory School					1041 Myrtle Street	East Palo Alto	CA	94303
Ecumenical Hunger Program	Lesia Preston	Executive Director	info@ehpcares.org	650-323-7781	2411 Pulgas Avenue	East Palo Alto	CA	94303
Edgewood Center for Children and Families	Monica Gadda Hendrix	Executive Director (San Mateo Region)	MonicaG@edgewood.org	650-832-6909	957 Industrial Road, Suite B	San Carlos	CA	94070
EPA CAN DO					2369 University Avenue	East Palo Alto	CA	94303
EPA Senior Center					550 Bell Street	East Palo Alto	CA	94303
Family Support Center of the Mid Peninsula					4798-B Bay Road	East Palo Alto	CA	94399
Fellowship of Faith	Pastor Mary Frazier	Executive Director	Revmary@aol.com	650-368-2207	321 Bell Street	East Palo Alto	CA	94303
First Church of Tonga					47 Delaware Street	San Mateo	CA	94401
Golden Gate Regional Center	Judy Leonard	Executive Assistant	jleonard@ggrc.org	650-574-9232	1355 Market Street, Suite 220	San Francisco	CA	94103
Grace Covenant Church	Pastor Cameron Wu Cardona	Pastor	cwucardona@gmail.com	650-589-6797	740 Del Monte Ave	South San Francisco	CA	94080
Health Plan of San Mateo	Maya Altman	Executive Director	maltman@hpsm.org	650-616-0050	801 Gateway Blvd., Suite 100	South San Francisco	CA	94080
Health Service Agency					225 37th Avenue	San Mateo	CA	94403
HIP Housing					364 South Railroad Avenue	San Mateo	CA	94401
Home Association of North Central San Mateo					725 Monte Diablo Avenue	San Mateo	CA	94401
Hope Preservation, Inc.					P.O. Box 1922	San Mateo	CA	94401
Hospital Consortium of San Mateo County	Francine Serafin-Dickson	Executive Director	fdickson@hospitalconsort.org	650-573-3930	222 W. 39th Avenue	San Mateo	CA	94403
Housing Endowment and Regional Trust					139 Mitchell Avenue, Suite 108	San Francisco	CA	94080
Housing Leadership Council	Evelyn Stivers	Executive Director	estivers@hlscmc.org	650-872-4444, x1	139 Mitchell Avenue, Suite 108	San Francisco	CA	94080
Jobs for Youth	Ruby Tomas	Youth Coordinator	jobsforyouth@smchsa.org	650-301-8434	271 92nd Street	Daly City	CA	94015
Jordanian American Association					305 Linden Avenue	South San Francisco	CA	94080
Kainos Home & Training Center	Andrea Stilleon	Program Director	andrea.stilleon@kainosusa.org	650-363-2423	3631 Jefferson Avenue	Redwood City	CA	94062
Latino Commission on Alcohol and Drug Abuse Services					301 Grand Avenue #301	South San Francisco	CA	94080
Lesley Senior Communities	Lynne Murphy	Director of Resident Services (Lesley Towers)	lmurphy@leslevsc.org	650-342-2051	700 Laurel Avenue	San Mateo	CA	94401
Life Moves (formerly known as InnVision Shelter Network)	Marc Sabin	Senior Director of Programs and Services	msabin@lifemoves.org	(650) 685-5880 ext. 157	181 Constitution Drive	Menlo Park	CA	94025

Macedonia Church of God					66 North Claremont Street	San Mateo	CA	94401	
Martin Luther King Jr. Community Center					725 Monte Diablo Avenue				
Meals on Wheels	Marilyn Baker-Venturini	Director	mbaker.venturini@peninsulavolunteers.org	650-323-2022	800 Middle Avenue	Menlo Park	CA	94025	
Mental Health & Substance Abuse Recovery Commission	Louise Rogers	Director of Behavioral Health & Recovery Services	lrogers@co.sanmateo.ca.us	650-573-2544	225 37th Avenue, Third Floor	San Mateo	CA	94403	
Mid-Peninsula Boys and Girls Club					2031 Pulgas Avenue	East Palo Alto	CA	94303	
Midcoast Community Council					P.O. Box 248	Moss Beach	CA	94038	
Midway Village Residents Association					20 Cypress Lane	Daly City	CA	94014	
Mills-Peninsula Senior Focus				General info 650-696-3660	1720 El Camino Real, Suite 10	Burlingame	CA	94010	
Multicultural Institute	Mirna Cervantes	Associate Director	mirna@mionline.org	510-848-4075	1920 Seventh St	Berkeley	CA	94710	
Northshoreview Elementary School					1301 Cypress Avenue	San Mateo	CA	94401	
One East Palo Alto					2577 Gonzaga Street	East Palo Alto	CA	94303	
Opportunities Industrialization Centers West - JobTrain					1200 O'Brien Drive	Menlo Park	CA	94025	
Parca	Diana Conti	Executive Director	dianac@parca.org	650-312-0730 x101	800 Airport Blvd., Suite 320	Burlingame	CA	94010	
Peninsula Conflict Resolution Center	Michelle Vilchez	Executive Director	mvilchez@pcrcweb.org	650-513-0330	1660 South Amphlett Blvd., Suite 219	San Mateo	CA	94402	
Peninsula Family Service	Arne Croce	Executive Director	acroce@peninsulafamilyservice.org	650-403-4300	24 Second Avenue	San Mateo	CA	94401	
Peninsula Interfaith Action	Mary Klein	Community Organizer	maryk@sbccglobal.net	650-796-4160	1336 Arroyo Ave	San Carlos	CA	94070	
Peninsula Jewish Community Center	Paul Geduldig	CEO	General info: info@pjcc.org	650-212-7522	800 Foster City Blvd.	Foster City	CA	94404	
Peninsula Works	Victoria Yeh	Business Services Representative	vyeh@co.sanmateo.ca.us	650-802-6517	295 89th Street, Suite 308	Daly City	CA	94015	
Pilgram Baptist Church					217 North Grant Street	San Mateo	CA	94401	
Project Intermission House					114 S. Delaware Street	San Mateo	CA	94401	
Project Ninety, Inc.					720 South B Street	San Mateo	CA	94401	
Project Read - East Palo Alto Library					2415 University Avenue	East Palo Alto	CA	94303	
Project Read - North San Mateo County					55 West 3rd Avenue, #323	San Mateo	CA	94403	
Public Works & Transportation Commission					225 Donohue Avenue	East Palo Alto	CA	94303	
Ravenswood City School District					2160 Euclid Avenue	East Palo Alto	CA	94303	
Ravenswood Family Health Center					1798 A Bay Road	East Palo Alto	CA	94303	
Ravenswood Shore Business District (RSBD)					1057 Ramona Street	East Palo Alto	CA	94031	
Robertson School					1 Martin Street	Daly City	CA	94014	
Rosener House					800 Middle Avenue	Menlo Park	CA	94025	
Safe Harbor Shelter					295 N. Access Road	South San Francisco	CA	94080	
Saint James AME Zion Church					825 Monte Diablo Avenue	San Mateo	CA	94401	
Salvation Army (RWC)					660 Veterans Blvd	Redwood City	CA	94063	
Salvation Army (SSF)					409 South Spruce Ave	South San Francisco	CA	94080	
San Mateo Adult School					789 E. Poplar Avenue	San Mateo	CA	94401	
San Mateo Buddhist Church					2 S. Claremont Street	San Mateo	CA	94401	
San Mateo Chamber of Commerce					385 First Avenue	San Mateo	CA	94401-3092	
San Mateo County Commission on Aging	Michelle Makino or Christina Kahn	Contact Person/Chair		Michelle's 573-3527	225 - 37th Avenue	San Mateo	CA	94403	
San Mateo County Commission on Disabilities	Craig McCulloh/Susan Castoria	Contact Person/President		Craig's 573-2480	3631 Jefferson St.	Redwood City	CA	94602	
San Mateo County Community College District	Margie Carrington	Financial Aid Services	carringtonm@smccd.edu	General info 650-574-6550 direct line: (650) 306-3174	3401 CSM Drive	San Mateo	CA	94402	
San Mateo County Medical Association	Sue Malone	Executive Director	smalone@smcma.org	650-312-1663	777 Mariners Island Blvd, Suite 100	San Mateo	CA	94404	
San Mateo County Mental Health Association					2686 Spring Street	Redwood City	CA	94063	
San Mateo County Office of Education	Marco Chavez	Board/Superintendent Support and Community Relations	mchavez@smcoe.org	650-802-5563	101 Twin Dolphin Drive	Redwood City	CA	94065	
San Mateo Elementary Teachers Association					520 El Camino Real, Suite 52	San Mateo	CA	94402	
San Mateo County Union Community Alliance	Shelley Kessler	Executive Secretary - Treasurer	smcucalliance@gmail.com	650-572-9920 or 650-572-8848	1153 Chess Drive, Suite 200	Foster City	CA	94404	
San Mateo Hispanic Chamber of Commerce					475 El Camino Real, Suite 10	Millbrae	CA	94030	
San Mateo Japanese American Community Center					415 S. Claremont Street	San Mateo	CA	94401	
San Mateo Union High School District					650 N. Delaware Street	San Mateo	CA	94401	
San Mateo - Foster City Elementary School District					1170 Chess Drive	Foster City	CA	94404	
Second Baptist Church of San Mateo					27 S. Fremont Street	San Mateo	CA	94401-3238	
Second Harvest Food Bank of Santa Clara and San Mateo Counties	Cindy McCown	Vice President of Community Engagement and Policy	cmccown@shfb.org	650-610-0800	1051 Bing St.	San Carlos	CA	94070	
Shelter Network					1450 Clapin Avenue	Burlingame	CA	94010	
Shree Raadha Krishna Mandir Hindu Temple					158 N. El Dorado Street	San Mateo	CA	94401-7362	
Sitke Counseling Center					306 Spruce Avenue	South San Francisco	CA	94080	
St. Vincent de Paul Society San Mateo District Council					50 North B Street	San Mateo	CA	94401	
Stanbridge Academy					515 East Popular Avenue	San Mateo	CA	94401	
Sturge Presbyterian Church					25 S. Humboldt Street	San Mateo	CA	94401-2998	
Sustainable San Mateo County	Adrienne Etherton	Executive Director	adrienne@sustainable-sanmateo.org	650-638-2323	177 Bovet Road, Suite 600	San Mateo	CA	94402	
StarVista (Formerly known as Youth and Family Enrichment Programs)	Sara Larios Mitchell	CEO	smitchell@star-vista.org	650-591-9623, x112	610 Elm Street, Suite 212	San Carlos	CA	94070	
Taulama for Tongans	Leafa Tuita Taumoepeau	Executive Director	taulamafortongans@yahoo.com	650-286-1500	1650 S. Amphlett Blvd., Suite	San Mateo	CA	94402	
The Downtown San Mateo Association					385 First Avenue	San Mateo	CA	94401	
The Health Plan of San Mateo					701 Gateway Blvd, Suite 400	South San Francisco	CA	94080	
University Guest Home					2126 University Avenue	East Palo Alto	CA	94303	
Westside Church of Christ					603 Monte Diablo Avenue	San Mateo	CA	94401-1971	
YMCA Youth Services Bureau					1877 S. Grant Street	San Mateo	CA	94402	
Youth Development Initiative	Candice Newnes	Project Manager	candice.newnes@star-vista.org	650-401-8617, x19	800 S. Claremont St. Suite 10	San Mateo	CA	94402	
Youth United for Community Action					2135 Clarke Avenue	East Palo Alto	CA	94303	
Cities in the County									
City of East Palo Alto	Daniel Berumen or Yeni Magana	Assistant Planners	dberumen@cityofepa.org or ymagana@cityofepa.org	853-3151 or 853-3148	2415 University Ave, 2nd Floor	East Palo Alto	CA	94303	
City of Pacifica	Christian Murdock	Associate Planner	murdock@ci.pacifica.ca.us	738-7341	170 Santa Maria Ave	Pacifica	CA	94044	
City of Redwood City	Aaron Akin	Assistant City Manager/Community Development Director	aakin@redwoodcity.org	780-7293	1017 Middlefield Rd	Redwood City	CA	94063	
Town of Atherton	Haleigh King	Senior Planner	hking@ci.atherton.ca.us	752-0544	91 Ashfield Road	Atherton	CA	94027	
Town of Hillsborough	Elizabeth Cullinan	Building and Planning Director	ecullinan@hillsborough.net	375-7416	1600 Floribunda Avenue	Hillsborough	CA	94010	
City of Belmont	Mark Nolfi	Chief Building Official	mnolfi@belmont.gov	595-7450	One Twin Pines Lake	Belmont	CA	94002	
City of Menlo Park	Deanna Chow	Principal Planner	dchow@menlopark.org	330-6702	701 Laurel Street	Menlo Park	CA	94025	
City of Brisbane	John Swiecki	Community Development Director	jswiecki@ci.brisbane.ca.us	415-508-2120	50 Park Place	Brisbane	CA	94005	
City of Millbrae	Tonya Ward	Community Development Director	tward@ci.millbrae.ca.us	259-2346	621 Magnolia Ave.	Millbrae	CA	94030	
Township of Broadmoor	Maureen Brooks	Planning Manager		General info 558-7250	501 Primrose Road	Burlingame	CA	94010	
Town of Portola Valley	Debbie Pedro	Planning Director	dpedro@portolavalley.net	851-1700 x218	765 Portola Road	Burlingame	CA	94028	
Town of Colma	Michael Laughlin	City Planner	michael.laughlin@colma.ca.gov	757-8888	1190 El Camino Real	Colma	CA	94014	
City of Daly City					911-8033	333 90th Street	Daly City	CA	94015
City of San Bruno	Aaron Akin	Community Development Director	aakin@ci.sanbruno.ca.us	General info 616-7074	567 El Camino Real	San Bruno	CA	94066	
City of San Carlos	Lisa Porras	Principal Planner	lpurras@cityofsan-carlos.org	802-4263	600 Elm Street	San Carlos	CA	94070	
City of Foster City	Curtis Banks	Community Development Director	cbanks@foster-city.org	286-3225	610 Foster City Blvd.	Foster City	CA	94404	
City of San Mateo	Ron MuneKawa	Chief of Planning	rmunekawa@cityofsanmateo.org	522-7203	330 West 20th Avenue	San Mateo	CA	94403	

