



# AGENDA

## *PDA / OBAG Working Group Meeting #5*

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**Date** Monday, May 13, 2013

**Time** 1:30 PM to 4:30 PM

**Place** Authority Boardroom  
2999 Oak Road, Suite 110  
Walnut Creek CA 94597

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**1. Welcome and Greeting .....1:30 pm**

**2. Public Comment .....1:35 pm**

**3. Meeting Purpose .....1:40 pm**

*The purpose of this meeting is to determine whether the criteria developed earlier for the “competitive” portion of OBAG funds result in project rankings that reflect the goals of the OBAG program as outlined in MTC Resolution 4035. Staff proposes to have an open discussion about whether those goals have been met.*

**4. Staff Presentation of Rankings .....1:50 pm**

*Staff will give a presentation on the OBAG goals, the criteria and process used in the scoring of project applications, the results of that scoring, and the schedule for developing the final list of project recommendations for submittal to MTC.*

**Attachment:** *Memo of OBAG Scoring*

**5. Discussion of the Application of the Criteria .....2:30 pm**

*The Working Group will be asked to comment on the project rankings and whether the criteria used identified projects most consistent with the OBAG program.*

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**6. Next Steps .....4:20 pm**

*Staff will review the next steps in the OBAG process.*

**7. Adjournment .....4:30 pm**

**ANY WRITINGS OR DOCUMENTS** pertaining to an open session item provided to a majority of the Committee less than 72 hours prior to the meeting shall be made available for public inspection at 2999 Oak Road, Suite 100, Walnut Creek, California, during normal business hours.

**PUBLIC COMMENT:** The public may comment on any matter on the agenda, or related matters not on the agenda, by completing a speaker card (available in meeting room), which should be provided to a CCTA staff member. Public comment may be limited to three minutes (or other such time period as determined by the Chair), in accordance with CCTA’s Administrative Code, Section 103.4(b).

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

**ADA COMPLIANCE** This Agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and the Ralph M. Brown Act (Cal. Govt. Code Sec. 54954.2). Persons requesting a disability-related modification or accommodation should contact Danice Rosenbohm (925-256-4722) during regular business hours, at least 24 hours prior to the time of the meeting.



## MEMORANDUM

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**Date** May 8, 2013

**To** PDA / OBAG Working Group

**From** Authority Planning Section

**RE** **Initial Recommendations for Allocating Funding through the One-BayArea Grant (OBAG) Program**

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As the Congestion Management Agency for Contra Costa, the Authority has the responsibility of recommending how federal funding available through MTC's OneBayArea Grant (OBAG) program is allocated. The Authority previously divided the \$45.2 million in OBAG funds into three parts: \$4.25 million for CMA planning, \$16.6 million for Local Streets and Roads Preservation (LSRP), allocated by formula to the 20 Contra Costa jurisdictions, and the remaining \$24.3 million for TLC, bike-ped and Safe Routes to School projects.

In response to the call for projects released in March, the Authority received 22 applications totaling \$57.8 million for the \$24.3 million in "competitive" funds available and 20 applications totaling \$16.6 million for LSRP funds. Using the criteria developed by the PDA/OBAG Working Group and TCC and approved by the Authority, staff has reviewed and scored the 22 applications.

While allowing these funds to be used for Local Streets and Roads Preservation (LSRP), the OBAG program focused more on projects that would support and encourage the development of priority development areas (PDAs). The OBAG program, in fact, requires that 70 percent of the OBAG funding be directed to projects that serve PDAs.

