

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 4, 2015

Agenda Item 3

Comment letters regarding OBAG2 received after packet mailing.



October 30, 2015
Scott Wiener, Chair
Programming and Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street Oakland, California 94607



Re: OBAG Complete Streets Requirement

Dear Supervisor Wiener:

We, the undersigned seven organizations, are writing to express an urgent need to build upon the Complete Streets policies approved two years ago by local jurisdictions as part of the One Bay Area Grant Program. We value and appreciate the sustained efforts of MTC commissioners and staff in working with the advocacy community for years to improve the OBAG program.

OBAG's Complete Streets requirement has succeeded in getting over ninety percent of jurisdictions in the Bay Area to adopt a resolution or have a general general plan that complies with AB 1358, California's Complete Streets Act of 2008. OBAG Cycle 1 required jurisdictions to either pass a policy resolution with specified criteria, or update their General Plan circulation element. The original staff proposal for OBAG Cycle 2 would have required a General Plan update even if a resolution had been passed. Now the latest staff proposal eliminates this and returns us to the Cycle 1 requirement.

The requirement for a General Plan update should not be taken off the table, with a notice that this might be an option for Cycle 3. For Cycle 2, MTC should assess how Complete Streets policies are translating into on-the-ground improvements.

In the Plan Bay Area adopted on July 18, 2013, the performance analysis determined that many of the key targets relating to Complete Streets would miss the mark. Performance analysis predicted an increase of injuries and fatalities from all collisions by 18% from a target of 50% reduction (Target #4). Furthermore, the time Bay Area residents would spend walking or bicycling for transportation increased

by just 1 minute over 35 years - a 17% increase from a target of 70% (Target #5). The Plan also missed targets to increase non-auto mode share, reduce VMT per capita, and clearly calls for MTC and ABAG to “focus future attention on conceptualizing breakthrough strategies to achieve the four targets”.

Even though these targets are being revised, their spirit remains the same, and in order for OBAG 2 to reach the region’s health and safety goals, MTC needs to ensure that Complete Streets policies are working to make impacts in the day to day lives of the region’s residents.

Our recommendations for building upon the Complete Streets Requirement are two-fold:

- Improve the Complete Streets checklist.
- Initiate a Complete Streets implementation monitoring program/system.

We believe that these recommendations will act to help guide cities to plan and implement projects that meet the intent of the Complete Streets Program.

1. Enhancing the Effectiveness of the Complete Streets Checklist

Resolution 3765 requires project sponsors to complete a checklist that is intended to ensure that the accommodation of non-motorized travelers is considered at the earliest conception or design phase. The CMAs ensure that project sponsors complete the checklist before projects are considered by the county for funding and submission to MTC. CMAs were required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) or similarly relevant advisory bodies for review prior to CMAs’ project selection actions for Cycle 2.

The checklist, in its current iteration, is purely informative; it serves no purpose beyond documenting a city’s effort to consider the needs for bikes and pedestrians. Although feedback is solicited, BPACs are not given any means to do more than provide feedback on the checklist, and are not assured that their review will be taken into consideration. Some BPACs are not presented with the checklists at all. The lack of a formal review process hinders the effectiveness of BPAC input.

Step 1: Update the Complete Streets checklist and establish new rules for its usage to ensure it is a useful tool for improving projects

The Complete Streets Checklist created in 2006 needs to be updated in order to stay relevant. Each jurisdiction applying for project funding through MTC is required to fill out the Complete Streets Checklist at the earliest phase of conception or design.

CMAs are required to make completed checklists available to their BPAC for review prior to CMAs’ project selection actions for Cycle 2. However the checklists lack key information in regards to project scope and do not reference newer types of bicycle and pedestrian infrastructure which are already being built in the Bay Area. See **Appendix A** for a list of suggested updates.

Requested Action: Direct staff to work with the MTC Active Transportation Working Group to develop a set of updates for the Complete Streets checklist.

Step 2: Establish a Review Process

Create a means for BPACs or relevant advisory groups to flag projects that do not meet complete streets standards for review with MTC or CMA, if there is no existing forum or venue. The goal is to create a feedback loop that will facilitate conversations and ensure project applications include adequate design for non-motorized users. If a BPAC is concerned that a project sponsor has not considered all feasible options to design a street for all users, they would alert the appropriate entity who would pass the information along to the project sponsor as well as the MTC.

This will be an extension of MTC resolution 3765 item 10:

“MTC and its partner agencies will monitor how the transportation system needs of bicyclists and pedestrians are being addressed in the design and construction of transportation projects by auditing candidate TIP projects to track the success of these recommendations.”