City of Half Moon Bay	John Doughty	Community Development Director	JDoughty@hmbcity.com	726-8252	501 Main Street	Half Moon Bay	CA	94019
City of South San Francisco	Alex Greenwood	Director of Economic and Community Development	alex.greenwood@ssf.net	General Info 877-8535	400 Grand Ave.	South San Francisco	CA	94080
Town of Woodside	Jackie Young	Planning Director	jyoung@woodsidetown.org	General Info 851-6796	2955 Woodside Rd	Woodside	CA	94062
County Board of Supervisor District 1	Dave Pine	Supervisor	dpine@co.sanmateo.ca.us	650-363-4571	400 County Center	Redwood City	CA	94063
County Board of Supervisor District 2	Carole Groom	Supervisor	cgroom@smc.gov	650-363-4568	400 County Center	Redwood City	CA	94063
County Board of Supervisor District 3	Don Horsley	Supervisor	dhorsley@co.sanmateo.ca.us	650-363-4569	400 County Center	Redwood City	CA	94063
County Board of Supervisor District 4	Warren Slocum	Supervisor	wslocum@smc.gov	650-363-4570	400 County Center	Redwood City	CA	94063
County Board of Supervisor District 5	Adrienne Tissier	Supervisor	ATissier@smc.gov	650-363-4572	400 County Center	Redwood City	CA	94063
MTC	Jennifer Yeaman		JYeaman@mtc.ca.gov	817-5764	375 Beale St	San Francisco	CA	94105

OBAG 2 Public Workshops

The City/County Association of Governments of San Mateo County (C/CAG) will hold two public workshops to solicit project ideas for the upcoming **One Bay Area Grant 2 (OBAG 2)** call for projects, a multimodal transportation grant program. OBAG 2 is financed with federal transportation funds and is intended to fund projects in fiscal years 2017/18 through FY 2021/22.

All cities and the county within San Mateo County are eligible to apply for the OBAG2 program. All projects require a local funding match. A call for projects was issued on September 12, 2016 with applications due on **November 18, 2016**.

Public workshops are scheduled for the following dates and locations:

Thursday, October 27, 2016

Starting at 7:00 p.m.
San Mateo City Hall
330 West 20th Avenue
(At the Bicycle and Pedestrian Advisory Committee (BPAC) meeting)

Monday, October 31, 2016

Starting at 3:00 p.m.
San Mateo City Hall, Council Chambers
330 West 20th Avenue, City of San Mateo, California
(At the Congestion Management Environmental Quality (CMEQ) Committee meeting)

For more information about the One Bay Area Grant 2, see <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>. You may also contact Jean Higaki, at (650) 599-1462 or jhigaki@smcgov.org for more information.

SMCT#5829619; October 17, 2016

Overview

The OneBayArea Grant (OBAG) is a four-year program that will allocate \$78 million in federal funds to transportation projects in Santa Clara County.

The Santa Clara Valley Transportation Authority (VTA) is Santa Clara County's Congestion Management Agency (CMA) and is responsible for local project solicitation, evaluation, and selection.



Neighborhood Improvements

Eligible Projects

Funds are available for these types of projects:

- Street trees
- Street lights
- Street repaving
- New sidewalks
- Wider sidewalks
- New crosswalks
- Safer sidewalks
- Walk buttons on traffic signals
- Bike lanes
- Bike detectors at traffic signals
- Bike paths and bridges and tunnels
- Bus stop shelters and benches
- Timed traffic signals

Safe Routes to School

Important Information

- Funds available: approximately \$78 million
- Application Deadline: July 15, 2016

How to Participate

If you have a suggestion for your neighborhood, town or city, please contact your representative shown on the back of this brochure.

For more information, visit

<http://www.vta.org/callforprojects>



Contact your city,
town, Caltrain or VTA
representative below

Caltrain and SamTrans:

Peter Skinner
650.508.6476
SkinnerP@samtrans.com

Campbell: Matthew Jue
408.866.2150
publicworks@cityofcampbell.com

Cupertino: David Stillman
408.777.3249
davids@cupertino.org

Gilroy: Henry Servin
408.846.0277
henry.servin@cityofgilroy.org

Los Altos: Cedric Novenario
650.947.2626
cnovenario@losaltosca.gov

Los Altos Hills: Richard Chiu
650.947.2516
rchiu@losaltoshills.ca.gov

Los Gatos: Bobby González
408.399.5776
BGonzalez@losgatosca.gov

Milpitas: Steve Chan
408.586.3324
schan@ci.milpitas.ca.gov

Monte Sereno: Mo Sharma
650.333.0834
mo@montesereno.org

Morgan Hill: David Gittleson
408.310.4642
david.gittleson@morganhill.ca.gov

Mountain View: Helen Kim
650.903.6523
helen.kim@mountainview.gov

Palo Alto: Ruchika Aggarwal
650.617.3136
Ruchika.Aggarwal@CityofPaloAlto.org

San Jose: Amy Chan
408.793.6947
amy.chan@sanjoseca.gov

Santa Clara: Marshall Johnson
408.615.3023
MJohnson@santaclaraca.gov

Santa Clara County:
Dawn Cameron
408.573.2465
dawn.cameron@rda.sccgov.org

Saratoga: Macedonio Nunez
408.868.1218
mnunez@saratoga.ca.us

Sunnyvale: Shahid Abbas
408.730.7330
sabbas@ci.sunnyvale.ca.us

**VTA Bus/Rail Stops Access and
Improvements:** Jim Unites
408.321.7032
James.Unites@VTA.org

OneBayArea Grant Program

Santa Clara County Call for Projects



Bike/Pedestrian
Improvements

Suggest improvements
to your neighborhood,
town or city.



