

## BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

Wednesday, December 7, 2016

6:30 PM

VTa Conference Room B-106

3331 North First Street

San Jose, CA

### AGENDA

#### COMMITTEE MISSION STATEMENT:

*The VTA BPAC provides expertise and guidance to the Board of Directors on promoting and enhancing non-motorized transportation opportunities throughout Santa Clara County and serves as liaison between VTA and the Member Agency bicycle and pedestrian advisory committees.*

#### CALL TO ORDER

1. ROLL CALL
2. ORDERS OF THE DAY
3. PUBLIC PRESENTATIONS:

This portion of the agenda is reserved for persons desiring to address the Committee on any matter not on the agenda. Speakers are **limited to 2 minutes**. The law does not permit Committee action or extended discussion on any item not on the agenda except under special circumstances. If Committee action is requested, the matter can be placed on a subsequent agenda. All statements that require a response will be referred to staff for reply in writing.

4. Receive an update on Measure B. (Verbal Report) (Shinn)

#### CONSENT AGENDA

5. Approve the Regular Meeting Minutes of November 9, 2016.


#### REGULAR AGENDA

6. ACTION ITEM -Conduct voting to determine the Committee's chairperson and vice chairperson for 2017.

7. ACTION ITEM -Recommend that the Board of Directors approve the One Bay Area Grant Cycle 2 (OBAG 2) program of projects.

## **OTHER**

8. Receive Committee Staff Report. (Verbal Report) (Ledbetter)
9. Receive Santa Clara County Staff Report. (Verbal Report) (Cameron)
10. Receive Chairperson's Report. (Verbal Report) (Caidoy)
11. Receive Reports from BPAC subcommittees. (Verbal Report)
12. Receive Citizens Advisory Committee (CAC) and 2000 Measure A Citizens Watchdog Committee (CWC) Report. (Verbal Report) (Wadler)
13. Review BPAC Work Plan. (Ledbetter/Cameron)
14. ANNOUNCEMENTS
15. ADJOURN

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## BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

Wednesday, November 9, 2016

### MINUTES

#### CALL TO ORDER

The Regular Meeting of the Bicycle and Pedestrian Advisory Committee (BPAC) was called to order at 6:30 p.m. by Chairperson Caidoy in Conference Room B-106, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

#### 1. ROLL CALL

Attendee Name	Title	Representing	Status
Wes Brinsfield	Member	City of Los Altos	Present
Kristal Caidoy	Chairperson	City of Milpitas	Present
Barry Chaffin	Member	City of Monte Sereno	Present
Jaime Fearer	Member	City of San José	Present
Paul Goldstein	Member	City of Palo Alto	Present
Peter Hertan	Vice Chairperson	Town of Los Gatos	Present
Breene Kerr	Member	Town of Los Altos Hills	Absent
Sarah Peters	Member	City of Santa Clara	Present
Mary Seehafer	Member	City of Morgan Hill	Absent
David Simons	Member	City of Sunnyvale	Present
Jim Stallman	Member	City of Saratoga	Present
Greg Unangst	Member	City of Mountain View	Present
Herman Wadler	Member	City of Campbell	Present
Mila Zelkha	Member	County of Santa Clara	Absent
Vacant	Member	City of Cupertino	n/a
Vacant	Member	City of Gilroy	n/a
Colin Heyne	Ex-Officio Member	Silicon Valley Bicycle Coalition	Present
Shiloh Ballard	Alt. Ex-Officio Member	Silicon Valley Bicycle Coalition	n/a

A quorum was present.

#### 2. ORDERS OF THE DAY

Chairperson Caidoy noted staff has requested the following changes to the Agenda:  
 1) **Agenda Item #9.** Transportation Fund for Clean Air (TFCA) Project Status Report to be heard prior to **Agenda Item #8.** Bicycle Expenditure Program Annual Report; and  
 2) **Agenda Item #11.** Committee Staff Report to be heard following **Agenda Item #2.** Orders of the Day.

M/S/C (Stallman/Goldstein) to approve the Orders of the Day.

**NOTE:** M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.

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<b>RESULT:</b>	<b>APPROVED</b>
<b>MOVER:</b>	Jim Stallman, Member
<b>SECONDER:</b>	Paul Goldstein, Member
<b>AYES:</b>	Brinsfield, Caidoy, Chaffin, Fearer, Goldstein, Hertan, Peters, Simons, Stallman, Unangst, Wadler
<b>NOES:</b>	None
<b>ABSENT:</b>	Kerr, Seehafer, Zelkha

### 3. PUBLIC PRESENTATIONS

There were no Public Presentations.

## CONSENT AGENDA

### 4. Regular Meeting Minutes of October 12, 2016

M/S/C (Stallman/Goldstein) to approve the Regular Meeting Minutes of October 12, 2016.

<b>RESULT:</b>	<b>APPROVED</b>
<b>MOVER:</b>	Jim Stallman, Member
<b>SECONDER:</b>	Paul Goldstein, Member
<b>AYES:</b>	Brinsfield, Caidoy, Chaffin, Fearer, Goldstein, Hertan, Peters, Simons, Stallman, Unangst, Wadler
<b>NOES:</b>	None
<b>ABSENT:</b>	Kerr, Seehafer, Zelkha

### 5. Development Review Quarterly Report for Jul-Sep 2016

M/S/C (Stallman/Goldstein) to receive the Development Review Quarterly Report for July to September 2016.

**The Agenda was taken out of order.**

### 11. Committee Staff Report

Stephen Flynn, Advisory Committee Coordinator, noted the following: 1) PowerPoint presentations will be posted on the website following the meeting; 2) the minutes reflect the city representation of each member; and 3) Member Jones has resigned from the Committee.

Lauren Ledbetter, Senior Transportation Planner and BPAC Staff Liaison, provided a report, highlighting the following: 1) VTA Complete Streets Policy Update; 2) Story-Keyes Complete Street Project; 3) Caltrans District 4 Bike/Ped Plan; and 4) Monthly Bike Pedestrian webinar on “Transitions between Bikeway Facilities” on Wednesday, November 16, 2016 at noon.

Member Unangst took his seat at 6:46 p.m.

Jim Lawson, Government Affairs Director & Executive Policy Advisor, provided an update on Measure B and Paratransit services.

**On order of Chairperson Caidoy**, and there being no objection, the Committee received the Committee Staff Report.

## **REGULAR AGENDA**

### **6. Strategic Plan Final Draft**

Ms. Ledbetter provided a brief overview of the staff report.

Members of the Committee discussed the following: 1) expressed concern about the lack of goals incorporated; 2) the document is internal for staff; and 3) expressed concern that the document is not a strategic plan as written.