Staff from the active transportation program within MTC would compile a list of flagged projects for more thorough review when funding requests are submitted, and would report to the commission on the number of funded projects which were flagged and what changes were made to the projects to address BPAC concerns.

This process would allow the MTC to comply with its own directive: *“MTC should review the success of the application process and ensure project application responses include adequate designs for non-motorized users wherever appropriate and feasible”* (MTC, June 2006, [Understanding Routine Accommodations for Bicyclists and Pedestrians in the Bay Area](#) p. 28).

2. Reporting back on the Outcomes of Complete Streets

MTC must work with advocates and jurisdictions to create a meaningful process for assessing how well Complete Streets policies are meeting their objectives. In order to do so, we ask MTC to direct staff to create an outcome-based evaluation of projects.

Performance measurement is an important tool in the implementation and evaluation of policies, whether qualitative or quantitative. As the requirement currently stands, implementation of Complete Streets is driven solely by incentivization and lack of outcome-based evaluation hinders the success of the requirement. As Complete Streets policies continue to be implemented throughout the nine counties, the MTC should lead and assist jurisdictions in gathering data that illustrates the policies' success as needed.

Step 1: Draft proposal for performance measurement based on PBA goals

In order to better quantify the quality of projects being approved through OBAG and heralded as Complete Streets, we ask that MTC establish a set of metrics by which to evaluate projects post-construction. These performance measures should be both output and outcome based and can be based on Plan Bay Area targets and on the checklist. In addition, exceptions may be made if there are other overlapping metrics for the project area. See **Appendix B** for relevant Plan Bay Targets that may be used to measure the success of Complete Streets.

The MTC Active Transportation Working Group is a good forum for having these discussions. However, MTC must ensure staff capacity for having meaningful discussion and evaluation of projects. MTC should take a leading role in this important program by assisting cities perform these performance metrics and in reviewing the results in a timely manner at commission meetings.

[Requested Action: Direct staff to work with the MTC Active Transportation Working Group to develop a set of performance measures based on Plan Bay Area targets to evaluate the outcome of the Complete Streets checklist.](#)

In conclusion, we strongly believe that the current Complete Streets Requirement proposed for OBAG 2 does not advance Plan Bay Area's agenda enough from the foundation built by OBAG 1. Approving this program without more consideration will result in more missed targets and further delays in safety, equity, transportation, and health goals.

The Complete Streets Requirement has successfully established widespread policy action throughout the Bay Area. We look forward to working with MTC to ensure that in the future projects are more closely examined and that project sponsors are given guidance and held accountable in achieving best possible results. Let's build upon the strong policy from OBAG 1 by beginning a more qualitative and evaluative approach to the process.

Thank you for your time and consideration.

Sincerely,

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Project Manager
Bike East Bay
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Lead Advocacy Organizer
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Tony Dang
Deputy Director
California Walks
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Marty Martinez
Bay Area Policy Manager
Safe Routes to School National Partnership
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Clarrissa Cabansagan
Community Planner
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Appendix A

Suggestions meant to provide BPACs with more complete information for reviewing.

Section I.1: Project Area

- Include the following information: Number of vehicle lanes, vehicle lane widths, existing bike lane width, speed limit.

Section I.3: Collisions

- Include the following information: Number of collisions, modes involved, severity, cause.

Section II.5: Policies, Design Standards and Guidelines

- Include the National Association of City Transportation Officials (NACTO) guide and Caltrans Protected Bikeway Guidelines in list of approved design standards and guidelines.

Section III.7: Project Scope

- Remove mention of “wide outside lanes or improved shoulders” as acceptable bicycle facilities.
- Include Class IV bike lanes, bike boxes, protected intersections, green paint in conflict zones, and raised cycletracks as acceptable bicycle facilities.
- Include bulb-outs, curb expansions, and slip lane removal, as possible pedestrian facilities.

Section III.8.b: Right-of-way

Include the following questions:

- Was a road-diet considered?
- Was parking removal considered?

Appendix B

The performance measures could be organized in three main categories:

- Output: for example, miles of bike lane/sidewalks, crossing improvements, etc.
- Equity: number of projects or dollars spent in communities of concern vs. other communities.
- Outcomes: changes in safety and mode share along a project.

The following Plan Bay Area 2035 targets (from [Performance Assessment Report](#)) demonstrate the close ties between the Bay Area’s goals and the potential impact of the Complete Streets Requirement. The updated targets for Plan Bay Area 2040 could be the basis for performance measures in the Complete Streets Requirement.