MTC Resolution 4035, which established the OBAG program, noted that the OBAG program is intended to:

*...encourage land-use and housing policies that support the production of housing with supportive transportation investments. This is accomplished through the following policies:*

- *Using transportation dollars to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing.*
- *Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs)....*

To ensure that these purposes are being met, Resolution 4035 identified several factors that CMAs should emphasize in the selection of projects for OBAG funding:

- Projects located in high impact project areas
- Projects located in Communities of Concern
- PDAs with affordable housing preservation and creation strategies
- PDAs in CARE areas or near freight corridors

## **SCORING CRITERIA**

To evaluate the projects submitted for consideration and carry out the purposes of the OBAG program, the Authority worked with the PDA/OBAG Working Group and the TCC to develop a set of scoring criteria. These criteria were consistent with the factors and requirements outlined in Resolution 4035.

The scoring criteria were divided into two categories: criteria that evaluated the context of the PDA served and project area (35 of 100 points) and criteria that evaluated the impacts of the proposed project (65 of 100 points). The scoring criteria and measures used to evaluate them are listed in Attachment A.

Authority staff, with consultant support, evaluated each of the projects against these criteria and associated measures. The resulting rankings and scores are shown in Attachment B. The detailed scoring for each project application is shown in Attachment C.

The rankings suggest that the competitive portion of OBAG could fund seven or eight of the 22 projects that applied for funding. Not surprisingly, projects that meet more criteria appear to receive higher scores. The Detroit Avenue and San Pablo complete streets projects, the two highest-rated projects, scored well on a large number of criteria. Both are partially located in special consideration areas — Communities of Concern and CARE areas — and both were developed with considerable community involvement. They also included a wider-range of components including Safe Routes to School support. The rankings also suggest that larger projects — that is, those requesting more OBAG funding — scored better, despite the inclusion of a cost-effectiveness criterion.

### **TESTING THE SCORES**

To test the robustness of the 100-point scoring system, staff examined how the rankings would change if some of the criteria were removed. We suspected that the “special consideration areas” and “cost-effectiveness” scores, because they made up 10 and 13 points, respectively, of the maximum score, would significantly change the rankings. While removing those criteria did change the order of project rankings — some projects moved up and others down — the projects that were in the top eight stayed in the top eight and those that weren’t in the top eight stayed out of the top eight. Eliminating the “special consideration areas” (which would be inconsistent with MTC direction) would change the order of the top eight projects but not the projects in the top eight. This is also true when the cost-effectiveness criterion is eliminated. (Not surprisingly, larger projects move up in the rankings.)

Doubling the points assigned to the cost-effectiveness criterion has a similar but opposite impact. Smaller projects move up in their rankings generally, while larger projects move down. One project — the Hercules Intermodal Transit Center which is requesting \$6 million — moves out of the top eight while the Down-

town Pittsburg Plaza project — which is asking for \$541,000 — moved up into the top eight.

#### **ADDITIONAL EVALUATION REQUIRED**

Evaluating the project applications against the scoring criteria is only one of the steps needed in developing the list of OBAG funding recommendations. Staff is now reviewing the project applications to:

1. Ensure that all proposed components are eligible for the federal funding requested and
2. Determine whether the projects meet the definition of proximate access set in the PDA Investment & Growth Strategy.

Staff is also concerned that many of the applicants requested federal funding for PS&E, environmental and right-of-way. Using federal funds for phases other than construction adds complexity and administrative burdens to project completion. Staff will work with sponsors to see if federal funding for selected projects can be limited to the construction phase.