**M/S/C (Goldstein/Wadler)** on a vote of 9 ayes to 2 noes to *not* recommend that the VTA Board of Directors adopt the updated Strategic Plan. Further, the Committee indicated the following: 1) the Committee does not consider the document to be a strategic plan, as it does not contain specific goals; and 2) the Committee does not agree with the revised mission and vision statements. Members Peters and Stallman opposed.

<b>RESULT:</b>	<b>APPROVED</b>
<b>MOVER:</b>	Paul Goldstein, Member
<b>SECONDER:</b>	Herman Wadler, Member
<b>AYES:</b>	Brinsfield, Caidoy, Chaffin, Fearer, Goldstein, Hertan, Simons, Unangst, Wadler
<b>NOES:</b>	Peters, Stallman
<b>ABSENT:</b>	Kerr, Seehafer, Zelkha

### **7. Election Process for 2017 Bicycle & Pedestrian Advisory Committee Leadership: Nomination Subcommittee Report**

Member Goldstein reported that the following Committee Members expressed an interest in serving as Chairperson for 2017: 1) Vice Chairperson Hertan, 2) Member Stallman; 3) Member Brinsfield; and 4) Member Seehafer.

The following Members expressed an interesting in serving as Vice Chairperson for 2017: 1) Member Fearer; and 2) Member Peters.

Member Brinsfield withdrew his name as nominee for Chairperson for 2017.

**On order of Chairperson Caidoy**, and there being no objection, the Committee received the BPAC Nomination Subcommittee's report on members expressing interest in serving as either chairperson or vice chairperson for 2017.

**8. Transportation Fund for Clean Air (TFCA) Project Status Report**

Marcella Rensi, Transportation Planning Manager - Planning and Grants, provided an overview of the staff report.

**On order of Chairperson Caidoy**, and there being no objection, the Committee reviewed the status of ongoing Santa Clara County Transportation Fund for Clean Air (TFCA) Program Manager Fund projects.

**9. Bicycle Expenditure Program Annual Report**

Malahat Owrang, Transportation Planner, provided a presentation titled “Bicycle Expenditure Program (BEP) Annual Report,” highlighting the following: 1) Portals Project: Bike Lanes on Campbell Avenue Under State Route (SR) 17; 2) Guadalupe River Trail, Tasman Undercrossing; 3) Guadalupe River Trail, I-880 to Bay Trail; 4) Hedding Street Bike Lanes; 5) Hendy Avenue Bike Lanes; 6) Scott Boulevard Bike Lanes, Central Expressway to Monroe; 7) Hacienda Avenue Bike Lanes: Winchester to San Tomas Aquino Road; 8) Permanente Creek Trail: Old Middlefield Way to Rock Street; 9) Upper Penitencia Creek Trail Connector Phase 1: Berryessa BART Station; and 10) Santa Clara Caltrain Station.

Members of the Committee discussed the connection between the Countywide Bike Plan and the BEP.

**On order of Chairperson Caidoy**, and there being no objection, the Committee received a status update on the Bicycle Expenditure Program.

**10. Vision Zero Update**

Jaime Fearer, Planning & Policy Manager, California Walks, and Colin Heyne, Deputy Director, Silicon Valley Bicycle Coalition, provided a presentation titled “It Takes All of Us: Vision Zero San José Year in Review,” highlighting the following: 1) Vision Zero San José; 2) Advocating for Vision Zero; 3) Advocating - Safety Factors; 4) Vision Zero San José; 5) Our Early Involvement; 6) Partnerships to Improve Community Health - PICH; 7) Priority Safety Corridor Assessments; 8) Engineering - Speed; 9) Equity & Engagement; 10) Community Education & Outreach; and 11) Next Steps: Two-Year Action Plan.

**Public Comment**

Doug Muirhead, Interested Citizen, inquired about the countywide Crossroads database being a benefit to Vision Zero in the future.

Masoud Akbarzadeh, County Traffic Engineer, noted that crash data in the Traffic Community Network (TCN) is often delayed unless the individual cities input the data.

Members of the Committee discussed the following: 1) filtering Crossroads data; 2) applying what San José is doing with Vision Zero to smaller cities is a challenge; and 3) road diets, Complete Streets, and Vision Zero are connected.

**On order of Chairperson Caidoy**, and there being no objection, the Committee received an update on Vision Zero.

## **OTHER**

### **12. Santa Clara County Staff Report**

Mr. Akbarzadeh reported the following: 1) the County is looking forward to Measure B; and 2) provided a brief update on Safe Routes to School sidewalk projects.

**On order of Chairperson Caidoy**, and there being no objection, the Committee received the Santa Clara County Staff Report.

### **13. Chairperson's Report**

There was no Chairperson's report.

### **14. Reports from BPAC Subcommittees**

Member Stallman provided the Complete Streets subcommittee report, highlighting: 1) Santa Clara County is slow to adopt Complete Streets; 2) money not going into bike and pedestrian projects; and 3) integration of Complete Streets on highway projects.

**On order of Chairperson Caidoy**, and there being no objection, the Committee received the BPAC Subcommittee reports.

### **15. Citizens Advisory Committee (CAC) and 2000 Measure A Citizens Watchdog Committee (CWC) Report**

There was no CAC/CWC report.

### **16. BPAC Work Plan**

Ms. Ledbetter provided an overview of the BPAC Work Plan noting that with the passage of Measure B the Committee could be busier.

Member Stallman would like to add prioritizing County projects and how VTA can be more involved with them to the Work Plan.

Member Fearer would like to have a report on the pedestrian safety report brought to the Committee.

**On order of Chairperson Caidoy**, and there being no objection, the Committee reviewed the BPAC Work Plan.

### **17. ANNOUNCEMENTS**

Ex-Officio Member Heyne announced that the Silicon Valley Bicycle Coalition's annual winter party is Friday, December 2, 2016, at LinkedIn in Mountain View.

Member Chaffin announced that he recently returned from a two week bike trip to Japan.

Member Brinsfield announced the following: 1) Green Town Los Altos is holding a community forum on November 16, 2016, on Complete Streets; and 2) there are openings for Santa Clara County on the Caltrain Bicycle Advisory Committee.

Member Wadler introduced Paul Tuttle from the Campbell BPAC.

Member Simons announced the following: 1) hotels have a low impact on traffic; and 2) Sunnyvale is building business parks but not the housing to support the influx of employees.

Member Stallman mentioned that VTA has put together a compilation video from the Santa Clara Undercrossing Groundbreaking.

Member Unangst announced the following: 1) the Silicon Valley Bike Festival will be May 7, 2017, with a Meeting of the BPAC's; and 2) provided a City of Mountain View BikeShare update.