Walkable
Downtowns



請與以下城市、城鎮、 Caltrain 或 VTA 代表 聯絡

Caltrain and SamTrans:

Peter Skinner
(650) 508-6476
SkinnerP@samtrans.com

Campbell: Matthew Jue
(408) 866-2150
publicworks@cityofcampbell.com

Cupertino: David Stillman
(408) 777-3249
davids@cupertino.org

Gilroy: Henry Servin
(408) 846-0277
henry.servin@cityofgilroy.org

Los Altos: Cedric Novenario
(650) 947-2626
cnovenario@losaltosca.gov

Los Altos Hills: Richard Chiu
(650) 947-2516
rchiu@losaltoshills.ca.gov

Los Gatos: Bobby González
(408) 399-5776
BGonzalez@losgatosca.gov

Milpitas: Steve Chan
(408) 586-3324
schan@ci.milpitas.ca.gov

Monte Sereno: Mo Sharma
(650) 333-0834
mo@montesereno.org

Morgan Hill: David Gittleson
(408) 310-4642
david.gittleson@morganhill.ca.gov

Mountain View: Helen Kim
(650) 903-6523
helen.kim@mountainview.gov

Palo Alto: Ruchika Aggarwal
(650) 617-3136
Ruchika.Aggarwal@CityofPaloAlto.org

San Jose: Amy Chan
(408) 793-6947
amy.chan@sanjoseca.gov

Santa Clara: Marshall Johnson
(408) 615-3023
MJohnson@santaclaraca.gov

Santa Clara County:
Dawn Cameron
(408) 573-2465
dawn.cameron@rda.sccgov.org

Saratoga: Macedonio Nunez
(408) 868-1218
mnunez@saratoga.ca.us

Sunnyvale: Shahid Abbas
(408) 730-7330
sabbas@ci.sunnyvale.ca.us

**VTA Bus/Rail Stops Access and
Improvements:** Jim Unites
(408) 321-7032
James.Unites@VTA.org

OneBayArea Grant Program

聖達卡拉縣 徵求交通改善項目



腳踏車 /
人行道改善工程

幫助改善社區、 城鎮或城市的交通狀況



市區中心行人步道



概況

One Bay Area Grant (灣區資助計劃, OBAG) 是一項四年期的聯邦計劃, 提撥 7,800 萬美元資助聖達卡拉縣的交通項目。

聖達卡拉谷交通局 (VTA) 同時也是聖達卡拉縣交通擁塞管理機構 (Congestion Management Agency, 簡稱 CMA), 主要負責地方項目的招標、評估和甄選等作業。

符合資助條件的項目

以下類型項目可獲得資助：

- 街道樹木
- 街燈
- 街道路面重鋪
- 新建人行道
- 拓寬人行道
- 新建行人穿越道
- 加強人行道安全
- 交通號誌燈的行走按鈕
- 腳踏車專用道
- 交通號誌燈的腳踏車探測器
- 腳踏車道、橋樑和隧道
- 公車站棚和長椅
- 計時的交通號誌燈

上學的
安全道路



社區改善工程

重要資訊

- 可使用資金：約 7,800 萬美元
- 申請截止日期：2016 年 7 月 15 日

如何參加

如果對您附近社區、所住城鎮或城市有任何建議, 請與此手冊背面所列代表聯絡。

要了解更多資訊, 請瀏覽

<http://www.vta.org/callforprojects>



개요

One Bay Area Grant(OBAG)는 연방 기금 7천 8백만 달러를 산타클라라 카운티의 교통 프로젝트에 할당할 4개년 프로그램입니다.

산타클라라 벨리 교통국(VTA)은 산타클라라 카운티의 교통체증관리국(CMA)이며 지역 프로젝트의 모집, 평가 및 선정을 책임집니다.

프로젝트 공모 부문

다음과 같은 부문의 프로젝트에 기금을 이용할 수 있습니다.

- 가로수
- 가로등
- 도로 재포장
- 보도 신설
- 보도 확장
- 횡단 보도 신설
- 더 안전한 보도
- 신호등의 횡단용 버튼
- 자전거 차선
- 신호등의 자전거 감지기
- 자전거 도로, 다리 및 터널
- 버스 정류장 및 벤치
- 시간 감지 작동 신호등

학교로의
안전한 노선



이웃 개선사항

중요 정보

- 이용 가능 기금: 약 7천 8백만 달러
- 신청 마감일: 2016년 7월 15일

참여 방법

이웃, 마을 또는 도시에 대한 제안 사항이 있는 경우, 본 안내책자 뒷면에 나와있는 담당직원에게 연락하십시오.

더 자세한 정보를 보려면

<http://www.vta.org/callforprojects>를

참조 하십시오.



아래에 나와있는 해당 도시,
마을, 칼트레인(Caltrain)
또는 VTA 담당직원에게
연락하십시오.

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**VTA Bus/Rail Stops Access and
Improvements:** Jim Unites
(408) 321-7032
James.Unites@VTA.org

OneBayArea Grant Program

산타클라라 카운티 프로젝트 공모



자전거/보행자
개선사항

여러분의 이웃, 마을 또는 도시에 대한 개선사항을 제안해 주십시오.



걸어 다닐 수
있는 다운타운



**Póngase en contacto con
su ciudad, condado, Caltrain
o representante de VTA**

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OneBayArea Grant Program

Convocatoria de Proyectos del Condado de Santa Clara



Mejoras para
peatones y ciclistas

Sugiera ideas para
mejorar su vecindario,
comunidad o ciudad.



Vecindarios
caminables



Resumen

El subsidio federal OneBayArea Grant (OBAG) es un programa de cuatro años que asignará \$78 millones en fondos para proyectos de transporte en el condado de Santa Clara.

Santa Clara Valley Transportation Authority (VTA) es la agencia responsable de la Regulación de la Congestión Vial (con siglas en inglés CMA) en el condado de Santa Clara. CMA es responsable de la solicitud, evaluación y selección de proyectos locales en este condado.

Proyectos Elegibles

Los fondos están disponibles para estos tipos de proyectos:

- Sembrar árboles en las calles
- Instalar luces en las calles
- Repavimentar calles
- Construir aceras (banquetas) nuevas
- Ampliar aceras (banquetas)
- Instalar nuevos cruces peatonales
- Diseñar aceras más seguras
- Instalar botones de paso en las señales de tráfico
- Incorporar carriles para bicicletas
- Instalar detectores de bicicletas en las señales de tráfico

Rutas seguras
para ir a
la escuela



Mejoras en
el vecindario

Información Importante

- Fondos disponibles: Aproximadamente **\$78 millones**
- Fecha límite de inscripción: **15 de julio, 2016**

Como Participar

Si tiene una sugerencia para su vecindario, comunidad o ciudad, por favor comuníquese con su representante que aparece al dorso de este folleto.

Para obtener más información en inglés, visite

<http://www.vta.org/callforprojects>



Malawakang Pananaw

Ang One Bay Area Grant (OBAG) ay isang apat na taong programa na maglalaan ng \$78 milyon na halaga ng pondo mula sa federal government para sa mga proyektong pang-transportasyon sa Santa Clara County.

Ang Santa Clara Valley Transportation Authority (VTA) ay ang Congestion Management Agency (CMA) ng Santa Clara County at may pananagutan sa mga paghihingi, pagtatasa, at pamimili ng mga lokal na proyekto.

Mga Karapat-dapat na Proyekto

Ang mga pondo ay magagamit para sa ganitong mga uri ng proyekto:

- Mga punong paligid sa kalye
- Mga ilaw na paligid sa kalye
- Muling pag-aayos (tulad ng pagsesemento o pag-asfalto) sa kalye
- Mga bagong sidewalk
- Mas malalapad na sidewalk
- Mga bagong crosswalk
- Mas ligtas na mga sidewalk
- Mga "walk button" sa mga traffic signal
- Mga daanan ng bisikleta
- Mga bike detectors sa mga traffic signal
- Mga daanan ng bisikleta at mga tulay at tunnel
- Mga silungan at mga upuan sa mga bus stop
- Naka-oras na traffic signal

Mga Ligtas na Ruta papuntang Paaralan



Mga Pagpapaganda sa Neighborhood

Mahalagang Impormasyon

- Mga handang magamit na pondo: halos **\$78 milyon**
- Huling araw para sa aplikasyon: **Hulyo 15, 2016**

Paano Sumali

Kung kayo ay may mungkahi para sa inyong neighborhood, bayan o lungsod, mangyari lamang makipag-ugnayan sa inyong kinatawan na nakasaad sa likod ng polyetong ito.

Para sa karagdagang impormasyon, bumisita sa <http://www.vta.org/callforprojects>



Makipag-ugnayan sa iyong lungsod, bayan, Caltrain o VTA na kinatawan sa ibaba

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OneBayArea Grant Program

Santa Clara County Paghayag ng Pangangailangan para sa Mga Proyekto



Mga Pagpapahusay
sa Bisikleta/
Mga Naglalakad

Magmungkahi ng mga
pagpapaganda sa inyong
neighborhood, bayan o lungsod.



Mas Madaling
Lakaran na Downtown



Tổng Quan

Quý One Bay Area (OBAG) là một chương trình bốn năm sẽ phân phối \$78 triệu ngân quỹ liên bang cho các dự án giao thông trong Quận Santa Clara.

Cơ Quan Vận Chuyển Thung Lũng Santa Clara (VTA) là Cơ Quan Quản Lý Tác Nghiẽn Giao Thông (CMA) của Quận Santa Clara và chịu trách nhiệm kêu gọi đấu thầu, đánh giá và lựa chọn dự án địa phương.