## APPLICATIONS FOR LOCAL STREETS AND ROADS PRESERVATION FUNDING

<i>Project</i>	<i>Sponsor</i>	<i>OBAG Request</i>	<i>Local Match</i>	<i>Total Cost</i>
9th Street Roadway Improvements	Antioch	\$700	\$950	\$1,650
Balfour Road - Overlay	Brentwood	\$289	\$150	\$439
Collector Street Rehabilitation - CIP No. 10425	Clayton	\$385	\$50	\$435
City of Concord Pavement Rehabilitation	Concord	\$757	\$347	\$1,104
Countywide Overlay Project	Contra Costa County	\$1,936	\$1,487	\$3,423
Sycamore Valley Road & El Cerro Boulevard Pavement Rehabilitation	Danville	\$932	\$121	\$1,053
2013 Pavement Rehabilitation Program	El Cerrito	\$630	\$310	\$940
Pavement Rehabilitation of Refugio Valley Road	Hercules	\$701	\$92	\$793
Mt. Diablo Boulevard West End Pavement Management Project	Lafayette	\$579	\$80	\$659
Downtown PDA Pavement Restoration Project	Martinez	\$1,021	\$258	\$1,279
2015 Moraga Road (St Mary's Road to Draeger Drive) Resurfacing Project	Moraga	\$708	\$92	\$800
Cypress and Big Break	Oakley	\$1,029	\$134	\$1,163
Ivy Drive Pavement Rehabilitation	Orinda	\$508	\$85	\$593
San Pablo Avenue Roadway Rehabilitation Pinole Shores Drive to Sunnyview	Pinole	\$453	\$352	\$805
Railroad Avenue Improvements	Pittsburg	\$298	\$39	\$337
Contra Costa Blvd Improvement Project (Taylor Blvd to Chilpancingo Pkwy)	Pleasant Hill	\$798	\$463	\$1,261
Richmond Local Streets and Roads Preservation	Richmond	\$3,438	\$446	\$3,884
2013 Pavement Preservation Project	San Pablo	\$454	\$628	\$1,082
San Ramon Valley Boulevard Pavement Rehabilitation	San Ramon	\$289	\$1,627	\$1,916
North Main Street Preservation Project	Walnut Creek	\$651	\$200	\$851
	<b>TOTAL</b>	<b>\$16,556</b>	<b>\$7,911</b>	<b>\$24,467</b>

## APPLICATIONS FOR "COMPETITIVE" OBAG FUNDING

<i>Project</i>	<i>Sponsor</i>	<i>OBAG Request</i>	<i>Local Match</i>	<i>Total Cost</i>
Richmond BART Station Intermodal Improvement Project	BART	\$2,900	\$1,431	\$4,331
Walnut Creek BART Transit Village Multi-Modal Access Project	BART	\$4,390	\$570	\$4,960
Detroit Avenue Complete Streets Project	Concord	\$2,154	\$279	\$2,433
Last-Mile Bike and Pedestrian Access to BART	Concord	\$1,195	\$155	\$1,350
City of Concord's SR2S Implementation Program	Concord	\$643	\$84	\$727
North Richmond Pedestrian Improvement Project	Contra Costa County	\$1,770	\$533	\$2,303
Port Chicago Highway/Willow Pass Road Bike and Ped Improvement Project	Contra Costa County	\$912	\$204	\$1,116
SF Bay Trail - Pinole Shores to Bay Front Park	EBRPD	\$3,500	\$1,500	\$5,000
Ohlone Greenway Station Access, Safety and Placemaking Improvements	El Cerrito	\$3,468	\$450	\$3,918
Hercules Intermodal Transit Center / Hercules Bayfront Village	Hercules	\$6,000	\$35,155	\$41,155
Downtown East End Ped., Bike & Streetscape Improvements, Ph. 2	Lafayette	\$1,974	\$280	\$2,254
Moraga Center PDA Pedestrian and Bicycle Improvements	Moraga	\$563	\$73	\$636
Rheem Boulevard/St. Mary's Road Roundabout	Moraga	\$476	\$62	\$538
Crossroads Area Streetscape Improvements	Orinda	\$462	\$62	\$524
Downtown Pittsburg Plaza and Streetscape Improvements	Pittsburg	\$541	\$71	\$612
Pittsburg Multimodal Transit Station Access Improvements	Pittsburg	\$1,300	\$214	\$1,514
Contra Costa Boulevard Improvement Project (Beth Drive to Harriet Drive)	Pleasant Hill	\$1,606	\$1,224	\$2,830
Golf Club Road/Old Quarry Road Enhancement Project	Pleasant Hill	\$4,770	\$618	\$5,388
Richmond 'ROUTE' (Regional Opportunities to Unite Transit and Employment)	Richmond	\$5,236	\$8,101	\$13,337
Riverside Avenue Pedestrian Overcrossing Replacement	San Pablo	\$2,000	\$4,100	\$6,100
San Pablo Avenue Complete Streets Project	San Pablo	\$5,978	\$1,168	\$7,146
Iron Horse Trail Bicycle and Pedestrian Overcrossing at Bollinger Canyon Road	San Ramon	\$6,000	\$777	\$6,777
	<b>TOTAL</b>	<b>\$57,838</b>	<b>\$57,111</b>	<b>\$114,949</b>