Member Goldstein announced the following: 1) Palo Alto is moving ahead with Bike boulevard projects; and 2) recent safety changes to the bike path in Bol Park.

## **18. ADJOURNMENT**

**On order of Chairperson Caidoy** and there being no objection, the meeting was adjourned at 8:55 p.m.

Respectfully submitted,

Thalia Young, Board Assistant  
VTA Office of the Board Secretary





Date: November 16, 2016  
 Current Meeting: December 7, 2016  
 Board Meeting: N/A

## **BOARD MEMORANDUM**

**TO:** Santa Clara Valley Transportation Authority  
 Bicycle & Pedestrian Advisory Committee

**THROUGH:** General Manager, Nuria I. Fernandez

**FROM:** Board Secretary, Elaine Baltao

**SUBJECT:** Election Process for 2017 Bicycle & Pedestrian Advisory Committee  
 Leadership: Conduct Elections

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**Policy-Related Action:** No

**Government Code Section 84308 Applies:** No

## **ACTION ITEM**

### **RECOMMENDATION:**

Conduct voting to determine the Committee's chairperson and vice chairperson for 2017.

### **BACKGROUND:**

The Bicycle & Pedestrian Advisory Committee (BPAC) bylaws require that the committee elect from its membership a chairperson and a vice chairperson annually to serve as the committee leadership for the upcoming year. The bylaws also provide that the chairperson and vice chairperson positions serve one-year terms coinciding with the calendar year and are eligible for election to multiple terms. Only members, not alternates, are eligible to serve in these positions. The elections for the BPAC leadership positions are conducted during the committee's last meeting of the calendar year (usually December), if practical.

The duties of the chairperson are to preside at all meetings of the committee and represent the committee before the Board of Directors. The duty of the vice chairperson is to perform the duties of the chairperson when the chairperson is absent. It is the responsibility of all advisory committee chairpersons and vice chairpersons to participate in periodic coordination meetings between themselves and the leadership of the VTA Board of Directors.

## **DISCUSSION:**

The election process for chairperson and vice chairperson is comprised of three distinct steps. The first step is appointing the nomination subcommittee. The second is presentation of the nomination subcommittee's report. The final step is conducting elections to select the chairperson and vice chairperson. Each of these components is conducted during the committee meeting.

### **Appointing the Nomination Subcommittee**

The chairperson requests volunteers to serve on the nomination subcommittee, which is typically comprised of two or three members. If there are no volunteers or an insufficient number, it is the chairperson's prerogative to appoint committee members to serve on it. It is required that the committee votes to approve the appointment of members to the nomination subcommittee. This step normally takes place two meetings prior to conducting the elections.

The nomination subcommittee identifies members interested in serving as the chairperson or vice chairperson. This is done by soliciting nominations from members, either for themselves or other members, and is done at a time other than during the committee meeting. Additionally, it is the nomination subcommittee's responsibility to determine that members who have been nominated are willing to serve. The nomination subcommittee may, but is not required to, make a recommendation on its recommended candidate for each position.

At its October 2016 meeting, the BPAC approved the appointment of members David Simons and Paul Goldstein to serve on the nomination subcommittee.

### **Report from the Nomination Subcommittee**

At the meeting immediately preceding the elections, the nomination subcommittee provides a verbal report to the committee identifying committee members who have confirmed their willingness to serve. This establishes the initial list of candidates for the elections to be held at the next meeting. The nomination subcommittee is automatically discharged when its report is formally presented to the committee. No action is required of the committee other than to receive the report.

At the November 2016 BPAC meeting, the nomination subcommittee reported that the following individuals had been nominated and had confirmed their willingness to serve:

- |             |  |
|-------------|--|
| Chair:      | (A) Peter Hertan, representative for the Town of Los Gatos and current BPAC vice chairperson |
|             | (B) Jim Stallman, representative for the City of Saratoga                                    |
| Vice Chair: | (C) Jamie Fearer, representative for the City of San José                                    |
|             | (D) Peter Hertan, representative for the Town of Los Gatos and current BPAC vice chairperson |
|             | (E) Sarah Peters, representative for the City of Santa Clara                                 |
|             | (F) Jim Stallman, representative for the City of Saratoga                                    |

**Election of Chairperson and Vice Chairperson**

The elections for the chairperson and vice chairperson positions are conducted individually and in sequence. Immediately preceding the vote, the nomination subcommittee report on individuals willing to serve in either position will be reiterated, and the chairperson will verify that the named candidates still wish to be considered for the respective position. Next, the chairperson will ask if there are any nominations from the floor, then close the nomination process to establish the final list of candidates for each position. For instances of multiple candidates for the same position, the order of voting for each candidate is alphabetically by last name.

For BPAC, the affirmative vote of a majority of the total authorized membership, which is nine votes, is required to elect each position. The term of office for each position begins January 1, 2017.

**ALTERNATIVES:**

There are no alternatives since the Committee's bylaws specify the election process.

**FISCAL IMPACT:**

There is no fiscal impact resulting from the election process.

Prepared by: Stephen Flynn, Advisory Committee Coordinator  
Memo No. 5802



Date: December 1, 2016  
 Current Meeting: December 7, 2016  
 Board Meeting: January 5, 2017

## BOARD MEMORANDUM

**TO:** Santa Clara Valley Transportation Authority  
 Bicycle & Pedestrian Advisory Committee

**THROUGH:** General Manager, Nuria I. Fernandez

**FROM:** Interim Director - Planning & Program Development, Carolyn M. Gonot

**SUBJECT:** One Bay Area Grant Cycle 2 - Program of Projects

Policy-Related Action: No

Government Code Section 84308 Applies: No

## ACTION ITEM

### **RECOMMENDATION:**

Recommend that the Board of Directors approve the One Bay Area Grant Cycle 2 (OBAG 2) program of projects.

### **BACKGROUND:**

The VTA Board of Directors adopted the process and criteria for allocation of One Bay Area Grant Cycle 2 (OBAG 2) program funds to cities, the County, and VTA on May 5, 2016. As explained below, the OBAG funds are programmed in two ways: a guarantee distribution program, the *Agency Guarantee Program*; and, a competitive award process, the *Countywide Competitive Complete Streets Program*. In turn, these programs are funded with Federal FY 2018-2022 Surface Transportation Block Grant Program (STBGP) funds and Congestion Mitigation and Air Quality (CMAQ) funds. Attachment A shows VTA's OBAG 2 program structure in graphic form, with program amounts updated to include the recently adopted Fixing America's Surface Transportation (FAST) act funds.