- Healthy and Safe Communities:
 - Increase the average daily time walking or biking per person for transportation by 70% (for an average of 15 minutes per person per day)
 - Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian)

- Reduce premature deaths from exposure to particulate emissions: Reduce premature deaths from exposure to fine particulates (PM2.5) by 10% Reduce coarse particulate emissions (PM10) by 30% Achieve greater reductions in highly impacted areas
- Equitable access
 - Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing
- Economic Vitality
 - Increase gross regional product (GRP) by an average annual growth rate of approximately 2%
- Transportation System Effectiveness
 - Increase non-auto mode share by 10% Decrease automobile vehicle miles traveled per capita by 10%

From: Cynthia Armour

Date: October 30, 2015 at 9:45:46 AM PDT

To: Scott.Wiener@sfgov.org

Cc: arichman@mtc.ca.gov, Kenneth Kao <kkao@mtc.ca.gov>, Kevin Mulder <kmulder@mtc.ca.gov>, Marty Martinez <marty@saferoutespartnership.org>, abockelman@mtc.ca.gov

Subject: **Updating the Complete Streets Requirement in OBAG 2 - request for discussion**

Supervisor Wiener,

We are writing to express our strong support for MTC to build upon the Complete Streets policies approved two years ago by local jurisdictions as part of the One Bay Area Grant Program.

The attached letter is presented by six organizations leading efforts in the Bay Area to enhance the safety, efficiency and sustainability of our street for generations to come.

Please review and include this letter in the agenda packet for the November 4 Programming and Allocations Meeting for discussion.

We look forward to having a thoughtful conversation with the MTC as to how the Complete Streets Requirement can be improved in OBAG 2.

Sincerely,

Bike East Bay
Bike Concord
Safe Routes to School National Partnership
San Francisco Bicycle Coalition
Silicon Valley Bicycle Coalition
TransForm

Cynthia Armour
Project Manager
[Bike East Bay](#)

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(510) 845-7433, ext 5



October 30, 2015
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Programming and Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street Oakland, California 94607

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targets to increase non-auto mode share, reduce VMT per capita, and clearly calls for MTC and ABAG to “focus future attention on conceptualizing breakthrough strategies to achieve the four targets”.

Even though these targets are being revised, their spirit remains the same, and in order for OBAG 2 to reach the region’s health and safety goals, MTC needs to ensure that Complete Streets policies are working to make impacts in the day to day lives of the region’s residents.

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Marty Martinez
Bay Area Policy Manager
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Clarrissa Cabansagan
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Appendix B

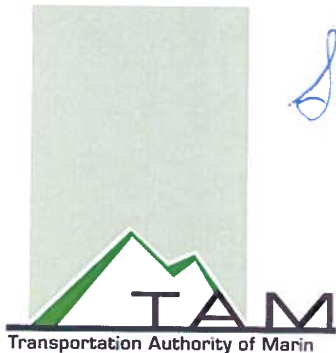
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S. Heminger, A. Bockelman, A. Richman

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San Rafael
Gary Phillips

Sausalito
Tom Theodores

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Kathrin Sears
Steve Kinsey
Judy Arnold

October 22, 2015

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Dear Mr. Heminger:

TAM has actively participated in numerous discussions regarding the upcoming One Bay Area Grant program, OBAG 2. The most recent discussions include policy consideration by MTC of more closely tying the distribution of funds within each county to the estimated production of housing. TAM extends our concerns over further restrictions on this vital resource. We rely on this resource to further our substantial progress towards greenhouse gas emissions reduction in the transportation sector.

In the first round of OBAG, TAM received \$7.7 million for projects and programs. Engaging in a robust outreach process, TAM recommended programming the \$7.7 million to a variety of multi-modal projects. TAM was able to capture nearly \$19 million in other local and regional funds resulting in a portfolio of projects under OBAG1 exceeding \$25 million. This would not be possible under a formulaic share scenario.

The submission and selection of specific projects follows local jurisdiction planning processes that bring the top priority projects forward for consideration. This prioritization enables local governments to better match funds that they seek from the OBAG program. The resultant program that TAM developed under OBAG1 exceeded by over 200% the funds made available by MTC alone. TAM believes that retaining that process of planning, prioritizing, and local government support has worked exceptionally well and should not be hampered under OBAG 2.

