

Metropolitan Transportation Commission Programming and Allocations Committee

December 14, 2011

Item Number 3c

Resolution No. 3735, Revised

Subject: RM2 Safe Routes to Transit (SR2T) Grant Program – Cycle 4

Background: Regional Measure 2 (RM2) includes funds for a Safe Routes to Transit (SR2T) program and designates joint management by TransForm and the East Bay Bicycle Coalition (EBBC). MTC serves as the government agency sponsor for this program.

The SR2T program has five funding cycles of approximately \$4 million each. Project selection occurs every two years until funding is depleted in FY2014. To date, approximately \$12 million in funding has been awarded to 33 projects over three grant cycles.

The Call for Projects for the fourth cycle of grant funding was released on June 9, 2011 to cities, Congestion Management Agencies, and other agencies that had expressed interest. A regional workshop was held on June 24, 2011 and one-on-one consultation was provided for interested applicants. Twenty-seven (27) applications totaling approximately \$12.4 million were submitted in response to the Call for Projects (see Attachment 1) from all Bay Area counties except Napa and Sonoma. Twenty-four project sponsors requested funds for capital projects; three requested funds for planning activities.

A 16-member Advisory Committee comprising staff representatives from MTC, county and city governments, transit operators, and non-profit advocacy organizations (see Attachment 2) provided input into the project selection process, and evaluated the applications to make recommendations to MTC. Five members of the advisory committee scored each application. For the first round of scoring, advisory members reviewed applications from outside their jurisdictions. Fifteen of the applications advanced to the second round of evaluation, in which advisory committee members ranked all applications and considered such factors as geographic and modal equity, and improving bicycle and pedestrian access to transit for low-income individuals.

Based on the final evaluation, the Advisory Committee recommends that MTC approve RM2 funding for the 8 projects and plans totaling \$4.1 million included in Table 1.

Attachments 3 and 4 are letters regarding a proposed project in Pleasanton. The review panel did not consider this to be a competitive project and it was not recommended for funding. MTC staff is working with local officials and the applicant to address any questions about the application and selection process and a formal response letter is forthcoming.

Issues: None

Recommendation: Refer MTC Resolution No. 3735, Revised to the Commission for approval.

Attachments: Table 1 – Recommended Grant Awards
Attachment 1 – List of Project Funding Requests
Attachment 2 – Evaluation Panel and Advisory Committee
Attachment 3 – Letter from Supervisor Miley, Alameda County
Attachment 4 – Letter from City of Pleasanton
MTC Resolution No. 3735, Revised

Table 1
Recommended Grant Awards – Cycle 4

Primary Project Sponsor	Project Title	Capital or Planning Project	Recommended Award
City of Oakland	19 th Street/Uptown Bikestation	Capital	\$531,000
San Francisco MTA	Bicycle-Transit System Integration	Planning	\$180,000
City of Richmond	Overcoming Physical Barriers to Safe Routes to Transit	Capital	\$501,829
San Francisco MTA	Polk Street Bicycle Gap Closure	Capital	\$584,000
City of San Jose	Safe Pathways to Diridon Station	Capital	\$675,000
Santa Clara Valley TA	Santa Clara Caltrain Station Pedestrian and Bicycle Access Tunnel	Capital	\$675,000
City of Emeryville	Star Intersection and San Pablo Avenue at 40th Street Transit Hub Bicycle/Pedestrian Improvements	Capital	\$450,000
City of San Bruno	Transit Corridor Pedestrian and Bike Connection Project	Capital	\$500,000
TOTAL			\$4,096,829