### **DISCUSSION:**

#### ***Agency Guarantee Program:***

***Road Rehabilitation Guarantee:*** As shown in Attachment A, the Board's OBAG 2 *Agency Guarantee Program* structure provides \$28.6 million to the cities and towns for road rehabilitation and repair, using MTC's OBAG 2 formula to determine each agency's share. The OBAG 2 formula is based on population, projected housing construction, and actual past housing

construction. Each agency determines how it will spend its OBAG 2 *Agency Guarantee Program* share on road rehabilitation and sends its list and supporting documentation to VTA staff. Attachment B provides the list of *Agency Guarantee Program* projects that VTA staff recommends to the Board for approval.

### ***Countywide Competitive Complete Streets Program:***

The *Countywide Competitive Complete Streets Program* is funded with a mix of STBGP and CMAQ funds, shown on Attachment A. Projects must either be located either in, or directly serve a Priority Development Area (PDA). PDAs are locations defined by the cities and towns and approved by the Association of Bay Area Governments for more intense development around high frequency transit services. As shown in the following table, approximately \$48 million is available to the VTA Board to award for projects.

<b><u>Amount</u></b>	<b><u>Purpose</u></b>
\$53,946,500	Initial <i>Countywide Competitive Complete Streets Program</i> Amount
(\$4,350,000)	March 2016 Award to Palo Alto Adobe Creek Bridge project
(\$5,000,000)	May 2016 award to County Expressways rehabilitation program
\$3,440,000	Unused OBAG 1 Funds
<b>\$48,036,500</b>	<b>Total Available for January 2017 Award</b>

In May 2016, VTA staff released the OBAG 2 call-for-projects. A total of 27 projects were submitted, requesting more than \$73 million in grant funds.

### ***The Competitive Scoring Process***

On October 2, 2008, the VTA Board of Directors adopted a policy requiring all competitive grant applications to be reviewed and ranked by a scoring committee drawn from the VTA Technical Advisory Committee's (TAC) Capital Improvement Program Working Group (CIPWG) Scoring Committee, unless otherwise determined by the VTA Board.

All of VTA's member agencies are included in CIPWG, however per VTA Board policy, scoring committee participation is voluntary. No agency may have more than one representative, the minimum size is 3, and the maximum is 10. In addition, scoring committee members may not score their own project to avoid conflict. VTA requested participation on the OBAG 2 scoring committee from all member agencies. Staff from Campbell, San Jose, Santa Clara and Sunnyvale agreed to participate.

The CIPWG scoring committee met in August, 2016 to evaluate and rank the applications using the VTA Board-adopted criteria shown on Attachment C. Attachment D presents the scored and ranked list of competitive projects submitted for consideration.

In addition to considering the ranking of each project, staff has considered the best approach to incentivize prompt project delivery to ensure completion of projects that are funded.

Historically, progress on the previous OBAG 1 program of projects has been slow. In fact, to date, approximately 67% of OBAG 1 projects have been delayed, re-scoped and/or altogether abandoned. Many of these projects were in their very early stages when they were originally programmed. In reviewing the ranked projects in Attachment D, Staff has noted that many of these projects are also in their very early stages.

In light of the above, VTA staff recommends the following:

- The VTA Board approve the programming of funds to projects scoring 70 points or more.
- The Board approve the programming of funds to only the following pre-construction phases at this time: Environmental, Design, and Right-of-Way. If a project sponsor has requested construction funding only, VTA staff does recommend the Board approve programming funding for the construction phase now.
- The Board approve the balance of the OBAG 2 program funding be placed into a project construction reserve.
- The Board approve future programming of construction funding to partially funded OBAG 2 projects upon timely completion of pre-construction phases, to be programmed on a first-come, first-served basis.
- The Board require that all projects obtain Federal authorization to proceed in the fiscal year that funds are programmed in the Federal Transportation Improvement Program (TIP) and that project funding not authorized by the end of that fiscal year revert to the VTA Board for reprogramming.
- The VTA Board require that all project sponsors with federal pre-construction phase programming complete those phases within two years of Federal authorization to proceed; otherwise, VTA's construction funding commitment will expire, and the funds held in reserve for that project will revert to the VTA Board for reprogramming.
- The VTA Board authorize staff to make exceptions to the above deadlines based on action or non-action by the Federal Government.

These staff recommendations are incorporated into the "Recommended Amount" column on Attachment D and brief project descriptions are presented in Attachment E.

### **ALTERNATIVES:**

The Board may select alternative projects and/or alternative programming strategies

**FISCAL IMPACT:**

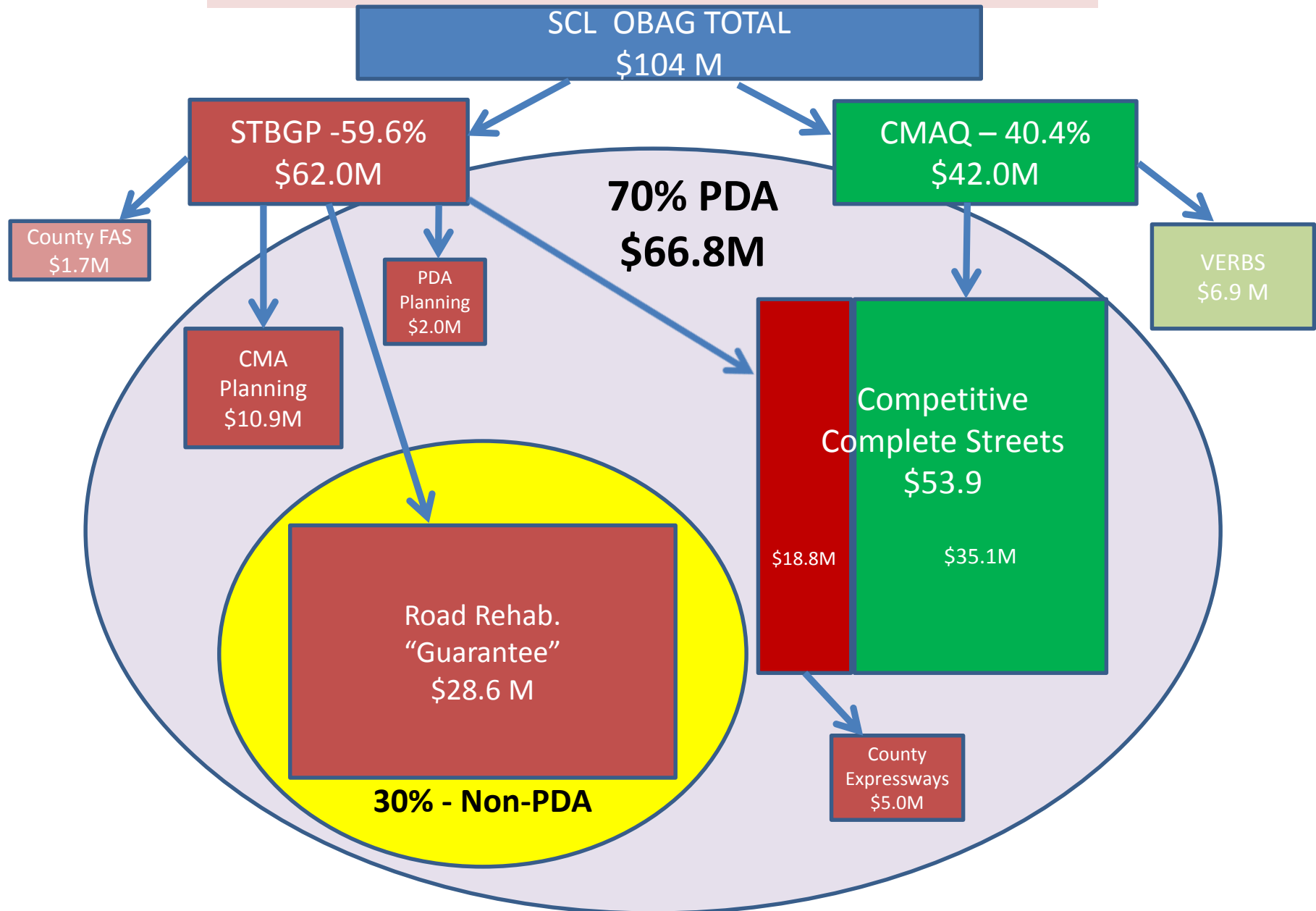
This action prioritizes Federal programming for Congestion Management Program Member Agency projects. Only funds programmed to VTA for its own projects will flow to VTA. The budget impacts of those projects will be addressed in a separate memorandum. The Member Agencies will obtain their funding through Caltrans. If adopted as proposed, \$10,900,000 will be made available for future VTA Congestion Management Program budgets covering fiscal years 2018 through 2022.