Các Dự Án Hội Đủ Điều Kiện

Ngân quỹ dành cho các loại dự án này:

- Cây xanh trên đường
- Đèn đường
- Sửa chữa lại đường
- Các đường đi bộ mới
- Mở rộng các đường đi bộ
- Các lối băng qua đường mới
- Các đường đi bộ an toàn hơn
- Nút bấm đi bộ ở các cột đèn tín hiệu giao thông
- Làn đường dành cho xe đạp
- Các máy phát hiện xe đạp tại các cột đèn tín hiệu giao thông
- Lối đi, cầu hay đường hầm dành cho xe đạp
- Các trạm xe buýt có mái che và ghế chờ xe buýt
- Các tín hiệu giao thông tính thời gian

Đường tới Trường An Toàn



Những Cải Tiến Trong Khu Phố

Thông Tin Quan Trọng

- Các ngân quỹ sẵn có: **khoảng \$78 triệu**
- Thời Hạn Nộp Đơn: **Ngày 15 tháng 7, 2016**

Cách Thức Tham Gia

Nếu quý vị có đề nghị cho khu phố, thị trấn hay thành phố của mình, xin vui lòng liên lạc nhân viên đại diện của quý vị có ghi phía sau tờ thông tin này.

Để biết thêm thông tin, xin quý vị vui lòng truy cập

<http://www.vta.org/callforprojects>



Hãy liên lạc nhân viên đại diện của thành phố, thị trấn, Caltrain hoặc VTA dưới đây

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OneBayArea Grant Program

Quận Santa Clara Kêu Gọi Đấu Thầu Các Dự Án



Những Cải Tiến Lối Đi cho Xe Đạp/Lối Đi cho Người Đi Bộ

Đề nghị cải tiến khu phố, thị trấn hay thành phố của quý vị.



Các Trung Tâm Thành Phố Thân Thiện với Khách Bộ Hành



VTA OBAG 2 PROGRAM OUTREACH 2015 – 2017

<u>Stakeholder Group</u>	<u>Interests Represented</u>	<u>Meeting Dates</u>	<u>Topics Presented</u>	<u>Documentation Available</u>
VTA Board of Directors	Consists of 15 city and County elected officials, geographically distributed	11/5/15 5/5/16 9/1/16 1/5/17 8/3/17	OBAG Program Development, Structure, Guarantee Formula Basis, programming for CMA Planning funds and County Expressways, Competitive Complete Streets Program criteria, anti-displacement housing criteria, program of projects, program status.	http://www.vta.org/inside/boards/board_agenda_minutes_archive.html See complete agenda packages and minutes
VTA Congestion Management Program Planning Committee (CMPP)	Consists of city and County elected officials, geographically distributed	8/20/15 10/15/15 4/21/16 8/18/16 12/15/16	OBAG Program Development, Structure, Guarantee Formula Basis, programming for CMA Planning funds and County Expressways, Competitive Complete Streets Program criteria, anti-displacement housing criteria, program of projects.	http://www.vta.org/getinvolved/committees See complete agenda packages and minutes
VTA Citizens Advisory Committee (CAC)	Consists of 17 members representing business, labor, environmental, and other community groups with interest in transportation.	8/12/15 10/7/15 4/13/16 8/10/16 12/7/16	OBAG Program Development, Structure, Guarantee Formula Basis, programming for CMA Planning funds and County Expressways, Competitive Complete Streets Program criteria, anti-displacement housing criteria, program of projects.	http://www.vta.org/getinvolved/committees see complete agenda packages and minutes
VTA Bicycle and Pedestrian Advisory Committee (BPAC)	Consists of 16 members representing each of the 15 cities and the County. The BPAC advises the Board on funding and planning issues for bicycle and pedestrian projects and serves as the countywide bicycle advisory committee for Santa Clara County.	8/12/15 10/7/15 4/13/16 8/10/16	OBAG Program Development, Structure, Guarantee Formula Basis, programming for CMA Planning funds and County Expressways, Competitive Complete Streets Program criteria, anti-displacement housing criteria, program of projects. 8/10/16 received agencies' Complete Streets checklists for review.	http://www.vta.org/getinvolved/committees See complete agenda packages and minutes
VTA Policy Advisory Committee (PAC)	Consists of one city council member from each of the 15 cities and one member from the Santa Clara County Board of Supervisors	8/13/15 10/8/15 4/14/16 8/11/16 12/8/16	OBAG Program Development, Structure, Guarantee Formula Basis, programming for CMA Planning funds and County Expressways, Competitive Complete Streets Program criteria, anti-displacement housing criteria, program of projects.	http://www.vta.org/getinvolved/committees See complete agenda packages and minutes
VTA Technical Advisory Committee (TAC)	Consists of one staff member (usually the public works director or planning director from each of the county's 15 cities, the County), and Caltrans	8/13/15 10/8/15 4/14/16 8/11/16 12/8/16	OBAG Program Development, Structure, Guarantee Formula Basis, programming for CMA Planning funds and County Expressways, Competitive Complete Streets Program criteria, anti-displacement housing criteria, program of projects.	http://www.vta.org/getinvolved/committees See complete agenda packages and minutes
Committee for Transportation Mobility and Accessibility (CTMA)	This Committee's members include seniors/persons with disabilities, representatives of human service organizations within the county, and a representative from VTA's paratransit provider and the VTA Board of Directors.	10/15/15	OBAG Program Structure, Guarantee Formula Basis, programming for CMA Planning funds and County Expressways	http://www.vta.org/getinvolved/committees See complete agenda package and minutes
VTA Capital Improvement Program Working Group (CIP)	Senior Public Works and Planning Staff (actual applicants) – one per City/County and Caltrain JPB	4/28/15; 5/19/15 7/28/15; 8/25/15 10/27/15; 12/2/15 1/26/16; 2/23/16 3/22/16; 4/26/16 5/24/16; 6/28/16 7/26/16; 8/23/16 10/25/16; 12/6/16 1/24/17; 2/28/17 3/28/17; 5/23/17 7/25/17	OBAG Program Development, Structure, Guarantee Formula Basis, programming for CMA Planning funds and County Expressways, Competitive Complete Streets Program criteria, anti-displacement housing criteria, program of projects. Application reviewing & scoring results. 6/28/16-workshop	Agenda packages available on request
VTA Land Use/Transportation Integration Working Group (LUTI)	Senior Land Use/ Transportation Planning and Housing Staff (actual applicants) – one per City/County	8/12/15; 2/13/17 5/23/17; 6/23/17	OBAG Program Development, Structure, Guarantee Formula Basis, Competitive Complete Streets Program criteria, anti-displacement housing criteria.	Agenda packages available on request
Bay Area CMA Directors	CMA directors	5/20/16	OBAG program information	Meeting agenda
Silicon Valley Leadership Group (SVLG)	Silicon Valley business interests	11/25/15	Project selection criteria	Outlook email/meeting record
Greenbelt Alliance	Environmentalists	8/8/16; 8/17/16	Project selection criteria	Outlook email/meeting record

VTA OBAG 2 PROGRAM OUTREACH 2015 – 2017

<u>Stakeholder Group</u>	<u>Interests Represented</u>	<u>Meeting Dates</u>	<u>Topics Presented</u>	<u>Documentation Available</u>
TransForm	Transportation Advocates	11/25/15	Project selection criteria	Outlook email/meeting record
San Francisco Bay Area Planning and Urban Research Association. (SPUR)	Nonprofit civic planning organization	11/25/15	Project selection criteria; criteria on housing anti-displacement	Outlook meeting record http://www.spur.org/
Silicon Valley Bike Coalition	Nonprofit bicycle advocates	11/25/15	Project selection criteria	Outlook meeting record https://bikesiliconvalley.org/
Public Advocates, Inc.	Nonprofit law firm and advocacy organization for public policy and achieving victories advancing education, housing, transportation equity, and climate justice.	8/15/16; 8/17/16	Criteria on housing anti-displacement	Outlook email/meeting record http://www.publicadvocates.org/
Law Foundation of Silicon Valley	Advocates that use the law as a tool for change to address programs linked to social injustices	8/17/16	Criteria on housing anti-displacement	Outlook email/meeting record http://www.lawfoundation.org/
Nonprofit Housing Assoc. of Northern California	Affordable housing advocates	8/17/16	Criteria on housing anti-displacement	Outlook email/meeting record http://nonprofithousing.org/
Silicon Valley at Home (SV@Home)	Affordable housing advocates in SV	8/17/16	Criteria on housing anti-displacement	Outlook email/meeting record http://siliconvalleyathome.org/
Working Partnerships USA	Community organization that drives the movement for a just economy by bringing together public policy innovation and the power of grassroots organizing.	8/17/16	Criteria on housing anti-displacement	Outlook email/meeting record http://www.wpusa.org/index.html
People Acting in Community Together (PACTSJ)	A multi-faith, grassroots organization that provides leadership training and experience to community members of many different ethnic, religious, and socio-economic backgrounds. Affordable housing.	8/17/16	Criteria on housing anti-displacement	Outlook email/meeting record https://www.pactsj.org/
Safe Routes to School Grantee Providers & Safe Routes to School Nat'l Partners	SR2S county-wide providers; local agencies bike/ped/SR2S/public health staff	7/23/15; 8/28/15 10/22/15; 1/28/16 4/28/16; 7/28/16 10/27/16; 1/11/17 4/27/17; 7/27/17	Project selection criteria;	SR2S (VERBS) program criteria discussions
General Public – OBAG Call-for Projects Brochures	General Public – available for the public to take at all VTA transit offices and service centers, City/County public works offices, client area of all County social service centers, assorted coffee shops and community bulletin boards in residential areas around the county	Released June 2016	OBAG Call-for-Projects; brochures in English, Spanish, Vietnamese, Chinese, Korean and Tagalog	Copies of Brochure
VTA public website “callforprojects”	General Public	5/9/16 – current	OBAG Call-for-Projects	Call-for-projects documents found at: http://www.vta.org/projects-and-programs/call-for-projects
Roy’s Coffee Station, San Jose Japantown	Caffeine-addicted general public frequenting San Jose Japantown business district (largely from surrounding Community of Concern)	June 2016 distribution	OBAG Call-for-Projects	Copy of brochure
VTA Employees and Contractors	Transportation professionals (2300+ drivers, mechanics, engineers, planners, janitors, clerical staff, administrative staff, management)	June 2016 distribution	OBAG Call-for-Projects	Copy of brochure
VTA Offices and Customer Service Centers in San Jose; Walgreens	Transit Users	June 2016 distribution	OBAG Call-for-Projects	Copies of OBAG Call-for-Projects Brochures; Chinese, English, Korean, Spanish, Tagalog, Vietnamese
County Social Service Offices: (multiple locations)	County Social Service Clients	June 2016 distribution	OBAG Call-for-Projects	Copies of OBAG Call-for-Projects Brochures; Chinese, English, Korean, Spanish, Tagalog, Vietnamese
City & County Public Works Customer Counters: Campbell, Cupertino, Gilroy, Los Altos, Los Altos Hills, Los Gatos, Monte Sereno, Morgan Hill, Mountain View, Palo Alto, San Jose, Santa Clara, Sunnyvale	General Public	June 2016 distribution	OBAG Call-for-Projects	Copies of OBAG Call-for-Projects Brochures; Chinese, English, Korean, Spanish, Tagalog, Vietnamese