Attachment 1
List of Project Funding Requests - Cycle 4

Project Sponsors	Project Name	Capital or Planning	Amount Requested
City of Oakland	19th Street/Uptown Bike Station	Capital	\$590,000
City of San Jose	Almaden Boulevard Bikeway Design	Planning	\$99,782
City of Pleasanton	Bicycle and Pedestrian Improvements - Pleasanton ACE Train Station and LAVTA Wheels Bus Stops	Capital	\$650,000
San Francisco MTA	Bicycle-Transit System Integration	Planning	\$200,000
City of San Jose	Bikeway Links to Alum Rock Bus Rapid Transit & Diridon Transit Center	Capital	\$499,976
City of Alameda Public Works Department	City of Alameda Regional Transit Bus Shelter, Real-Time Information and Bike Route Installations	Capital	\$328,092
San Francisco County TA	Columbus Ave. Pedestrian Improvements	Capital	\$377,000
Alameda County Public Works	Foothill Blvd. Complete street Project	Capital	\$300,000
City of San Francisco Department of Public Works	Geary Webster Pedestrian Improvements	Planning	\$100,000
City of Hercules	Hercules Transit-to-Transit: Bicycle and Pedestrian Connectivity Project	Capital	\$750,000
City of Menlo Park	In-Pavement Lighted Crosswalk Replacement Project	Capital	\$80,000
City of South San Francisco	Mission Road/Evergreen Drive Traffic Signal Project	Capital	\$440,205
City of Richmond	Overcoming Physical Barriers to Safe Routes to Transit	Capital	\$750,000
City of Walnut Creek	Pedestrian, bicycle, and traffic calming improvements leading to Walnut Creek BART	Capital	\$500,000
San Francisco MTA	Polk Street Bicycle Gap Closure	Capital	\$717,000
City of San Jose	Safe Pathways to Diridon Station	Capital	\$750,000
County of Marin DPW	San Quentin Village Bicycle and Pedestrian Access to Regional Transit	Capital	\$748,270

Attachment 1 (cont.)
List of Project Funding Requests - Cycle 4

Project Sponsors	Project Name	Capital or Planning	Amount Requested
Santa Clara Valley TA	Santa Clara Caltrain Station Pedestrian and Bicycle Access Tunnel	Capital	\$793,000
City of Menlo Park	Santa Cruz Ave. Sidewalk Improvement Phase I	Capital	\$321,860
SMART District	SMART Multi-User Pathway - North San Pedro to Civic Center Station	Capital	\$395,000
City of Emeryville	Star Intersection and San Pablo Avenue at 40th Street Transit Hub Bicycle/Pedestrian Improvements	Capital	\$500,000
City of San Bruno	Transit Corridor Pedestrian and Bike Connection Project	Capital	\$750,000
City of San Francisco Department of Public Works	Union Square Plaza Multi-modal Access Project	Capital	\$300,000
City of Fremont	Warm Springs Boulevard Improvements	Capital	\$420,000
WCCTAC	West Contra Costa/Albany Bicycle and Pedestrian Wayfinding Signage Project	Capital	\$350,000
City of Fairfield	West Texas Street Gateway Access Improvements Project	Capital	\$600,000
City of Menlo Park	Woodland Avenue Sidewalk Improvement Project	Capital	\$110,000
TOTAL			\$12,420,185

Attachment 2
Evaluation Panel and Advisory Committee

SR2T Advisory Committee Members for Funding Cycle 4

Organization/Agency
AC Transit
Bicycle and Pedestrian Facilities Coordinator
City of East Palo Alto
East Bay Bicycle Coalition
Former BART manager
Marin County Public Works Dept.
Metropolitan Transportation Commission
San Francisco County Transportation Authority
San Francisco Municipal Transportation Agency
San Mateo County Transit District
Solano County Transportation Authority
Solano Napa Commuter Information
TransForm
Santa Clara Valley TA
Walnut Creek
WCCTAC



Board of Supervisors

Attachment 3

Nathan A. Miley, President
Supervisor, District 4

Oakland Office
1221 Oak Street, Suite 536
Oakland, CA 94612
510-272-6694/510-465-7628 Facsimile

Eden Area District Office
20993 Redwood Road
Castro Valley, CA 94546
510-670-5717/510-537-7289 Facsimile

Pleasanton District Office
4501 Pleasanton Avenue, 2nd Floor
Pleasanton, CA 94566
925-803-7959

district4@acgov.org

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NOV 21 2011

METROPOLITAN TRANSPORTATION
COMMISSION

November 14, 2011

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Dear Mr. Heminger,

I am writing to express my support for the City of Pleasanton's Safe Routes to Transit (SR2T) grant submission for bike and pedestrian improvements at the Pleasanton Altamont Commuter Express (ACE) Station, which though initially temporary will probably remain as a permanent station. I have recently learned that the SR2T Advisory Committee did not recommend the project for funding. I urge the MTC grant review committee(s) and the Advisory Committee to please reconsider.