We have been able to effectively reduce greenhouse gas emissions with transportation investments such as our very successful Safe Routes to Schools and Electric Vehicle support programs. We would be remiss in believing that the best projects for our community and the best reduction of greenhouse gas emissions could be met under a more stringent and limited formulaic process. We do not support going down this path.

We will continue to participate in the process of seeking input and appreciate your consideration of this recommendation.

Sincerely,

Dianne Steinhauser

DS/dmm

San Francisco Office
312 Sutter Street, Suite 510
San Francisco, CA 94108
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November 2, 2015

Scott Wiener, Chair
Programming and Allocation Committee
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
Lawrence D. Dahms Auditorium
101 Eighth Street, Oakland

Subject: Updated Draft of the OBAG 2 Framework

Dear Chair Wiener and Commissioners:

Thank you for the opportunity to comment on the proposed framework for the second round of the OneBayArea grant program (OBAG 2). This letter responds to the updated draft of the OBAG 2 framework released on October 30th, 2015. This letter builds upon our comments on the prior drafts of the OBAG 2 framework.

We applaud MTC's leadership in establishing the OneBayArea grant program to provide funding to jurisdictions that are planning for more homes across the income spectrum near transit in Priority Development Areas and to rural areas that are taking steps to preserve natural and agricultural lands. If the Bay Area can guide growth within the PDAs, they will provide a bulwark against more traffic and help sustain the region's overall job market. If we fail to do so, and instead sprawl outward, everyone in the region will suffer from worsened traffic, air pollution, stress on our drinking water sources, lost farmland and habitats, and lost economic productivity.

Both advocates and MTC commissioners recognized at that time the OBAG program was adopted in 2013 that it would need to be refined in subsequent rounds to ensure it was best positioned to advance the goals of Plan Bay Area. The latest draft framework misses several important opportunities for such improvements.

We recommend that the **OBAG 2 framework be revised** as follows:

1. Refine the **County CMA program** funding formula and guidelines to cultivate stronger performance-based ties between land use decisions and transportation investments.
2. Increase funding for the **PCA grant program** to \$20 million and ensure all grants achieve regionally-significant conservation outcomes in support of the PCAs.
3. Dedicate \$10 million to foster the creation of a new **Bay Area Housing Preservation Fund**.

Below, we provide detailed recommendations on these proposed improvements.

County CMA grant program

This program has provided considerable benefit by making efficient use of limited transportation funding to link land use and transportation decisions. Yet today most decisions about growth occur at the local level, and the program could do substantially more to reward local jurisdictions that are encouraging production of sustainable, equitable development in support of Plan Bay Area.

To maximize its effectiveness, the County CMA grant program should be improved in the following ways:

1. Improve the county funding distribution formula to more strongly reward infill housing production for all incomes, “capped” at local RHNA allocations.

The updated framework provides three possible county funding distribution formulas. We recommend using a formula that most strongly rewards actual infill housing production and prioritizes homes for low and very-low income residents. In addition, the housing production totals used for these formulas should remain “capped” by the jurisdiction’s Regional Housing Needs Allocation (RHNA), rather than becoming “uncapped,” as proposed in the staff recommendation.

Transitioning to an “uncapped” formula could have the perverse outcome of encouraging sprawl development, because it would reward jurisdictions that have built far more housing than called for in their RHNA allocation, which currently is most likely to occur in sprawl development situations. Uncapping the formula could also have negative impacts from an equity perspective. In nearly all cases, the only category in which local housing production has exceeded a jurisdiction’s RHNA allocation is for “above moderate income” housing. This means that by uncapping the formula, the new increment of units that would be counted toward each county’s housing production totals would be nearly all “above moderate” units, increasing the relative weight of “above moderate” units in the overall housing production totals. This could offset all the benefits of the proposed increase in the weighting of affordable housing production in the OBAG 2 formula.

2. Strengthen ties between local production of infill homes for residents across the income spectrum and OBAG grant funds.

In OBAG 1, housing production was a factor in the distribution of funds to each county, but when County CMAs distributed these funds to local jurisdictions there was usually little or no link to the local jurisdictions’ track record of infill housing production. To create the proper financial incentives, the distribution of grant funds in OBAG 2 should strongly reward those local jurisdictions that have the best record of providing infill housing, particularly affordable housing.

3. Ensure that all local jurisdictions that receive funding have affordable housing and anti-displacement policies in place and prioritize funding to the best performing jurisdictions.

As part of the performance-based focus of the OBAG program, jurisdictions should be rewarded with funding if they have established policies to help ensure housing is available to meet the needs of residents across the income spectrum. Because the appropriate policies will vary between jurisdictions, MTC should provide a menu of policy options and establish a minimum threshold of policies from that menu.