SOLANO TRANSPORTATION AUTHORITY
DOCUMENTATION RELATED TO APPENDIX A-10 CHECKLIST

CMA Call for Projects Guidance: Appendix A-7

1. Public Involvement and Outreach, Agency Coordination, and Title VI

STA began public outreach related to several parallel processes in late 2015. Those processes were the update of Plan Bay Area, including OBAG 2 funds; the Solano Comprehensive Transportation Plan; and a transportation sales tax measure on the May 2016 county primary ballot. The outreach included 3 telephone town hall meetings with live call-in question-and-answer sessions with all 7 Solano mayors and several County supervisors, presentations to 23 civic and social clubs in all 7 Solano cities, and mail-in and on-line comments. STA identified civic, business and social clubs and advocacy organizations representing all socio-economic classes and the largest ethnic concentrations in Solano County, and requested speaking or other outreach opportunities with every single identified organization. The effort reached 58,410 total participants (town hall, email, phone and surveys) and generated 2,144 public comments. Outreach efforts and results were reported to the STA Board at its regular meetings from January until May, 2016.

2. Engage with Regional and Local Jurisdictions

STA uses a number of techniques to engage with local and regional agencies, including:

- STA Technical Advisory Committee, made up of Public Works and Planning staff from all 7 cities and the county, meets monthly and provides direct advice to the STA Board on policy and funding matters related to transportation. MTC receives an invitation to each meeting, and an agenda item is held open for MTC presentations.
- The Solano Express Intercity Transit Consortium is a committee that parallels the TAC in form and function, but only deals with intercity transit issues. MTC receives an invitation to each meeting, and an agenda item is held open for MTC presentations.
- STA coordinates and hosts a monthly meeting of the countywide Planning Directors; Solano LAFCO is also involved. ABAG receives an invitation to each meeting, and an agenda item is held open for ABAG presentations.
- STA coordinates and hosts the monthly Solano Project Delivery Working Group for STA-funded projects.
- STA coordinates and hosts additional monthly or bi-monthly committees for Safe Routes to Schools, Seniors and People with Disabilities, Bicycle and Pedestrian transportation and the Solano CTSA.

In relation to the PDA Investment and Growth Strategy, both the initial 2013 document and the 2014 update were reviewed and commented upon by the TAC and Planning Directors. For 2017, the same process was used, with both groups being provided a draft and a 30-day comment period before the STA Board reviewed and acted upon the final document on April 12, 2017. Housing permit numbers in the 2017 update were reviewed by the Planning Directors, and last-minute updates to the document were based upon an update from the City of Rio Vista planning manager.

STA funded 5 PDA Planning Grants in OBAG Cycle 1. STA Planning Staff participated in the project working group for two grants that were hired directly by the cities of Fairfield and Suisun. STA let and administered the contract for the grants to Benicia, Dixon and Rio Vista, and was an active participant in the development of each plan.

As PDA plans were prepared, STA periodically shared progress and contents with MTC and ABAG staff. The same occurred as STA prepared its PCA plan, and ABAG staff periodically participated in the PCA stakeholder's committee.

3. Planning Objectives to Inform Project Priorities

As noted above, STA is extensively and continuously involved in dialog with member agencies about local and regional land use and transportation issues. In addition to the general outreach noted previously, STA also participates in local meetings on a project-specific and on-request basis.

One of the methods STA uses to help local jurisdictions quantify their transportation needs is through development and use of the countywide activity-based traffic model, and the periodic meeting of the county's model working group. STA also requires submittal of detailed cost and maintenance working sheets prior to making funding decisions.

In the development of the PDA Investment and Growth Strategy, STA received information on housing permits from both the local agencies and ABAG. Where there was conflicting information, STA used the locally-provided data (which showed lower permitting level than did the ABAG figures). None of the reported units met the criteria to be considered affordable.

STA specifically asked for and reviewed housing and displacement criteria provided by MTC and ABAG in awarding OBAG 2 funds. STA concluded that only one jurisdiction (Vacaville) had locally enforceable and mandatory housing policies. Vacaville received one of the largest OBAG 2 CMAQ allocations made by STA.

4. Establishing Local Funding Priorities

The STA began discussing OBAG 2 funding criteria with the STA TAC and Board in April of 2016, and issued draft submittal and scoring criteria for comments in August 2016. The criteria were approved and the call for projects was issued in September 2016. The STA Board required that all member agencies show compliance with the housing element and complete streets requirements of Resolution 4202 prior to accepting submittals; and, required proof of compliance with the surplus land act requirements prior to final award of funds.

The STA OBAG 2 criteria are:

1. Is the project identified in an STA planning document?
2. Does the project contribute to lower GHG emissions?
3. Does the project support the development of affordable housing?
4. How many RTP Goals are advanced?
5. Does the jurisdiction implement OBAG 2 anti-displacement criteria?
6. How many Solano CTP Goals are advanced?
7. Does the project support a regionally-significant employment center (as defined by STA)?
8. Does the project directly support a PDA or PCA?
9. Does the project support a Transit Center of Regional Significance (as defined by STA)?
10. Is the project located on a Route of Regional Significance (as defined by STA)?
11. Is the project in/supporting a Community of Concern?
12. Does the project address a locally-identified safety issue?
13. Does the project benefit multiple jurisdictions, or a large number of residents or businesses?
14. Can the project be delivered within the OBAG 2 time frame?
15. What are other committed funds?
16. What phase is the project currently and where will the federal funds be dedicated toward?

The STA Board held a special public and advisory committee workshop on potential OBAG 2 applications in October 2016, and began scoring projects in December 2016. A second special meeting on the OBAG 2 applications was held in February 2017. The final project selection was made in June 2017.

5. PDA Minimum Investment Targets

The STA project selection for OBAG 2 meets the 50% PDA minimum. No funded project was identified as providing “Proximate” access.

6. Project Selection

As noted previously, the STA Board issued a unified call for projects for OBAG 2 funds in September 2016, and selected its projects at the June STA Board meeting. The complete STA funding allocation for STP and CMAQ funds is provided as Attachment A. STA and the local jurisdictions receiving funds acknowledge and have committed to meeting the requirements laid out in this portion of the checklist and the associated portions of Resolution 4202.

7. Ensuring Local Compliance

STA has received confirmation that local jurisdictions have met the Performance and Accountability Policies requirements related to Complete Streets, local Housing Elements, surplus lands (general law cities and counties only unless and until a final court decision is rendered that charter cities are subject to the provisions of the State Surplus Land Act), local streets and roads, and transit agency project locations as set forth in pages 18-21 of MTC Resolution 4202. The City of Vallejo is a charter city and is not subject to the Surplus Lands Act requirement.

The final staff reports making OBAG 2 allocations are provided as Attachments B, C and D.



OneBayArea (OBAG) Grant Cycle 2

PUBLIC INPUT MEETING

4:00 p.m., Wednesday, October 12, 2016

Suisun City Hall

701 Civic Center Blvd.

Suisun City, CA 94585

1. **CALL TO ORDER** Norman Richardson, STA Chair
2. **ONE BAY AREA GRANT (OBAG) OVERVIEW** Robert Macaulay, STA
(4:05 – 4:15 p.m.)
3. **COMMENTS FROM MEMBERS OF THE PUBLIC**
(4:15 – 4:25 p.m.)
4. **PRESENTATIONS FROM STA ADVISORY COMMITTEES ON OBAG 2 PRIORITY PROJECTS**
(4:25 – 5:00 p.m.)
 1. Bicycle Advisory Committee Nancy Lund
 2. Consolidated Transportation Service Agency Ruth Matz
 3. Paratransit Coordinating Committee Ernest Rodgers
 4. Pedestrian Advisory Committee Kevin McNamara
 5. Safe Routes to Schools Advisory Committee Suisun City Police Commander Andrew White/Jim Antone, YSAQMD
 6. Seniors and Persons with Disabilities Transportation Advisory Committee Susan Rotchy
 7. SolanoExpress Intercity Transit Consortium *Pending*
5. **QUESTIONS AND COMMENTS FROM MEMBERS OF THE STA BOARD**
(5:00 – 5:10 p.m.)
6. **SCHEDULE FOR OBAG 2 IMPLEMENTATION** Robert Macaulay, STA
(5:10 – 5:15 p.m.)
7. **ADJOURNMENT**