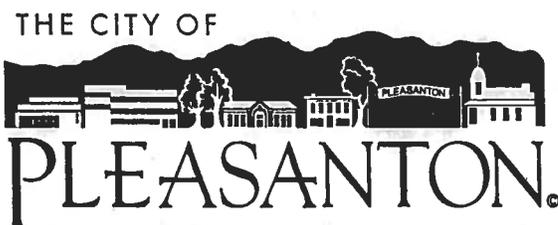
This project is crucial for public transit riders, pedestrians, and bicyclist, because it will provide safe and accessible access to and from the ACE trains and Wheels buses. During the morning commute, approximately 500 passengers get on and off the Pleasanton ACE Station. This project will also improve bike and pedestrian paths and crossings. This is extremely important, because of the close proximity of the ACE station and Wheels bus stop to one of the main entrances of the Alameda County Fairgrounds. The Alameda County Fairgrounds hold many events annually with hundreds of thousands of participants in attendance. Improving bike paths, pedestrian crossings, bus stop areas at and around the ACE station will provide convenient, continuous, and connected routes from public transit and active transportation options to the Alameda County Fairgrounds.

I hope you, the MTC grant review committee(s) and the Advisory Committee will take a second look at the City of Pleasanton's grant submission and review the letter the City of Pleasanton sent to Ann Flemer (MTC Deputy Executive Director, Policy) on October 25th regarding their response to the comments on why the City of Pleasanton was not recommended for funding.

If you have any questions, please feel free to contact me at (510) 891-5585.

Sincerely,

Nate Miley, President
Alameda County Supervisor, District 4



October 25, 2011

Ann Flemer, Deputy Executive Director, Policy
 Metropolitan Transportation Commission
 101 8th Street
 Oakland, CA 94607

Subject: Safe Routes to Transit Grant

Dear Ms. Flemer:

This letter is in regards to the City's Safe Routes to Transit (SR2T) grant application for the bicycle and pedestrian improvements at the Pleasanton ACE station. As you may be aware the City recently received word that the project was no longer being considered for potential SR2T funding. The following comments from Transform were given to staff as to why the project was removed from grant consideration:

- Lack of innovation
- No project support letter from ACE or the Fairgrounds
- Project not identified in the Bicycle and Pedestrian Master Plan
- Not a Bridge Corridor

I'd like to take this opportunity to respond to these comments and request additional consideration for SR2T grant funding.

Since the inception of the SR2T program in 2005, 33 separate programs have received grant funding through this program. Of the 33, at least 19 of the approved projects are standard bike and pedestrian improvements with no significant innovative elements. An additional 10 projects were planning level documents for bike and pedestrian improvements and had minimal innovative elements. Only 3 or 4 projects had any element of significant innovation.

In addition, innovation is just one item in a comprehensive 12-item scoring criteria. Historical scoring and evaluation criteria seem to contradict the weight that Transform has placed on innovation as a scoring criterion.

While we included support letters from Alameda County (via Scott Haggerty) and LAVTA, we did not seek support letters from ACE and the Fairgrounds. These groups have expressed an interest in supporting this project in recent project development meetings. We will ask both ACE and the Fairgrounds to provide project support letters.