Prepared by: Celeste Fiore  
Memo No. 5613

**ATTACHMENTS:**

- RES 5613\_Attach A\_Structure (PDF)
- RES 5613\_Attach B (PDF)
- RES 5613\_Attach C\_Criteria (PDF)
- RES 5613\_Attach D\_Competitive (PDF)
- RES 5613\_Attachment E\_Proj Details (PDF)

## Attachment A - Santa Clara County OBAG II Structure





Attachment B  
 One Bay Area Grant Cycle 2  
 Santa Clara County Agencies  
 Guarantee Local Streets & Roads Preservation Program

Local Agency	OBAG Share %	Estimated Funds (rounded to 1,000s)	Project Title
Campbell	1.9%	\$554,000	Winchester Boulevard Overlay
Cupertino	2.7%	\$769,000	Cupertino Pavement Mgmt Program
Gilroy	3.6%	\$1,028,000	Monterey Street Streetscape and Rehabilitation
Los Altos	1.2%	\$336,000	Fremont Avenue Asphalt Concrete Overlay
Los Gatos	1.2%	\$343,000	Lark Avenue Overlay
Milpitas	5.6%	\$1,609,000	Street Resurfacing 2018
Morgan Hill	3.0%	\$857,000	East Dunne Avenue Pavement Rehabilitation
Mtn View	4.0%	\$1,136,000	West Middlefield Road Improvements
Palo Alto	3.5%	\$1,009,000	Palo Alto OBAG 2 Street Resurfacing
San Jose	51.0%	\$14,597,000	San Jose Pavement Maintenance Program OBAG2
Santa Clara	8.2%	\$2,356,000	Santa Clara Various Streets & Roads Preservation-2017
Saratoga	1.2%	\$338,000	Saratoga Village Crosswalks and Sidewalk Rehabilitation
Sunnyvale	9.0%	\$2,566,000	Sunnyvale Traffic Signal Upgrades
SC County	4.0%	\$1,151,000	County Streets & Roads Preservation Program
Los Altos Hills	Deferred to next OBAG cycle.		
Monte Sereno	Programmed in OBAG cycle 1.		
Total	100.0%	\$28,649,000	

All funds are Federal Surface Transportation Block Grant Program

ATTACHMENT C  
Santa Clara County OBAG 2 Competitive Program Scoring Criteria FY2018-2022

7.c

**PRE-SCREENING CRITERIA CHECKLIST:**

☐ 2008 Complete Streets Act Compliance

**SCREENING CRITERIA CHECKLIST:**

☐ VTP 2040 Consistency

☐ MTC Complete Streets Checklist

☐ PDA (and proximate access) location(s)

☐ Grant Request ≥ \$500,000

☐ Will incorporate complete streets design guidelines

**CRITERIA: Minimum Score 25 points**

CATEGORIES	DETAILS	MAX PTS
Safety	High: Project will address a demonstrated safety issue (e.g. multiple collisions/fatalities/injuries on a regular basis) with a proven/demonstrated countermeasure.	15
	Medium: Project will improve a situation with safety issues (e.g. conflicts or evidence of high vehicle traffic volume or speed).	
	Low: Project will generally improve safety issues. Project has the potential to reduce exposure/risk of conflicts between motor-vehicles and bike/pedestrians.	
Project Benefits: Catalyst for Economic Vitality; Livability (Design); Multimodal	Project has identifiable benefits beyond typical transportation benefits (improves livability, economic vitality; creates sense of place) Project uses best complete streets design practices (application indicates which guidelines will be used). Project serves and/or improves three (3) or more transportation modes.	10
Gap Closure/ Connectivity	Project proposes a shorter route, completes sidewalks, closes gaps in a transportation facility and/or multimodal network.	10
Air Quality Improvement and/or Vehicle Miles Traveled (VMT) Reduced	Project demonstrates it can improve air quality by reducing emissions or lessening traffic congestion and/or the project employs strategies to reduce VMT (such as mobility management, bike/ped facilities, parking mgmt, etc.).	10
Public Involvement/Support	Project developed through a collaborative planning process that included broad partnerships among a variety of stakeholders.	10
Local Match	Agency can commit from 12% to ≥ 21% of total project cost from non- federal sources. (one point for each 1 percent to 10 points max)	10
Project Readiness/Delivery	<u>Categorical Exclusion (CE)</u> <u>pts</u>	10
	Design Complete                      5	
	ROW Complete                         5	
	<u>Not CE</u> <u>pts</u> ENV Complete                         4 Design Complete                       3 ROW Complete                         3	
Jobs Density (current and future) within ABAG defined PDA	<u>Ranges (jobs per acre)</u> <u>pts</u>	5
	High: (30+)                             5	
	Medium: (10-30)                       3	
	Low: (1-9)                              1	
Housing Density (current and future) within ABAG defined PDA	<u>Ranges (housing units per acre)</u> <u>pts</u>	5
	High: (20+)                             5	
	Medium: (10-20)                       3	
	Low: (1-9)                              1	
Community of Concern and/or Community Air Risk Evaluation (CARE)	Project is located within a COC and/or CARE area. Map included showing project location. <b>Y/N?</b>	5
Affordable Housing &/or Senior/Disabled-Serving Facilities	<u>Project is within:</u> <u>pts</u>	5
	1/8 mile of affordable housing and/or a senior/disable facility <b>Y/N?</b> 5	
	1/4 mile of affordable housing and/or a senior/disable facility <b>Y/N?</b> 2	
Proximity to designated high ridership transit stop (rail, bus, BRT)	<u>Project is within:</u> <u>pts</u>	5
	1/4 mile of Major transit stop (≥ 200 boardings/day)    5	
	1/4 mile of Core transit stop (40 - 199 boardings/day)    2	