This would help carry out the commitment made in Plan Bay Area to include local affordable housing and anti-displacement policies in future OBAG funding decisions¹. It would also reflect the recent MTC staff recommendation regarding displacement to make “One Bay Area Grant (OBAG) funding partially contingent (among other requirements) on adoption of local policy interventions, in areas where there is a high risk of displacement.”² The OBAG framework should be revised to include these local policy intervention requirements and make them applicable to *all* jurisdictions, since all jurisdictions have a role to play in ensuring affordable homes are available for Bay Area residents.

4. *Enhance the effectiveness of the PDA Investment & Growth Strategies*

The PDA Investment & Growth Strategies would benefit substantially from additional guidance from MTC on key content areas such as assessment of affordable housing production, displacement risk, and jobs. Additional guidance should also be provided on how to integrate the PDA Investment & Growth Strategies into CMA project selection, funding decisions, and long-range transportation planning. MTC and ABAG should also provide technical support to help these documents be as effective as possible.

Land Conservation Grants

We strongly support the proposed expansion of the Priority Conservation Area (PCA) grant program. It's essential that MTC invest in this program to reward local conservation action and guide growth appropriately.

To maximize effectiveness, the PCA program should be improved in the following ways:

1. *Increase the budget for the PCA grant program to \$20 million.*

The inaugural PCA grant program contained \$10 million, making up just over 1% of the entire OBAG program. Yet, this is the only portion of the OBAG program that specifically assists rural communities in their land conservation efforts. Increased funding in OBAG 2 will show MTC's commitment to fairly serve the rural communities in the Bay Area and support the goals of Plan Bay Area.

2. *Standardize minimum requirements to ensure strong conservation benefits.*

The initial PCA grant program led to the development of multiple sets of guidelines to select and evaluate projects. The California Coastal Conservancy developed guidelines for managing the PCA grant program for the counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara. Each of the four northern counties developed different guidelines that vary widely. Going forward, guidelines should be established to ensure all PCA grants achieve regionally-significant conservation benefits for the PCAs.

¹ Plan Bay Area 2013, Page 122.

² September 4, 2015 staff memo to the MTC Planning Committee

Bay Area Housing and Preservation Fund

In OBAG 1, MTC made a \$10 million investment in the Transit-Oriented Affordable Housing Fund (TOAH). As the housing affordability crisis worsens in the Bay Area, a similar investment is needed in OBAG 2. We encourage MTC to set aside \$10 million of OBAG 2 funding for two years to explore the creation of a Bay Area Preservation Fund that would target the preservation of affordable homes throughout the region's PDAs.

Thank you for your consideration of these comments. We look forward to working with MTC commissioners, regional agency staff, and other stakeholders to finalize the OBAG 2 framework.

Sincerely,



Matt Vander Sluis

Program Director

mvandersluis@greenbelt.org

(415) 543-6771 x322

Tuesday, November 3, 2015

Mr. Scott Wiener, Chair
Metropolitan Transportation Commission
Programming and Allocations Committee
101 Eighth Street
Oakland, CA 94607

RE: Reprogramming of OBAG1 bike share funds

Dear Chair Wiener and Committee Members,

On behalf of the San Francisco Bicycle Coalition and Bike East Bay, we are writing to respectfully request that the \$6.4 million in OBAG1 funds originally programmed for capital costs associated with the expansion of Bay Area Bike Share be reprogrammed for either capital costs associated with additional bike share stations and concurrent with the current expansion timeline in Communities of Concern located in the cities of Berkeley, Emeryville, Oakland, San Francisco, and San José or improving bicycle infrastructure in Communities of Concern located in the cities of Berkeley, Emeryville, Oakland San Francisco, and San José. If practical, we also request that part of this funding be reprogrammed for non-capital costs related to the promotion and activation of the bike share system.

It is our understanding that these funds are now subject to the broader discussions of priorities for OBAG2, specifically around augmenting the Priority Conservation Area (PCA) program. We believe that expanding the number of bikes available under Bay Area Bike Share expansion in Communities of Concerns will be a key factor in ensuring the success of the Bay Area Bike Share expansion by guaranteeing broader access. The importance of prioritizing equity and in allocating necessary resources to ensure the success of bike share in Communities of Concern cannot be overlooked. To address perceptions of exclusivity, geographic distribution of stations in communities of all income levels must be prioritized.