In accordance with the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights of 1964, STA will make reasonable arrangements to ensure meaningful access to its meetings for persons who have disabilities and for persons with limited English proficiency who need translation and interpretation services. Individuals requiring ADA accommodations should notify the STA's Clerk of the Board at least 72 hours prior to the meeting. The Clerk of the Board may be contacted at (707) 424-6075 or email at jmasiclat@sta.ca.gov. STA's home page is on the web at www.sta.ca.gov or visit us on <https://www.facebook.com/SolanoTransportationAuthority/>

Meeting #	Date	Location	Meeting Name	STA Presenter	Attendance	Interests Represented							
						Economic (Business)	Environmental	Public Health	Low-Income	Minority	Senior Citizens	Spanish Language	Native American
1	3/23/2015	Rio Vista	Rio Vista Lions Club	RM	20	X							
2	4/2/2015	Fairfield	Solano Economic Development	RM	15	X							
3	4/8/2015	Fairfield	Fairfield-Suisun City Chamber of Commerce	RM	25	X							
4	4/28/2015	Fairfield	Soroptimist of Central Solano County	RM	20						X		
5	5/5/2015	Benicia	Benicia Rotary	RM	25	X					X		
6	5/7/2015	Fairfield	Plan Bay Area Open House	RM	25								
7	7/1/2015	Fairfield	Fairfield and Suisun Lions Club	RM	11								
8	7/13/2015	Vacaville	Solano County Taxpayer Association	RM, JB	10								
9	7/14/2015	Dixon	Dixon Chamber of Commerce	RM	0								
10	7/15/2015	Dixon	Dixon Rotary Club	RM	30								
11	7/17/2015	Rio Vista	Rio Vista Rotary Club	RM	25								
12	7/30/2015	Fairfield	Fairfield Kiwanis Club	RM	13						X		
13	8/3/2015	Vacaville	Solano County Farm Bureau	RM	30	X	X						
14	8/5/2015	Vallejo	Vallejo Sunset Rotary	RM	15	X					X		
15	8/6/2015	Vacaville	Vacaville Noon Rotary	RM	40	X					X		
16	8/10/2015	Rio Vista	RioVision	RM	30						X		
17	8/11/2015	Vacaville	Vacaville Sunrise Rotary	RM	20	X					X		
18	8/12/2015	Vallejo	Vallejo Chamber of Commerce Economic Development Committee	RM	15								
19	8/14/2015	Vacaville	Vacaville Chamber of Commerce	RM	15	X							
20	8/19/2015	Benicia	City of Benicia Economic Development Board	AH	3	X							
21	9/2/2015	Fairfield	Solano Land Trust	AH	15								
22	9/10/2015	Benicia	Benicia Planning Commission	RM	10								
23	10/13/2015	Fairfield	Solano Hispanic Chamber of	RM	10	X				X			
24	10/14/2015	Vallejo	Chamber of Commerce Economic	RM	20	X							
					Total	442							

STA CTP Outreach Comments Received

TEMP ID	CTP Related	Active	Transit	Road	No Element	Safety	Condition	Senior Disability	Key Term	Meeting Date	Meeting City	Meeting Name	STA STAFF	Comment	Information Gap	Responder	Response
1	Yes	X				X			SR 12	3/23/2015	Rio Vista	Rio Vista Lions Club	RM	Rio Vista needs safer crossing of SR 12, such as a pedestrian overcrossing.	Where should a crossing be placed? Which existing crossing(s) are not safe?	STA Planning	Please provide a specific location where a pedestrian overcrossing would be recommended. Please provide information on reportedly unsafe crossings.
2	Yes		X						BART	3/23/2015	Rio Vista	Rio Vista Lions Club	RM	Transit options can help reduce SR 12 congestion. Current transit from Rio Vista to BART or Fairfield or Vacaville takes too long (2+ hours), so isn't used. Look at frequent shuttles, a train or something similar.	Verify current transit travel times and options. What times and days is rapid transit needed?	STA Transit	Response forthcoming.
3	Yes			X					SR 12	3/23/2015	Rio Vista	Rio Vista Lions Club	RM	Keep trucks off of Highway 12.	What problem does this proposal solve?	n/a	Comment received.
4	Yes			X					SR 12, toll	3/23/2015	Rio Vista	Rio Vista Lions Club	RM	Toll trucks using Highway 12.	What problem does this proposal solve?	n/a	Comment received.
5	Yes			X					SR 12	3/23/2015	Rio Vista	Rio Vista Lions Club	RM	Don't wait for local development to generate funds/action on the SR 12 gap closure from Trilogy to Druin Drive.	n/a	STA Planning	Response forthcoming.
6	Yes			X					SR 12	3/23/2015	Rio Vista	Rio Vista Lions Club	RM	Convert SR 12 from 2 to 4 lanes now, not in the future. Rio Vista's growth makes it a necessity.	Are four lanes warranted per existing and/or projected volumes?	STA Planning	Response forthcoming.
7	Yes				X				bridge	3/23/2015	Rio Vista	Rio Vista Lions Club	RM	STA completed a study on the Rio Vista bridge. Nothing's happened since. What is the status?	n/a	STA Planning	See http://www.sta.ca.gov/Content/10127/SR_12_East_Rio_Vista_Bridge_Relocation_Study.html for information on study.
8	No				X				Caltrans	3/23/2015	Rio Vista	Rio Vista Lions Club	RM	Caltrans is wasteful of funds, makes bad project and engineering decisions, and is wasteful in construction. Example – on SR 12 project, same pile of dirt keeps getting moved back and forth for no apparent reason. Can we get someone more responsible to do this work?	n/a	n/a	Please contact Caltrans at http://www.dot.ca.gov/feedback.htm.
9	No				X				funding	3/23/2015	Rio Vista	Rio Vista Lions Club	RM	Are tax funds still being diverted from roadways to other uses such as transit?	Which particular tax funds (what funding source)?	n/a	Question/comment is not directly related to the CTP2040.
10	Yes	X							bike	4/2/2015	Fairfield	Solano Economic Development Corporation	RM	Is there an agency tasked with coordinating bicycle facilities between the Solano cities, and from Solano to neighboring jurisdictions?	n/a	STA Planning	STA is the agency helping coordinate between the cities and the county and works with neighboring counties.
11	Yes		X						BART	4/2/2015	Fairfield	Solano Economic Development Corporation	RM	Will BART or something similar be extended to Solano County?	n/a	STA Planning	See http://www.bart.gov/about/planning/strategic regarding proposed BART expansion projects.
12	Yes				X				rail	4/2/2015	Fairfield	Solano Economic Development Corporation	RM	We should take advantage of the existing rail capacity.	To use rail for what purpose (freight or passenger?).	STA Planning	See the Solano Rail Facilities Plan Update at http://www.sta.ca.gov/docManager/1000005309/07%20AA%20STA%20Rail%20Facilities%20Plan%20DRAFT%20Mar%202015%20v8.pdf
13	No				X				demographics	4/2/2015	Fairfield	Solano Economic Development Corporation	RM	The demographics changes talked about in the presentation are real. The next generation/millennials are very taken by sharing and on-line collaboration and on-line shopping, and just don't have the need for a car or the desire to own one that most of us do.	n/a	n/a	Comment received.
14	No				X				general	4/2/2015	Fairfield	Solano Economic Development Corporation	RM	Transportation is a Solano asset.	n/a	n/a	Comment received.
15	No				X		X		local	4/2/2015	Fairfield	Solano Economic Development Corporation	RM	The City of Benicia is looking at establishing an Infrastructure Financing District to deal with issues such as poor roads in the Benicia Industrial Park.	n/a	n/a	Comment received.

STA CTP Outreach Comments Received

TEMP ID	CTP Related	Active	Transit	Road	No Element	Safety	Condition	Senior Disability	Key Term	Meeting Date	Meeting City	Meeting Name	STA STAFF	Comment	Information Gap	Responder	Response
16	Yes	X							bike	4/8/2015	Fairfield	Fairfield-Suisun City Chamber of Commerce	RM	Is anyone coordinating activities such as bike routes between cities?	n/a	STA Planning	See http://www.sta.ca.gov/Content/10055/CountywidePlansmpStudies.html#cbp
17	Yes		X						general	4/8/2015	Fairfield	Fairfield-Suisun City Chamber of Commerce	RM	Solano needs more of a mass transit model, especially if we are focusing more on efficient use of the existing system as opposed to the old model of building more roads.	n/a	STA Transit	Response forthcoming.
18	Yes			X					SR 12	4/8/2015	Fairfield	Fairfield-Suisun City Chamber of Commerce	RM	What are plans to address the bottlenecks on Hwy 12, both in Suisun City and between Suisun and Rio Vista?	n/a	STA Planning	Response forthcoming.
19	Yes				X				demographics	4/8/2015	Fairfield	Fairfield-Suisun City Chamber of Commerce	RM	Are Solano commuting patterns still basically the same? Does MTC recognize how many Solano residents commute to the Sacramento region?	Are commuting patterns the same compared to what/where/when?	STA Planning	Response forthcoming.
20	Yes				X				local	4/8/2015	Fairfield	Fairfield-Suisun City Chamber of Commerce	RM	Is there any discussion of reopening the Union Street/Main Street crossing from downtown Fairfield to downtown Suisun City?	n/a	STA Planning	Response forthcoming.
21	No				X				local	4/8/2015	Fairfield	Fairfield-Suisun City Chamber of Commerce	RM	STA should be involved in getting Cordelia Road re-opened at the UPRR track crossing. It's been too long, and some leadership is needed.	n/a	n/a	Question/comment is not directly related to the CTP2040.
22	No				X				general	4/8/2015	Fairfield	Fairfield-Suisun City Chamber of Commerce	RM	Is anyone coordinating climate action planning in Solano County?	n/a	STA Planning	See http://www.sta.ca.gov/Content/10058/ClimateActionPlans.html
23	No				X				local	4/8/2015	Fairfield	Fairfield-Suisun City Chamber of Commerce	RM	What's happening on Peabody Road between Fairfield and Vacaville? When will it be closed, and when will it be reopened? What will the new road look like? Finally, what is the status of the new train station?	n/a	City of Fairfield	Please email questions to trainstation@fairfield.ca.gov and see http://www.fairfield.ca.gov/gov/depts/pw/fairfield_vacaville_train_station_and_peabody_road_improvements.asp for information.
24	No				X				local	4/8/2015	Fairfield	Fairfield-Suisun City Chamber of Commerce	RM	Is someone taking care of the businesses near the Fairfield/Vacaville train station that will be relocated due to the project?	Which businesses will be relocated?	City of Fairfield	Response forthcoming.
25	No				X				funding	4/8/2015	Fairfield	Fairfield-Suisun City Chamber of Commerce	RM	Does planning for and mitigating environmental impacts slow projects down or make them more expensive?	n/a	STA Planning	Response forthcoming.
26	No			X					local	4/28/2015	Fairfield	Soroptimist of Central Solano County	RM	Will the Lopes and Cordelia road intersection receive a traffic light?	n/a	City of Fairfield	Response forthcoming.
27	Yes			X					local	4/28/2015	Fairfield	Soroptimist of Central Solano County	RM	When will Manuel Campos Parkway be finished?	n/a	STA Projects	Response forthcoming.
28	Yes			X					local	4/28/2015	Fairfield	Soroptimist of Central Solano County	RM	What is being done with the Green Valley Road overcrossing?	n/a	STA Projects	Response forthcoming.
29	Yes		X						general	4/28/2015	Fairfield	Soroptimist of Central Solano County	RM	Getting around between cities on transit is a nightmare. It takes too long. Will more frequent service be provided? What about Sunday service?	n/a	STA Transit	Response forthcoming.
30	Yes		X				X	seniors	4/28/2015	Fairfield	Soroptimist of Central Solano County	RM	Seniors and the disabled have difficulty getting around. Trips take a long time, and are all but impossible to coordinate with medical service providers. What can be done to make these trips shorter and coordinate them with medical appointments?	Which medical service providers (where are they located)? What transit agencies? Which routes?	n/a	Comment received.	
31	Yes		X					general	4/28/2015	Fairfield	Soroptimist of Central Solano County	RM	Can the DART services be more on-time?	n/a	STA Planning	Please submit questions and comments directly to DART at http://www.fasttransit.org/contact-us/form-based-comment-card/	