100

**BONUS**

BEP Plan	Project is in the Bicycle Expenditure Program <b>Y/N?</b>	10
Anti-Displacement Policies	Sponsoring jurisdiction has at least one anti-displacement policy in existence.	5

**Attachment D**  
**OBAG 2 FY18-22 Competitive Applications - Recommended Funding**

	Agency	Application Name	Score	Requested Amount	Recommended Amount	Funded Phase	Reserved for Future Programming	Cumulative Amount		
1	Sunnyvale	Peery Park Sense of Place Improvements	92	\$ 2,686,000	\$ 1,151,143	Env/Design	\$ 1,534,857	\$ 2,686,000		
2	San Jose	McKee Road Vision Zero Priority Safety Corridor	89	\$ 8,623,000	\$ 2,846,000	Env/Design	\$ 5,777,000	\$ 11,309,000		
3	Sunnyvale	East Sunnyvale Area Sense of Place-Transit/Bike/Ped Upgrades	89	\$ 3,047,425	\$ 1,306,040	Env/Design	\$ 1,741,385	\$ 14,356,425		
4	Sunnyvale	Fair Oaks Ave Bikeway & Streetscape	86	\$ 782,495	\$ 335,355	Env/Design	\$ 447,140	\$ 15,138,920		
5	Milpitas/VTA	Montague Expressway Pedestrian Overcrossing at Milpitas BART Station	84	\$ 7,000,000	\$ 7,000,000	CON		\$ 22,138,920		
6	San Jose	West San Carlos Urban Village Streetscape Improvements	82	\$ 7,932,000	\$ 2,618,000	Env/Design	\$ 5,314,000	\$ 30,070,920		
7	Sunnyvale	Bernardo Ave Bicycle Undercrossing	77	\$ 500,000	\$ 500,000	Env/Design		\$ 30,570,920		
8	Sunnyvale	Java Drive Road Diet & Bike Lanes	76	\$ 500,000	\$ 214,286	Env/Design	\$ 285,714	\$ 31,070,920		
9	Palo Alto	El Camino Real Pedestrian Safety & Streetscape	74	\$ 4,655,000	\$ 4,655,000	CON		\$ 45,114,920		
10	San Jose	Tully Road Vision Zero Priority Safety Corridor	74	\$ 8,599,000	\$ 2,838,000	Env/Design	\$ 5,761,000	\$ 39,669,920		
11	Santa Clara	Hetch-Hetchy Trail Phase 1	74	\$ 790,000	\$ 790,000	CON		\$ 40,459,920		
12	Santa Clara	Santa Clara Safe Routes to School	72	\$ 513,500	\$ 513,500	CON		\$ 45,628,420		
13	Sunnyvale	Lawrence Station Area Sidewalks & Bike Facilities	70	\$ 500,000	\$ 214,286	Env/Design	\$ 285,714	\$ 46,128,420		
14	Santa Clara	San Tomas Aquino Creek Trail Underpass	70	\$ 2,449,000	\$ 2,449,000	CON		\$ 48,577,420		
15	Santa Clara	Saratoga Creek Trail Phase 1	70	\$ 3,735,200	\$ 3,735,200	CON		\$ 52,312,620		
SCORE CUTOFF										
16	San Jose/VTA	King Road Pedestrian Safety & Transit Access Improvements	69	\$ 607,000	\$ 31,165,810		\$ 21,146,810	\$ 52,312,620		
17	Campbell	Campbell PDA Enhancements Project	69	\$ 3,080,000						
18	San Jose	Julian & St. James "Livable Streets" Couplet conversion	68	\$ 6,753,000						
19	Sunnyvale	Fremont Ave Bikeway & Streetscape Improvements	64	\$ 1,244,000						
20	Santa Clara	Lawrence Station Area - Monroe Street & Agate Drive Bike/Pedestrian	62	\$ 942,000						
21	Mountain View	Shoreline Blvd Pathway Improvements	58	\$ 1,996,000						
22	Gilroy	Fourth Street Streetscape	57	\$ 950,000						
23	Gilroy	Gourmet Alley	57	\$ 1,168,000						
24	Los Altos	San Antonio Road & West Portola Ave Improvements	56	\$ 670,000						
25	Gilroy	Fifth Street & Martin Complete Street Gap Closure	54	\$ 1,853,000						
26	Cupertino	Stevens Creek Blvd Class IV Bikeway	47	\$ 807,000						
27	Palo Alto	California Avenue District Bike Station	44	\$ 1,505,000						
CMAQ Requested				\$ 73,887,620						
Available OBAG 2 Funds				\$ 48,946,500						
Palo Alto	Less Adobe Creek/Hwy 101 Bicycle Pedestrian Bridge (funded in OBAG 1)			\$ (4,350,000)						
Sub-total				\$ 44,596,500						
OBAG1 Undelivered funds				\$ 3,440,000						
Total Available Funds				\$ 48,036,500						

## ATTACHMENT E

### ONE BAY AREA GRANT CYCLE 2

### RECOMMENDED PROJECT DETAILS

#### **Sunnyvale –Peery Park Sense of Place Improvements**

This project will implement improvements to bicycle and pedestrian infrastructure along Mathilda Avenue and Maude Avenue as noted in the Peery Park Specific Plan. This corridor links the adjacent PDA with employment zones, retail, and parks. The project will close gaps in pedestrian and bicycle travel by extending the bike lanes from Maude Avenue to Central Expressway. An analysis of the last five years showed that there were a total of 10 vehicle collisions involving bicyclists or pedestrians on the facilities where improvements are planned. Improvements include sidewalk installation, bike lane installation, enhanced bike lanes, and enhanced pedestrian crosswalks.