This additional funding level would support, at a minimum, the acquisition of an additional 1,000 bikes, significantly bigger than the size of the current pilot, in communities in significant need of healthy and affordable transportation alternatives. Density and convenience are crucial when it comes to creating an equitable bike-share system, and station density is the best way to increase ridership. If given the

opportunity, these bikes could be the answer to the Bay Area Bike Share becoming a legitimate part of our public transit system.

We urge the Programming and Allocations Committee to consider this proposal and help address the need for transportation alternatives in Communities of Concern in the Bay Area.

Sincerely,

Cynthia Armour
Project Manager
Bike East Bay

Chema Hernández Gil
Community Organizer
SF Bicycle Coalition





Western Regional Office
436 14th Street, Suite 416
Oakland, CA 94612
Tel 510.992.4662

www.railstotrails.org

November 2, 2015

Scott Wiener, Chair
Programming and Allocation Committee
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
Lawrence D. Dahms Auditorium
101 Eighth Street, Oakland

Subject: Updated Draft of the OBAG 2 Framework

Dear Chair Wiener and Commissioners:

Thank you for the opportunity to comment on the proposed framework for the updated draft of the OneBayArea grant program (OBAG 2), released on October 30th, 2015. The undersigned organizations are part of the Bay Area Trails Collaborative, a coalition of more than 40 organizations, companies and agencies working together to complete and maintain a world-class regional trail network in the Bay Area that will improve active transportation, recreation, public health and environmental sustainability.

We congratulate MTC for establishing the OneBayArea grant program to provide funding for jurisdictions to advance their transportation and conservation goals. Our comments specifically address the Priority Conservation Areas (PCA) grant program.

Both advocates and MTC commissioners recognized at the time the OBAG program was adopted in 2013 that it would need to be updated in subsequent rounds to ensure it was best positioned to advance the goals of Plan Bay Area. The PCA program in particular was underfunded, with a daunting match requirement that made it difficult for many jurisdictions to access.

We strongly support the PCA program and its goals to reward conservation and guide growth appropriately. We recommend that the OBAG 2 framework be revised to:

1. Increase funding for the PCA grant program to \$20 million;
2. Reduce the match to 1:1; and
3. Standardize minimum requirements to ensure strong conservation benefits across all 9 counties. The bifurcated program resulted in inconsistent program guidelines. The program guidelines should specifically acknowledge and encourage the benefits of expanding the regional trail network which will reduce greenhouse gas emissions, improve air quality, and expand greenways and open space.



Western Regional Office
436 14th Street, Suite 416
Oakland, CA 94612
Tel 510.992.4662

www.railstotrails.org

Thank you for your consideration of our comments. We look forward to continuing to work with you on shaping the OBAG 2 framework and Plan Bay Area.

Sincerely,

Laura Cohen
Regional Director, Rails-to-Trails Conservancy
Chair, Bay Area Trails Collaborative
laura@railstotrails.org; (510) 992-4661

Walter Moore, President
Peninsula Open Space Trust

Janet McBride, Executive Director
Bay Area Ridge Trail Council

Bruce Beyaert, TRAC Chair
Trails for Richmond Action Committee
tracbaytrail@earthlink.net

Tom Boss and Alisha Oloughlin
Marin County Bicycle Coalition
tom@marinbike.org; alisha@marinbike.org

Austin McNerny, Executive Director
National Interscholastic Cycling Association
austin@nationalmtb.org

cc: Federal D. Glover, *Vice Chair*
district5@bos.cccounty.us

Jason Baker jasonb@cityofcampbell.com

Tom Bates mayor@cityofberkeley.info

David Campos David.Campos@sfgov.org

Mark Luce mark.luce@countyofnapa.org

Bijan Sartipi Bijan.Sartipi@dot.ca.gov

Libby Schaaf officeofthemayor@oaklandnet.com

Adrienne Tissier atissier@smcgov.org

Amy R. Worth aworth@cityoforinda.org

Staff Liaison: Anne Richman : arichman@mtc.ca.gov

Staff Secretary: Kimberly Ward: kward@mtc.ca.gov

Dear Supervisor Wiener and Supervisor Campos,

Please find attached the SF Bicycle Coalition and Bike East Bay's letter regarding the proposed reprogramming of OBAG1 bike share funds that will be considered at tomorrow's MTC Programming and Allocations Committee. We hope that you will consider reprogramming these funds for either expansion of bike share in Communities of Concern or improving bicycle infrastructure in said communities.

People do not hesitate to reach out to me if you have any questions or comments.