STA CTP Outreach Comments Received

TEMP ID	CTP Related	Active	Transit	Road	No Element	Safety	Condition	Senior Disability	Key Term	Meeting Date	Meeting City	Meeting Name	STA STAFF	Comment	Information Gap	Responder	Response
32	Yes		X						general	4/28/2015	Fairfield	Soroptimist of Central Solano County	RM	Years ago, there was a talk about merging the bus services. What, if anything, has happened with that idea?	n/a	STA Transit	Response forthcoming.
33	No				X				funding	5/5/2015	Benicia	Benicia Rotary	RM	For those advocating for more bus service, who do they expect to pay for these new or more frequent routes? Themselves, or someone else?	n/a	n/a	Please ask the advocates for answers.
34	No				X				Caltrans	5/5/2015	Benicia	Benicia Rotary	RM	How does Caltrans decide what is important for new projects or maintenance?	n/a	n/a	Please contact Caltrans at http://www.dot.ca.gov/feedback.htm.
35	No				X				Caltrans	5/5/2015	Benicia	Benicia Rotary	RM	How much influence does STA have with Caltrans when they make decisions?	n/a	n/a	Please contact Caltrans at http://www.dot.ca.gov/feedback.htm.
36	No				X				SR 12, I-80, I-680	5/5/2015	Benicia	Benicia Rotary	RM	What is going on at the I-80/I-680/SR 12 interchange, and when will it be done?	n/a	STA Projects	Please see http://www.sta.ca.gov/Content/10078/180I680SR12_Interchange_Project.html
37	No				X				I-680	5/5/2015	Benicia	Benicia Rotary	RM	Slow trucks on I-680 during the peak commute cause congestion. Who has the power to limit truck hours so that this does not happen? Is it being considered already?	n/a	STA Planning	Per the California Department of Transportation (Caltrans) website at http://www.dot.ca.gov/hq/traffops/trucks/routes/restrict-process.htm: Peak-hour truck restrictions: California does not currently have any truck restrictions during certain hours. State and federal law forbids highway restrictions to truck access except for "safety and engineering" reasons. There is no mention in the law of time limitations. However, a peak-hour truck restriction would hinder trucks from making deliveries and would probably, therefore, be considered a restriction under the law. In order to enact a time restriction, it would seem necessary to validate a safety issue by traffic study. Studies of peak-hour restrictions: The California Legislature commissioned the "Urban Freeway Gridlock Study," dated 1988, to investigate the impact of large trucks on peak-period freeway congestion, and explore management techniques to reduce congestion. The study focused on freeways in the Los Angeles, San Francisco, and San Diego metropolitan areas. The study's conclusions were that a peak-period truck ban would not provide significant relief from peak-period congestion, and that a peak-period ban is unlikely due to provisions of the federal Surface Transportation Assistance Act of 1982 (STAA) and subsequent court decisions.
38	Yes			X					bridge	5/5/2015	Benicia	Benicia Rotary	RM	Caltrans fixes the big bridges, but who is responsible for smaller local bridges? Does the county get money for this; and, if so, does it spend that money on the local bridges?	n/a	STA Planning	Response forthcoming.

**Sonoma County Transportation Authority
One Bay Area Grant – Cycle 2
Public Outreach Efforts
May 2016-April 2017**

The following summarizes outreach activities for the Sonoma County Transportation Authority implementation of the One Bay Area Grant Cycle 2 (OBAG2) program to date.

Overall Public Outreach Activities

- ❖ Presentation of OBAG2 efforts to the Sonoma County Transportation Authority public meetings
 - Sonoma County Transportation Authority and standing committees
 - Sonoma County Transportation Authority Board of Directors
 - Sonoma County Transportation Authority Advisory Committees
 - Technical Advisory Committee
 - Planning Directors /Planning Advisory Committee
 - Citizens Advisory Committee
 - Countywide Bicycle and Pedestrian Advisory Committee
 - ❖ Publication of OBAG2 efforts on Sonoma County Transportation Authority website
 - ❖ OBAG2 schedule of key decision making points and notice of intent to release Call for Projects distributed to all above Advisory Committees and all Federally Recognized Native American Tribes in Sonoma County
 - ❖ Outreach to Sonoma County Community and Technical Advisory Groups involved in the development of the Comprehensive Transportation Plan
 - ❖ Press Releases at key milestones to inform media of Sonoma County OBAG2 implementation activities
 - ❖ Outreach to Federally recognized Native American Tribes in Sonoma County*
 - ❖ Circulation for review and comment of all received application's Complete Streets Checklists to Countywide Bicycle and Pedestrian Advisory Committee and the Planning Directors Advisory Committee.
 - ❖ All projects reviewed and a list of proposed awards recommended for approval by Technical Advisory Committee on March 23 to the SCTA Board of Directors (for consideration at May 8 Board meeting)
 - ❖ Publication of all submitted applications on the SCTA Website
- *Separate document with Tribal Outreach Summary available upon request

One Bay Area Grant Tribal Outreach Contact List
Last Updated 12/15/16

Activity Log:

October 2016 – Sent contact letter to persons listed below. Notification of anticipated call for projects in November.

To Do – Follow up phone calls to Tribal offices to inquire as to the receipt of the letters. Attempt to obtain email contact information. Send out schedule of decision making points to email contacts. Leave messages with tribal administrators and public works departments to ask if the tribe has questions regarding letter or the grant itself.

Phone Log:

Date 10/28/16

Cloverdale Rancheria of Pomo Indians

Details of call: Called and left message trying to verify appropriate Tribal Government Contacts

Lytton Rancheria

Details of call: Called and left message trying to verify appropriate Tribal Government Contacts

Date: 11/1/16

Lytton Rancheria

Brenda Tamaras, 858-583-3482

Details of Call: Returned my call and left a message. I returned the call, same day. She informed me that Margie Mejia is the Tribal Chair, and that the Tribal office location had changed to 437 Aviation Blvd, in Santa Rosa.

Cloverdale Rancheria of Pomo Indians

894-5775

Details of Call: Called and left message asking to verify the Tribal Government contacts so that SCTA could send a notice of the call for projects.

Date 11/2/16

Cloverdale Rancheria of Pomo Indians

894-5775

Manolitos Draw

Details of call: Manolitos returned my call and left message instructing me to call back to the Tribal office to confirm tribal government contacts. I returned call and verified that Patricia Hermosillo



is still tribal chair, and that Vickey Macias is also still in a position with the tribe. I was informed that Mario Hermosillo is no longer with the Tribe.

11/14/16

David Smith-Ferri

Dry Creek Rancheria of Pomo Indians

Phone number: unrecorded

Details of call: David called because the tribe received our outreach letter and is interested in partnering with an eligible agency to apply for funding for improvements on Highway 128E and County Road. I provided information about SCTA call for projects eligibility and told him that SCTA doesn't have jurisdiction to do improvements on county road or state highway. Cooperative Agreements and encroachment permits would be required. After further discussion, it appears that the improvements that the tribe are interested in are capital improvements that wouldn't be eligible for STP/CMAQ funding. I also suggested that he contact the Sonoma County Transportation and Public Works Department to further pursue the project.

12/15/16

David Smith-Ferri

David DeLira

Dry Creek Rancheria of Pomo Indians

In Person Meeting, SCTA Offices

Details of Discussion: David S-F and Dave D called and asked if they could stop by to discuss OBAG and a potential project. After discussion, it was determined that the tribe could have a number of projects that are potentially eligible for funding. The main project under discussion is installation of a left turn pocket off of SR128 to Tribal Road. Some improvements have already been made on tribal land (right turn lane from tribal road on to 128). Another project is funded but not yet begun (replacement of a culvert under 128. Ultimate size of culvert will depend on whether left turn pocket can be achieved, so ideally the projects could be done in tandem. Tribe owns land in all four quadrants surrounding project location. Is the project eligible? I said I thought it was, but would need to examine the STP program guidelines further to determine. I also suggested the HSIP program for the project since it is a safety concern. The gentlemen said they would do some more research but thought they might submit an application. I told them that any project and project sponsor needed to meet all eligibility criteria, but that I was not sure how some of the elements (Housing, surplus lands, etc.) would apply to the Tribe.