#### **San Jose – McKee Road Vision Zero Priority Safety Corridor**

According to the city's Vision Zero plan, McKee Road ranks among the fourteen major street segments that have the highest frequency of fatal and severe injury for people walking, bicycling, motorcycle riding, and driving. From Route 101 to Toyon Avenue, McKee Road is predominately a six-lane principal arterial roadway that runs in the east-west directions. The roadway carries an average daily traffic of 30,000 vehicles per day.

Based on the reported traffic crashes in the past five years (2011 through 2015), there had been 517 crashes that resulted in 318 injuries (22 major injuries), and 3 fatalities. Of the 517 crashes, 33 involved a bicyclist, and 44 involved a pedestrian. Proposed safety measures include traffic signal modifications such as upgrading signals to current standards, increasing signal heads size, installing additional signal heads, replacing pedestal mounted signal heads to mast arm mounts, adding signal back plates and Accessible Pedestrian Signals (APS), and installing bicycle detections.

#### **Sunnyvale –East Sunnyvale Area Sense of Place-Transit/Bike/Pedestrian Upgrades**

The East Sunnyvale Area Sense of Place Plan addresses how the area can be improved to provide safety on Duane Avenue, Stewart Drive, and De Guigne Drive. Released in November 2015, the Plan lays out a specific framework for upgrades to the project area that would create a synergistic appeal. Those upgrades consist of new sidewalks, crosswalks, ADA ramps, landscaped pedestrian buffers, multi-use paths, green colored and buffered bike lanes, green bike route sharrows, two-stage bicycle left-turn boxes, bus stop improvements, on-street parking, intersection bulb-outs, reduced corner curb radii, and added street right-of-way to improve circulation.

#### **Sunnyvale – Fair Oaks Avenue Bikeways and Streetscape**

The project transforms a densely trafficked, chaotic, bicycle and pedestrian unfriendly thoroughfare into a complete street. By de-emphasizing automobile access and on-street parking and providing bicycle space and a pedestrian buffer, Fair Oaks Avenue will better serve the neighborhoods and allow and encourage people to walk and bike to the several neighborhood commercial centers that are located on the segment of Fair Oaks Avenue from Old San Francisco Road to Ahwanee Avenue.

Collision statistics for 2010 and 2011 reflect the safety issues. Fair Oaks Avenue experiences the second highest level of collisions in the City of Sunnyvale. One hundred twenty-one collisions

**ATTACHMENT E**  
**ONE BAY AREA GRANT CYCLE 2**  
**RECOMMENDED PROJECT DETAILS**

occurred on Fair Oaks Avenue in the project vicinity during this time. Four of these involved bicyclists. Twenty-nine percent (29%) of collisions were due to improper turning, and 45% were speed related.

Project is in the Bicycle Expenditure Program.

**Milpitas/VTA – Montague Expressway Pedestrian Overcrossing at Milpitas BART Station,**  
 The Montague Expressway Pedestrian Overcrossing (MPOC) is on Montague Expressway, approximately 1000' east of the Montague Expressway/Great Mall Parkway/East Capitol Avenue intersection. The MPOC spans the expressway north-south and connects the BART/VTA multimodal transit center to development on Piper Drive.

The overcrossing is a 250-foot long, elevated and fully enclosed public pathway for pedestrians, bicyclists, and persons in wheelchairs/other. Increased bicycle and pedestrian activity in the area is inevitable with the new BART station opening, and with increases in non-motorist activity come potential increases in safety concerns for non-motorized users. The MPOC intends to provide a safer alternative that elevates all non-motorized trips that must cross Montague Expressway. This grant award will fund the construction phase only.

Project is in the Bicycle Expenditure Program.

**San Jose – West San Carlos Urban Village Streetscape Improvements**

West San Carlos Street is a four-lane east-west principal arterial that carries an Average Daily Traffic (ADT) of approximately 21,000 vehicles per day. Based on reported traffic crashes in the past five years (January 1, 2011 - December 31, 2015) there have been 249 crashes that resulted in one fatality, 7 major injuries, 37 moderate injuries, and 98 minor injuries; of the 249 crashes, 45 involved bicyclists and/or pedestrians.

This project proposes to: modify right-turn slip-lanes and reduce corner radii to slow turning traffic and increase pedestrian and bicycle safety; add new crosswalks and ADA-compliant curb ramps; enhance crosswalks with high visibility markings/signs; install rectangular rapid flashing beacons; add or reconstruct medians for safer crossings; add streetscape elements; upgrade traffic signals to current standards to detect and accommodate pedestrians; and install bike racks.

**Sunnyvale –Bernardo Avenue Bicycle Undercrossing**

This project will fund the Bernardo Avenue Undercrossing environmental analysis and preparation of the Environmental Impact Report (EIR). Bernardo Avenue is a two-lane collector roadway that is located in the western portion of the City. However, there is a break in the roadway at Evelyn Avenue due to the Caltrain Railroad tracks.

The Bernardo Avenue bicycle undercrossing will provide the residents and workers a safer, alternative travel method. In addition, the bicycle facilities in the project area will be upgraded to provide a viable travel option and a direct route for bicyclists and pedestrians. The undercrossing will also serve the community with a safe and convenient way for bicyclists and pedestrians to cross the railroad tracks.

Project is in the Bicycle Expenditure Program.

## ATTACHMENT E

### ONE BAY AREA GRANT CYCLE 2

### RECOMMENDED PROJECT DETAILS

#### **Sunnyvale –Java Drive Road Diet and Bike Lanes**

This project will construct approximately 5,000 linear feet of Class II bike lanes (each side) via a road diet on Java Drive from Mathilda Avenue to Crossman Avenue. The project will also include bicycle detection at five signalized intersections for added bicycle travel convenience. The project includes color pavement treatments for vehicle conflict zones. Collision data from 2011 to 2016 shows that there were 11 collisions in this segment.

New bike lanes will provide an alternative to driving to work in one of the most concentrated workplace areas in the City. The bike lanes with the road diet will create a multi-modal travel approach to one of the major roadways in the area. It will serve three transportation modes as bicyclists will have a new bike lane to use, bus or light rail transit riders can begin or end their trips with their bikes on a bike lane, and pedestrians will benefit from slower vehicles on the roadway due to the reduction in travel lanes.

Project is in the Bicycle Expenditure Program.

#### **San Jose – Tully Drive Vision Zero Priority Safety Corridor**

Tully Road is a six-lane principal arterial roadway that runs in the east-west directions. This roadway carries an Average Daily Traffic (ADT) of 37,000 vehicles per day. Based on the reported traffic crashes in the past five years (2011 through 2015) along Tully Road between Monterey Road and Capitol Expressway, there had been 852 crashes that resulted in 469 injuries (28 major injuries), and six (6) fatalities. Of the 852 crashes, 57 involved a bicyclist, and 41 involved a pedestrian.