## Scoring Criteria and Measures

Cycle 2 OneBayArea Grant (OBAG) Program

<i>Criteria</i>	<i>Scoring Measures</i>	<i>Interpretation / Issues</i>	<i>Max</i>
<b>1. SPECIAL CONSIDERATION AREAS</b>			
Communities of Concern	In PDA (all or partially) AND in COC = 7 Not = 0	“All or partially” applies to COC as well	7
CARE Communities	In PDA (all or partially) AND in CARE = 3 Not = 0	“All or partially” applies to CARE as well	3
<b>2. READINESS</b>			
Consistent land use policies	Ratio of capacity of PDA for new development to 2040 forecast: <50% = 0 51%–80% = 2 81%–100% = 3 >100% = 4	Based on responses in application and research	4
TLC guidelines	Consistent = 2 Partially consistent = 1 Not consistent = 0	Based on responses in application	2
Market potential of PDA	Significant developer interest = 1 No significant interest = 0	Based on responses in application and research	1
Financing in place	Adopted financing plan = 2 Plan being developed = 1 No formal plan = 0	Refers to plans for financing improvements needed within the PDA	2
<b>3. SUPPORTIVE POLICIES</b>			
Parking management	Adopted parking management = 2 No direct parking management = 0	Evidence could include reductions in off-street parking requirements and variable pricing of parking during the day	2

<i>Criteria</i>	<i>Scoring Measures</i>	<i>Interpretation / Issues</i>	<i>Max</i>
Travel Demand Management	Adopted TDM = 2 No TDM = 0	Beyond TDM efforts available throughout the county or subregion	2
Affordable housing strategies	No net loss = 1 Affordable housing policies = 1 Both policies and no net loss = 2	Based on responses in application and research	2
Housing density	Planned density entirely consistent with PDA place type = 2 Planned density partially consistent with PDA place type = 1	Planned density is partially consistent when the density range significantly overlaps with the density range of the PDA place type, for example, a range of 35–100 housing units per acre when the place type range is 50–100 units per acre	2
Job density	Planned density entirely consistent with PDA place type = 2 Planned density partially consistent with PDA place type = 1	Similar to housing density	2
<b>4. PROXIMITY</b>			
Transit station	Within 1/2 mile of transit station = 2 Within 1 mile of transit station or 1/2 mile of bus transit center = 1 Else = 0	Measured by straight-line distance	2
Affordable/senior housing	Within 1/2 mile = 2 Within 1 mile = 1	Includes “pipeline” developments	2
Employment/educational centers	Within 1/2 mile = 2 Within 1 mile = 1	“Employment centers” refer to larger concentrations of primary employment; “educational centers” are limited to high schools and colleges	2
<b>TOTAL CONTEXT SCORE</b>			<b>35</b>