CONTACTS: all contacts verified for 2016

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Adam Noelting, Public Information Officer
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Ken Kirkey, Planning Director
Metropolitan Transportation Commission
375 Beale Street
San Francisco, CA 94105

Seana L.S. Gause
Senior – Programming and Projects

11/1/16

RE: One Bay Area Grant (OBAG 2) for Federal Transportation Funding

Dear Tribal Chair,

The Metropolitan Transportation Commission (MTC) has released a federal transportation grant call for projects to the counties in the Bay Area Region. The grant is the second round of programming known as the One Bay Area Grant (OBAG 2). A link to the resolution of approval and the policies related to this grant can be found here: http://mtc.ca.gov/sites/default/files/RES-4202_approved_1.pdf

This federal funding is for transportation projects such as federal aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration and operational) as well as projects meant to help reduce emissions such as improvements to bicycle and pedestrian facilities, transit and transportation enhancements. The funding for the types of projects listed above are available to those governments that meet the requirements listed in the grant administered by MTC.

If your tribe would like to propose a project either on tribal land or within the jurisdiction of another governmental agency (within city limits or unincorporated Sonoma County or on a State Route under the jurisdiction of Caltrans), the OBAG2 processes for applying for the available funding would apply. The Sonoma County Transportation Authority (SCTA) would like to encourage your tribe to contact our staff or work with the appropriate local government to develop projects that may be eligible for this competitive funding source. As a government, your tribe would need to meet the eligibility requirements established in the grant for any projects on tribal land. Your tribe would be considered a stakeholder and partner with any government agency who has jurisdiction over any project proposed outside of tribal land.

The OBAG2 funds were discussed at the Plan Bay Area Tribal Consultation hosted by MTC on June 13, 2016. That meeting focused on the long range planning efforts of the Bay Area region and the establishment of a sustainable communities strategy as required by SB375. OBAG2 represents the second round of funding designed to assist in implementing the sustainable communities strategy.

The OBAG2 call for projects from SCTA will be initiated on November 15, pending SCTA Board action, and your tribe will receive that information at the same time as the local jurisdictions. We anticipate releasing the call this month.

The SCTA would be happy to meet with your representative to discuss the particular requirements of the federal transportation grant funding and assist in identifying and working with the appropriate

governmental body to develop and propose a project that fits in one of the above mentioned project types.

Please contact Seana Gause at 707-565-5373 at your convenience to discuss the above information.

Sincerely,

David Rabbitt
Chair, SCTA/RCPA
Sonoma County Transportation Authority

Cc: Adam Noelting, Public Information Officer, Metropolitan Transportation Commission
Planner, Metropolitan Transportation Commission
Raquelle Myers, Staff Attorney, National Indian Justice Center
Brett Rushing, District Native American Coordinator, Caltrans District 4

APPENDIX 1A

PUBLIC OUTREACH REPORT

INTRODUCTION

In the process of updating the Comprehensive Transportation Plan (CTP) public input was used to help steer goals and policies. Staff designed outreach methods to engage with the public on the challenges and opportunities for the transportation system and the future of transportation in Sonoma County.

Public outreach was conducted with four main goals:

- To inform public about the CTP
- Provide an opportunity for input on the plan
- Gauge the transportation needs of Sonoma County
- Help inform Draft CTP

For this update to the CTP, outreach was conducted with a smaller budget than the 2009 plan. Instead, staff conducted the outreach using innovative ways to interact with the public, including online methods that replaced the telephone poll from previous revisions to the plan. For this draft plan update, outreach consisted of:

- 2 public Workshops
- An online poll
- 2 public hearings (plus other presentations)

The public workshops were held in Santa Rosa (9/9/15) and Petaluma (9/17/15). Staff was on hand to discuss the CTP and collect input from 30 attendees at the two events.

[Row of pictures from the public workshops, include a board photo to show a public hearing]

The Sonoma County Transportation Needs survey was open for three weeks from September 3–23, 2015. In addition to working with existing organizations to share information on ways for the public to engage with the CTP, a Facebook campaign was used to reach another 11,550 local residents.

There were 339 responses to survey questions covering transportation priorities, funding, alternatives and travel choices. Responses to the survey were also collected offline, through paper surveys available at the public workshops. Links to a Spanish translation of the survey were shared through Latino community organizations.

KEY FINDINGS

Survey Findings on CTP Priorities

The average ranked priorities for transportation improvements identified in the survey were:

1. Maintain roads
2. Expand SMART
3. Expand bikes
4. Expand buses
5. Road improvements
6. Highway 101

Table 1: Transportation priorities by age and income

		#1 Priority	#2 Priority	#3 Priority
Age	Under 18	Maintain Roads	Expand buses	Expand SMART
	18 to 24	Expand buses	Maintain Roads	Expand SMART
	25 to 34	Expand SMART	Expand bikes	Expand buses
	35 to 44	Maintain Roads	Expand SMART	Expand bikes
	45 to 54	Maintain Roads	Expand SMART	Expand bikes
	55 to 64	Maintain Roads	Expand bikes	Road improvements
	65 or older	Maintain Roads	Road improvements	Expand bikes
Income	\$ 30,000 or less	Expand buses	Maintain Roads	Expand SMART
	\$ 30,000 - 60,000	Maintain Roads	Expand buses	Expand SMART
	\$ 60,000 - 90,000	Maintain Roads	Expand bikes	Expand buses
	\$ 90,000 or more	Maintain Roads	Expand bikes	Expand SMART
	Average (all)	Maintain Roads	Expand SMART	Expand bikes

Overall, there were three main themes of feedback from the survey, workshops and community meetings:

- A. Improve access to transportation
- B. Improve road maintenance
- C. Reduce environmental impact

Improve access to transportation

Survey responses show the driving alone is still the ‘best’ mode of transportation for many. Drive alone was the most popular response and also the mode with the shortest commutes.

In addition, transit was only identified as the best transportation mode for some respondents as transit has the longest commute times and respondents were most likely to try transit if routes were improved or if they were without a car. One representative comment submitted with the survey reads:

I would love to live by bike/public transit here, but the danger of biking along our roads, the infrequency of buses, and insufficient routes make it impossible.

Table 2: Commute time and distance by mode

Mode	Minutes	Miles
Drive alone	42.64	25
Carpool	51.56	24.81
Bus	112	46.58
Bike	51.74	10.75
<i>Average (all modes)</i>	<i>49.37</i>	<i>24.63</i>

Table 3: Commute time and distance by age and income

		Minutes	Miles
Age	Under 18	52.86	22
	18 to 24	59.29	20.6
	25 to 34	54.09	22.31
	35 to 44	48.19	30.89
	45 to 54	47.71	25.48
	55 to 64	50.88	23.7

	65 or older	31	16.08
Income	\$ 30,000 or less	65	27.4
	\$ 30,000–60,000	40.98	21.89
	\$ 60,000–90,000	36.91	18.84
	\$ 90,000 or more	52.79	27.31

Improve road maintenance

Improving road maintenance was the highest priority for most age groups of survey respondents. While respondents prioritized better road maintenance, they also showed concern about funding with survey respondents favoring traffic impact fees and gas tax as the solution for funding road maintenance. One representative comment submitted with the survey was:

The state of repair of Sonoma County Roads is horrendous. Other local counties seem to find the resources, why can't we?

Reduce environmental impact

Many of the comments on bikes, transit and infrastructure touched on the need to reduce the environmental impact of transportation. A popular solution seems to be electric vehicles, with 43.7% of respondents indicating they were likely to buy and electric vehicle in the near future.

Respondents interested in electric vehicles were motivated by the environmental impact and fuel savings, while vehicle sticker price kept many on the fence. One respondent commented that:

It's important that we plan ahead and put in infrastructure that allows us to continue living and creating communities that will support our children.

Bike and Walk

What would cause you to walk or ride a bicycle more frequently?

1. You didn't have a car, 82.2%
2. Walking and bicycle paths were safer, 77.7%
3. Walking and bicycle were separated from traffic, 77.1%
4. There were more walk/bike paths on local streets, 73.8%

Transit

What would cause you to use local transit (bus or train) more frequently?

1. You didn't have a car, 86.8%
2. Routes were more convenient, 85.9%
3. Fares were free, 63.4%
4. You felt more safe or comfortable using the transit system, 52.9%
5. Gas prices reached \$5 dollars a gallon, 43.8%

Electric Vehicles

Of survey respondents, 43.7% said that they were likely or extremely likely to purchase a plugin-in hybrid or electric vehicle when shopping for their next vehicle.

The top three factors which respondents identified as making them hesitant to choose a plugin-in hybrid or electric vehicle were:

1. Price, 72.4%
2. Access to charging stations, 69.6%
3. Vehicle driving range, 66.8%

The top three factors which respondents identified as favorably influencing their decision to purchase a plugin-in hybrid or electric vehicle were:

1. Fuel savings, 69.0%
2. Environmental impact, 68.1%
3. Purchase incentives, 56.8%

SURVEY RESULTS

Full results of the survey can be explored online: <http://j.mp/ctp-survey-results>. Responses to a separate satisfaction survey for using Peak Democracy were positive, with 82% reporting that they liked using the Sonoma County Communities Forum. While technical issues remain a problem for some, the following anonymous comment is representative of many that were received:

I've never been asked in Sonoma County what I think about public transportation, or how I get about. I'm grateful for the opportunity to share my opinions, though limited by the structure of your questionnaire.