Project safety measures include: raised median islands; narrowed vehicle travel lanes; modified right-turn slip-lane and/or squared up intersections; installed new and raised crosswalks, ADA ramps, and buffered bike lanes. Modifications to right-turn slip-lanes and/or tightening corner radii at the intersection present an excellent opportunity for infrastructure upgrade to include ADA-compliant features providing safer and greater accessibility for pedestrians and the physically and visually impaired alike.

#### **Palo Alto – El Camino Real Pedestrian Safety and Streetscape**

The El Camino Real Pedestrian Safety and Streetscape Project will install complete streets improvements focused on pedestrian safety at controlled and uncontrolled crosswalks, enhanced bus operations at two existing major transit stops, and new urban design amenities between Stanford Avenue and Sheridan Avenue. The project includes: curb extensions; median refuges; two pedestrian hybrid beacons at a new and existing uncontrolled crosswalks; median shade trees; pedestrian scale lighting.

Between 2009 and 2013, five pedestrian-auto collisions were reported in the study area. Long crossing distances, typically 100 feet in length, across the six- to seven-lane El Camino Real create a safety issue for pedestrians. At signalized intersections, turning and curb radii are generous, which lengthen crossing distances and allow vehicles to make high-speed turns across the signalized crosswalks.

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### ONE BAY AREA GRANT CYCLE 2

### RECOMMENDED PROJECT DETAILS

#### **Santa Clara – Hetch-Hetchy Trail Phase 1**

Currently, the only option available to bicyclist traveling between Guadalupe River Trail and the San Tomas Aquino Creek Trail are the on-street bike lanes along 40 mph Tasman Drive or the on-street bike lanes on Agnew Road with an at-grade railroad crossing at Lafayette Street. Both options present safety issues for all but the very experienced bicyclist.

Hetch-Hetchy Trail Phase 1 will construct a 12-foot wide asphalt/concrete class I bicycle and pedestrian facility along 1/3 miles of the Hetch-Hetchy right-of-way from Stars and Stripes Drive to San Tomas Aquino Creek and continuing along .6 miles of the east bank of the San Tomas Aquino Creek from Hetch-Hetchy right-of-way to Agnew Road. Project elements include striping, signage and a ramp connecting the Hetch-Hetchy portion of trail to the top of the eastern levee of the San Tomas Aquino Creek.

Project is in the Bicycle Expenditure Program.

#### **Santa Clara – Santa Clara Safe Routes to School**

City staff contacted parents at seven Santa Clara public schools to determine which safety improvements are needed to enhance student participation in Safe Routes to School programs. These seven schools are Bowers, Briarwood, Haman, Montague, Scott Land, Sutter Elementary school, and Cabrillo Middle school. Those safety improvements are addressed with this infrastructure project. These improvements include, but are not limited to additional sidewalks and ADA ramps, improved crosswalks, additional bike lanes, traffic calming, and signal modifications.

#### **Sunnyvale –Lawrence Station Area Sidewalks and Bike Facilities**

The project will provide direct pedestrian and bicycle access to the Lawrence Caltrain station. Infrastructure improvements include enhanced pedestrian conditions and bike lanes where none exist on the south side of the station. Currently, a sidewalk on the non-station side of Willow Avenue requires that pedestrians execute an unmarked mid-block crossing on a blind corner with driver visibility blocked by a bridge support embankment. This project will close a sidewalk gap on the station side of the Willow Avenue, as well as close gaps on other areas of Willow Avenue and Aster Avenue that serve adjacent land uses. Bicycle lanes will create a connection between existing bike lanes on Evelyn Avenue to the train station. Based on collision statistics for 2009 to 2013, fourteen collisions occurred in the project vicinity.

#### **Santa Clara – San Tomas Aquino Creek Trail Underpass**

The occasional closure of the San Tomas Aquino Creek trail adjacent to Levi's Stadium creates a temporary one mile gap in the existing facility from 0.1 mile north of Tasman Drive to Agnew Road. During these closures, trail users must choose to take a 2 mile detour through an adjacent neighborhood or a 1.75 mile detour along Mission College Boulevard and congested Great America Parkway to go around the Stadium. This project will close the gap, eliminate the need for a detour, and allow the general public uninterrupted access to the creek trail.

Elements of the project include a ¼ mile class I bicycle and pedestrian underpass facility along the west bank San Tomas Aquino Creek, beginning at the existing Tasman Drive underpass and continuing under three pedestrian bridges adjacent to the creek trail and Levi's Stadium. Also,

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**RECOMMENDED PROJECT DETAILS**

the project includes a minimum 10-foot wide asphalt/concrete trail paved with decorative retaining walls to match adjacent trail facility.  
 Project is in the Bicycle Expenditure Program.

**Santa Clara – Saratoga Creek Trail Phase 1**

Saratoga Creek Trail Phase 1 will construct a portion of the planned Saratoga Creek Trail from Central Park to Homeridge Park. The multi-use asphalt/concrete trail will be 10 - 14 feet wide, 1/4 mile in length, with signage, striping and landscaping. Project elements include a pedestrian bridge over the Saratoga Creek west of Kiely Boulevard, and two undercrossing at Homestead Road and Kiely Boulevard.

This will be a Class I facility connecting the residents in the neighborhoods south of Homestead Road with the 52 acres Central Park. Currently, residents walking and biking to Homeridge Park and Central Park are exposed to conflicts with vehicles along Homestead Road and Kiely Boulevard.

Project is in the Bicycle Expenditure Program.

**Palo Alto – Adobe Creek/ Highway 101 Bicycle Pedestrian Bridge**

As an eight-lane freeway carrying 200,000 vehicles per day, with a partial cloverleaf interchange nearby and limited alternative routes for non-motorized users, Highway 101 at Adobe Creek/San Antonio Road is a major physical and psychological gap in the regional and local bikeway network. The proposed overcrossing and 0.12 mile Class I multi-use “reach” trail will provide connectivity from residential and commercial areas in Palo Alto to the Palo Alto Baylands Nature Preserve, East Bayshore and San Antonio businesses, and the regional San Francisco Bay Trail (Bay Trail) network of multi-use trails.

This new trail will open up alternative routes to/from the Baylands that avoid high-speed arterials such as West Bayshore Road in favor of a grade-separated trail access from local Class II and Class III Bicycle Boulevard) connections. It is an important commuter route for many who live in southern Santa Clara County and bicycle to work in Palo Alto and at Stanford University along the Bay Trail. Lastly, it provides local access and recreational options for the existing mix of employees, seniors, and daycare children who occupy nearby buildings. The overcrossing project will make this connection permanent, reliable, and accessible 365 days per year for all users.

Project is in the Bicycle Expenditure Program.