<i>Criteria</i>	<i>Scoring Measures</i>	<i>Interpretation / Issues</i>	<i>Max</i>
<b>1. GENERAL PROJECT CRITERIA</b>			
Community involvement	Council support only = 2 Council support plus letters of support = 3 Council support plus extensive community outreach = 4	“Community outreach” includes community involvement in project identification, initiation or design	4
Meet deadlines and requirements	Within last 4 years: No loss of funds = 4 1 loss of funds = 2 More than 1 loss of funds = 0	Failure means project sponsor lost or gave up funding because it could not deliver the project	4
Removes constraints	Removes significant constraint = 4 Removes moderate constraint = 2	“Significant” refers to a constraint that prevents access to or development of the relevant PDA; “moderate” refers to improvement that provides a demonstrable improvement in access to PDA or support for development	4
Project readiness	Project has NEPA clearance and 35% = 4 Project has 35% design = 2 Project has preliminary engineering or conceptual design = 1		4
<b>2. CONNECTIVITY</b>			
Street network connectivity	Reduces vehicular delay or improves vehicular safety = 4		4
Transit network connectivity	Adds new transit service or multimodal station or connections = 4 Improves connections or service = 2		4
Bike-ped network connectivity	Fills gaps or improves bike/ped network = 4		4

<i>Criteria</i>	<i>Scoring Measures</i>	<i>Interpretation / Issues</i>	<i>Max</i>
Regional significance	Completes link in regional network = 4 Connects directly to regional network = 2	Proxy for number of users Regional network can include Countywide Bikeway Network	4
<b>3. SAFETY</b>			
Public safety	Addresses demonstrated safety issue with a proven or demonstrated countermeasure = 4  Improves a situation with some safety issues = 2  Generally improves safety by reducing exposure/risk of conflicts between motor-vehicles and bike/pedestrians = 1		4
Safe routes to school	Project adjoins school and benefits students = 4  Project is within ½ mile = 2		4
<b>4. REGIONAL BENEFITS</b>			
Air quality	Bike/ped improvement OR improves transit access OR supports housing adjacent to transit = 2  Provides two or above 3 = 4		4
Vehicle miles traveled	Same as above		4
Congestion management	Same as above		4
<b>5. COST-EFFECTIVENESS</b>			
Calculated cost-effectiveness	[(coefficient of slope of line connecting lowest and highest cost per point scores) * [OBAG funds requested ÷ (sum of points for Project Criteria 1–4)] + 13	Assumed 13 points for project with lowest cost per point and 0 for project with \$300,000 per point (highest cost per point was	13

<i>Criteria</i>	<i>Scoring Measures</i>	<i>Interpretation / Issues</i>	<i>Max</i>
<b>TOTAL PROJECT SCORE</b>			<b>65</b>
<b>GRAND TOTAL</b>			<b>100</b>