COMMUNITY DEVELOPMENT

P. O. BOX 520, Pleasanton, CA 94566-0802

Planning	Building & Safety	Engineering	Traffic	Inspection
200 Old Bernal Ave. (925) 931-5600 Fax: 931-5483	200 Old Bernal Ave. (925) 931-5300 Fax: 931-5478	200 Old Bernal Ave. (925) 931-5650 Fax: 931-5479	200 Old Bernal Ave. (925) 931-5650 Fax: 931-5479	157 Main Street (925) 931-5680 Fax: 931-5484

In the past, the current ACE station has been considered a "temporary" location in the City's General Plan. As a result, the City's Pedestrian and Bicycle Master Plan (completed January 2010) did not include any improvements to the facility. In recent meetings, the City, ACE, the County and the Fairgrounds discussed the possibility of making the current ACE station location permanent. As a result, considerations are being made for future development in the area (including capital improvements) to support the permanent ACE station. The project is critical at improving bicycle and pedestrian access to this location. The City is willing to develop some sort of document (via staff report/resolution, MOU, Cooperative Agreement, etc.) that identifies the City's desire to pursue this location as a permanent location for ACE.

Even with its temporary status, this location has always served as a connection/bridge location for Altamont Commuter Express, local bus, regional bus and BART.

In addition to these items, there seems to be an imbalance regarding the project awards with larger jurisdictions and municipalities. Very few suburban communities have received consideration since the SR2T program's inception. We believe there is significant benefit to approving projects in suburban areas that help promote the use of regional transit and reduce the number of vehicles on our local arterials and freeways. In addition to the potential to attract regional rail ridership, the project helps promote alternate trips during Fairground activities by utilizing regional connections to BART via LAVTA's wheels program.

Thank you for the opportunity to bring this to your attention. We appreciate any efforts you can take on our behalf to promote our project and recommend for reconsideration. Please let us know if you need any additional information or documentation.

Sincerely,



Michael Tassano, PE
Deputy Director of Community Development, Transportation

C: Supervisor Scott Haggerty, MTC Board
Nelson Fialho, City Manager
Brian Dolan, Director of Community Development

Date: December 21, 2005
W.I.: 1255
Referred by: PAC
Revised: 07/25/07-C
07/28/10-C
12/21/11-C

ABSTRACT

MTC Resolution No. 3735, Revised

This resolution adopts the Regional Measure 2 (RM2) Safe Routes to Transit Grant Program.

The following attachment is provided with this resolution:

Attachment A — RM2 Safe Routes to Transit Grant Program Fund Recipients

This resolution was revised by Commission Action on July 25, 2007, to include the second cycle projects for the RM2 Safe Routes to Transit Grant Program.

This resolution was revised by Commission Action on July 28, 2010, to include the third cycle projects for the RM2 Safe Routes to Transit Grant Program.

This resolution was revised by Commission Action on December 21, 2011, to include the fourth cycle projects for the RM2 Safe Routes to Transit Grant Program. This resolution supercedes MTC Resolution No. 3932.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated December 14, 2005, July 11, 2007, July 28, 2010, and December 14, 2011.

Date: December 21, 2005
W.I.: 1255
Referred by: PAC
Revised: 07/25/07-C
07/28/10-C
12/21/11-C

Attachment A
MTC Resolution No. 3735
Page 1 of 4

Recommended List of Cycle 1 Safe Routes to Transit Grant Program Fund Recipients

Primary Project Sponsor	Project Title	Capital or Planning Project	Recommended Award
AC Transit	AC Transit TransBay Expanded Bike Access	Capital	\$180,000
AC Transit	AC Transit Bicycle Parking Plan	Planning	\$100,000
BART	BART C2 Rail Car Reconfiguration Project	Capital	\$581,000
City of Albany Community Development Department	El Cerrito/Albany Ohlone Greenway Safety Project	Capital	\$807,000
City of Berkeley	Downtown Berkeley BART Bikestation	Capital	\$496,784
City of Fairfield	Union Avenue/Suisun Train Station Enhancement Program	Capital	\$300,000
City of Oakland CEDA Redevelopment	MacArthur Transit Hub Streetscape Improvement Project Phase II	Capital	\$398,800
City of Oakland Public Works Department	MacArthur BART Station Bicycle Access Project Phase I	Planning	\$30,000
San Francisco Department of Parking & Traffic	Improved Bicycle Access to 16th Street BART Station		\$195,000
San Francisco Municipal Railway	Balboa Park Station Intermodal Connections	Planning	\$200,000
San Francisco Municipal Railway	Market Street Safety Zone Calming	Capital	\$600,000
Valley Transportation Authority	Santa Clara Transit Center– Pedestrian/Bike Crossing	Planning	\$50,000
TOTAL			\$3,938,584