Best regards,

Chema

--

Chema Hernández Gil

[\(415\) 431-BIKE \(2453\) x321](tel:(415)431-BIKE(2453)x321)

Community Organizer | Organizador Comunitario

[San Francisco Bicycle Coalition](#)

Promoting the Bicycle for Everyday Transportation

[1720 Market Street](#)

San Francisco, CA 94102



Tuesday, November 3, 2015

Mr. Scott Wiener, Chair
Metropolitan Transportation Commission
Programming and Allocations Committee
101 Eighth Street
Oakland, CA 94607

RE: Reprogramming of OBAG1 bike share funds

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opportunity, these bikes could be the answer to the Bay Area Bike Share becoming a legitimate part of our public transit system.

We urge the Programming and Allocations Committee to consider this proposal and help address the need for transportation alternatives in Communities of Concern in the Bay Area.

Sincerely,

Cynthia Armour
Project Manager
Bike East Bay

Chema Hernández Gil
Community Organizer
SF Bicycle Coalition



Tri-Valley Cities

DANVILLE • DUBLIN • LIVERMORE • PLEASANTON • SAN RAMON

September 28, 2015

Julie Pierce, ABAG President
Dave Cortese, MTC Chair
101 Eighth Street
Oakland, CA 94607

Dear Ms. Pierce and Mr. Cortese,

Elected officials of the Tri-Valley cities would like to offer the following policy objectives for MTC/ABAG consideration during the update to *Plan Bay Area*. These objectives strive to:

1. Maintain and improve quality of life within the Tri-Valley Region
2. Foster a prosperous regional economy
3. Accommodate growth in a responsible manner
4. Distribute transportation funding on a semi-regional basis
5. Establish a political and administrative platform to advocate against policies that negatively affect the economy, environment and family life within the Tri-Valley Region.

One of the biggest challenges we face as the Bay Area's economy continues to thrive is that housing construction is not keeping up with demand. Housing prices are rising particularly fast and high in the Inner Bay Area. As a result, many residents are drawn to the Outer Bay Area and adjacent regions in search of more affordable housing options and a range of different product types and other opportunities. This pattern is having environmental, social, and economic impacts.

Areas at the "edge" of the Bay Area, like the Tri-Valley, are in an important position, with strong ties to the labor force and housing markets within and between regions. The Tri-Valley is growing at a faster rate than the region as a whole. ABAG projects that the number of households in the Tri-Valley will grow by 31 percent between 2010 and 2040 (compared to 27 percent for the region). The Tri-Valley has become a vital node in the Bay Area's innovation system.

¹ *The Inner Bay Area includes San Francisco and the cities located on the bay side of the mountains in Alameda, Contra Costa, Santa Clara, and San Mateo Counties. The Outer Bay Area includes all other cities and unincorporated areas of the region.*



Infrastructure constraints such as traffic congestion on I-580 and I-680 negatively affect the economy, environment, and family life. Plan Bay Area investments need to go farther in addressing needs throughout the entire region in order to combat these negative impacts and achieve our joint goals. Specifically, Outer Bay Area communities in need of transportation investments did not receive adequate funding through the One Bay Area Grant (OBAG) program in relation to past and projected growth.

To achieve the policy objectives outlined above, elected officials of the Tri-Valley cities would like to offer the following principles for MTC/ABAG consideration during the update to *Plan Bay Area*:

- Recognize and plan for interregional travel.
- Invest in transportation improvements that increase connectivity to existing activity nodes and job centers.
- Include policies that better support Bay Area communities that are experiencing growth and are working to be more sustainable.
- Include policies for “geographic equity” within counties.

Our recommended principles respond to the region’s challenge and the deficiencies of the adopted plan.

First, the *Plan Bay Area* update should **recognize and plan for interregional travel**. Regional and city boundaries are arbitrary when it comes to housing choices, and inter-regional and inter-city commuting is an ongoing reality. The planning process should identify impacts of in-commuting from outside the region and mitigate them to the extent practicable. Specifically, the travel model should not arbitrarily assume that housing construction will keep up with demand and occur within the regional boundaries. While working aggressively towards housing goals in practice, we simultaneously need to invest in the interregional transportation system – particularly in the state’s interregional rail connections. This would also involve increasing mobility options along major commute routes to reduce congestion, improve goods movement, and enhance quality of life. To this end, one of the Performance Targets should address goods movements and congestion on major corridors.