## OneBayArea Grant (OBAG) Program

### Initial Project Rankings

Monday, May 06, 2013

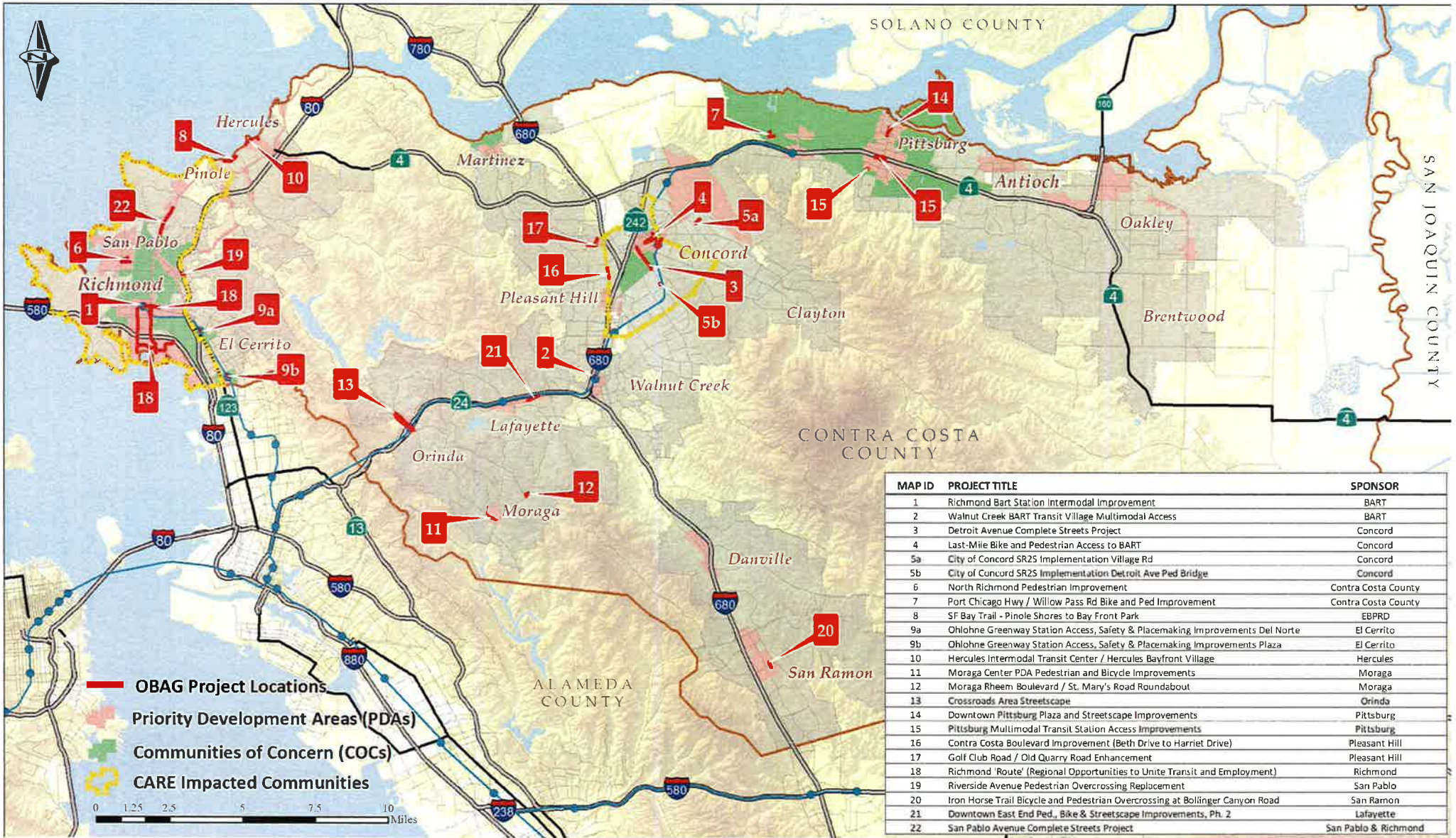
<i>Projects</i>	<i>Sponsor</i>	<i>Rank</i>	<i>Score</i>	<i>OBAG Request \$1,000s</i>	<i>Cumulative \$1,000s</i>
Detroit Avenue Complete Streets Project	Concord	1	79	\$2,154	\$2,154
San Pablo Avenue Complete Streets Project	San Pablo	2	77	\$5,978	\$8,132
Richmond BART Station Intermodal Improvement Project	BART	3	70	\$2,900	\$11,032
Last-Mile Bike and Pedestrian Access to BART	Concord	3	70	\$1,195	\$12,227
Pittsburg Multimodal Transit Station Access Improvements	Pittsburg	5	68	\$1,300	\$13,527
Golf Club Road/Old Quarry Road Enhancement Project	Pleasant Hill	6	67	\$4,770	\$18,297
Contra Costa Boulevard Improvement Project (Beth Drive to Harriet Drive)	Pleasant Hill	6	67	\$1,606	\$19,903
Hercules Intermodal Transit Center / Hercules Bayfront Village	Hercules	8	65	\$6,000	\$25,903
Walnut Creek BART Transit Village Multi-Modal Access Project	BART	9	63	\$4,390	\$30,293
Ohlone Greenway Station Access, Safety and Placemaking Improvements	El Cerrito	10	61	\$3,468	\$33,761
Downtown Pittsburg Plaza and Streetscape Improvements	Pittsburg	11	60	\$541	\$34,302
North Richmond Pedestrian Improvement Project	Contra Costa County	12	57	\$1,770	\$36,072
Iron Horse Trail Bicycle and Pedestrian Overcrossing at Bollinger Canyon Road	San Ramon	13	56	\$6,000	\$42,072
Riverside Avenue Pedestrian Overcrossing Replacement	San Pablo	14	55	\$2,000	\$44,072
Downtown East End Ped., Bike & Streetscape Improvements, Ph. 2	Lafayette	15	54	\$1,974	\$46,046
Port Chicago Highway/Willow Pass Road Bike and Ped Improvement Project	Contra Costa County	15	54	\$912	\$46,958
SF Bay Trail - Pinole Shores to Bay Front Park	EBRPD	17	53	\$3,500	\$50,458
City of Concord's SR2S Implementation Program	Concord	18	52	\$643	\$51,101
Rheem Boulevard/St. Mary's Road Roundabout	Moraga	18	52	\$476	\$51,577
Moraga Center PDA Pedestrian and Bicycle Improvements	Moraga	20	48	\$563	\$52,140
Crossroads Area Streetscape Improvements	Orinda	21	47	\$462	\$52,602
Richmond 'ROUTE' (Regional Opportunities to Unite Transit and Employment)	Richmond	22	46	\$5,236	\$57,838
<b>TOTAL</b>				<b>\$57,838</b>	