Recommended List of Cycle 2 Safe Routes to Transit Grant Program Fund Recipients

Primary Project Sponsor	Project Title	Capital or Planning Project	Recommended Award
City of Pittsburg; Contra Costa County	Bailey Road Transit Access Improvement Project	Capital	\$650,000
San Francisco MTA; BART	Balboa Park Ocean Avenue Pedestrian/Bicycle Connections	Planning	\$181,280
BART	BART Electronic Bicycle Locker Gap Closure Project	Capital	\$200,000
BART; City of San Leandro	Bay Fair BART Station Area Improvement Plan	Planning	\$100,000
Contra Costa County; BART	Contra Costa Centre/Pleasant Hill BART Shortcut Path and Wayfinding Project	Capital	\$300,000
San Francisco MTA; SF Department of Public Works	Mission & Geneva Pedestrian Improvements	Capital	\$940,500
City of San Rafael	Puerto Suello Hill Path to San Rafael Transit Center Connector Project	Capital	\$600,000
City of Richmond; City of El Cerrito	Richmond/Ohlone Greenway Gap Closure—Class I Access to Transit	Planning	\$200,000
City of Berkeley, BART	Safe Routes to Ed Roberts Campus/Ashby BART	Capital	\$325,000
San Francisco MTA	24 th St. & Mission BART Station Area Access Improvements	Capital	\$450,000
TOTAL			\$3,946,780

Recommended List of Cycle 3 Safe Routes to Transit Grant Program Fund Recipients

Primary Project Sponsor	Project Title	Capital or Planning Project	Recommended Award
San Francisco MTA	Balboa Park Station Connections Project Phase II	Capital	\$722,000
BART	Bay Fair BART Safety and Security Improvement Project	Planning	\$196,077
City of Berkeley	Berkeley/AC Transit Ped and Bike Access Improvements	Capital	\$498,820
City of San Leandro	Downtown San Leandro BART Pedestrian and Bicycle Access Project	Capital	\$750,000
San Francisco MTA	Glen Park Area Bicycle Project	Capital	\$168,000
City of Santa Rosa	Highway 101 Bicycle/Pedestrian Overcrossing	Planning	\$100,000
City of Oakland	MacArthur Station Bicycle Access Project Phase II	Capital	\$242,500
San Francisco MTA	Market Street Multi-Modal Transportation Improvements Study	Planning	\$200,000
Richmond Community Redevelopment Agency	Nevin Avenue Bicycle/Pedestrian Improvements: BART to Civic Center	Capital	\$750,000
VTA	VTA Pilot Bike Sharing Implementation	Capital	500,000
West Contra Costa Transportation Advisory Committee	West Contra Costa/Albany Transit Wayfinding Plan	Planning	\$69,000
TOTAL			\$4,196,397

Recommended List of Cycle 4 RM2 Safe Routes to Transit Grant Program Fund Recipients

Primary Project Sponsor	Project Title	Capital or Planning Project	Recommended Award
City of Oakland	19 th Street/Uptown Bikestation	Capital	\$531,000
San Francisco MTA	Bicycle-Transit System Integration	Planning	\$180,000
City of Richmond	Overcoming Physical Barriers to Safe Routes to Transit	Capital	\$501,829
San Francisco MTA	Polk Street Bicycle Gap Closure	Capital	\$584,000
City of San Jose	Safe Pathways to Diridon Station	Capital	\$675,000
Santa Clara Valley TA	Santa Clara Caltrain Station Pedestrian and Bicycle Access Tunnel	Capital	\$675,000
City of Emeryville	Star Intersection and San Pablo Avenue at 40th Street Transit Hub Bicycle/Pedestrian Improvements	Capital	\$450,000
City of San Bruno	Transit Corridor Pedestrian and Bike Connection Project	Capital	\$500,000
TOTAL			\$4,096,829