Second, the *Plan Bay Area* update should **invest in transportation improvements that increase connectivity to existing activity nodes and job centers**. The Regional Transportation Plan should include more projects that better connect economically significant areas such as the Tri-Valley to the rest of the Bay Area, to reflect the deconcentrated nature of jobs centers that exists in the region. In particular, the plan should prioritize heavy rail transit and arterial gap closure projects throughout the entire region that link people to job centers. Projects should also enhance connectivity



between transit systems to increase “access to opportunity”, including educational facilities and services throughout the region. These investments would not only improve access to jobs but also stimulate new business activity through transit-oriented development, enhancing economic vitality.

Third, the update to *Plan Bay Area* should **include policies that better support Bay Area communities that are experiencing growth and are working to be more sustainable**. The update should include stronger funding links to areas experiencing growth in order to support smart planning and investments. There should also be more direct support to Outer Bay Area communities that are working to implement SB 375, but need major investments in their transportation systems. This principle applies to areas with growing job centers, not just housing. Specific projects should be evaluated based on their anticipated effects on future housing production and economic development, taking into account local plans and policies that promote sustainability goals. Embracing and encouraging balanced growth in subregions throughout the Bay Area fosters a better jobs/housing match and reduces commuting pressures.

Fourth, *Plan Bay Area* should **include policies for “geographic equity” within counties**. Explicitly incorporating “geographic equity” into OBAG allocations would help the entire Bay Area manage growth. This responds to demands from tax payers for a local return on regional and countywide funding initiatives.

Lastly, we encourage the regional agencies and counties to be cautious about spending OBAG funds on non-transportation purposes. The OBAG program broadened the scope of projects eligible for transportation funds, yet it did not incorporate any supplemental non-transportation funding sources. This exacerbates the effect of declining federal funding for transportation overall.

As MTC and ABAG staff update *Plan Bay Area* and modify the Regional Transportation Plan, Tri-Valley elected officials strongly recommend staff and committees consider revisions that will help the region meet its goals. We offer the following specific suggestions:

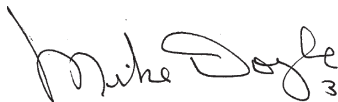
- **Modeling:** Update the model with current assumptions about travel patterns (not surveys from 2000) to capture changing mode choice preferences and needs. Model a scenario that better matches the existing rate and amount of housing construction occurring in the Bay Area, relative to job growth. Model in-commuting/out-commuting that is likely to occur at the region’s gateways.
- **Regional Investments:** Include projects in the RTP that improve mobility along major commuter corridors and that enhance connectivity for the region’s



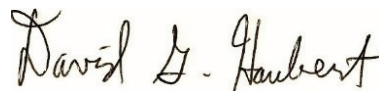
residents and workers, with a focus on transit and arterial gap closures (consistent with our recommended principles). Evaluate projects based on their anticipated effects on housing and job production, rather than relying on historical data. In addition, give Priority Development Areas near transit centers, which are in the early stages of development, similar credit to those that have completed projects (recognizing that infrastructure development can facilitate and accommodate planned growth).

- **OBAG Funding:** Require counties to consider geographic equity when allocating OBAG program funds. While the exact mechanism could be determined at the county level, this could involve utilizing a distribution formula similar to that used by MTC when allocating OBAG funds to each county, which would also support a stronger link between transportation funding and growing areas. As recommended by the Southwest Area Transportation Committee in Contra Costa County, another approach to ensuring equity in the distribution of OBAG funds is through the creation of a “geographic overlay”.

Sincerely,



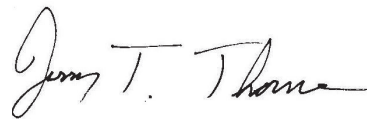
Mike Doyle, Mayor
Town of Danville



David Haubert, Mayor
City of Dublin



John Marchand, Mayor
City of Livermore



Jerry Thorne, Mayor
City of Pleasanton



Bill Clarkson, Mayor
City of San Ramon



Cc: Joint MTC Planning Committee/ABAG Administrative Committee Members:
James P Spering, Anne W. Halsted, Scott Haggerty, Alicia C. Aguirre, Sam
Liccardo, Steve Kinsey

ABAG Administrative Committee Members: Bill Harrison, Dave Pine, David
Rabbitt, Eric Mar, Mark Luce, Pat Eklund, Pradeep Gupta

MTC Staff: Steve Heminger, Alix Bockelman, Allison Brooks, Ken Kirkey, Dave
Vautin, Doug Johnson, Vikrant Sood

ABAG Staff: Ezra Rapport, Miriam Chion, Duane Bay, Pedro Galvao