Contra Costa Transportation Authority  
Detailed Scoring of Applications for "Competitive" OBAG Funding



Number	Maximum	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	
Sponsor		BART	BART	Concord	Concord	Concord	Contra Costa	Contra Costa	EBRPD	El Cerrito	Hercules	Moraga	Moraga	Orinda	Pittsburg	Pittsburg	Hill	Pleasant Hill	Richmond	San Pablo	San Ramon	Lafayette	San Pablo	
<b>Criteria</b>																								
<b>1. SPECIAL CONSIDERATION AREAS</b>																								
Communities of Concern	7	7	0	7	7	0	7	0	0	7	0	0	0	0	7	7	0	0	7	0	0	0	0	7
CARE Communities	3	3	0	3	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
<b>2. READINESS</b>																								
Consistent land use policies	4	4	2	4	4	4	4	4	3	4	4	4	4	0	4	2	4	3	4	4	4	3	4	4
TLC guidelines	2	2	1	2	2	2	2	2	2	2	2	1	1	2	2	2	1	1	2	1	2	2	2	2
Market potential of PDA	1	0	1	0	1	1	0	1	0	1	1	1	1	1	0	0	0	0	0	1	1	1	1	1
Financing in place	2	2	2	0	0	0	0	2	2	1	2	1	1	0	0	0	2	2	2	1	1	1	1	2
<b>3. SUPPORTIVE POLICIES</b>																								
Parking management	2	0	2	2	2	0	2	2	2	0	0	0	0	0	2	2	2	2	0	2	2	2	2	2
Travel Demand Management	2	2	1	2	2	2	0	2	2	2	0	0	2	0	0	0	2	2	2	2	2	2	2	2
Affordable housing strategies	2	2	2	1	2	1	2	1	0	2	1	2	2	1	2	2	2	2	2	2	2	1	2	2
Housing density	2	2	2	1	1	0	2	2	2	2	2	2	0	2	2	2	2	2	2	1	2	2	1	2
Job density	2	2	0	2	2	0	2	2	2	2	2	2	0	2	2	2	2	2	2	0	2	0	2	2
<b>4. PROXIMITY</b>																								
Transit station	2	2	2	1	2	0	0	0	0	2	2	0	0	2	1	2	0	1	0	0	1	1	1	1
Affordable/senior housing	2	2	2	2	2	1	1	2	2	2	2	1	1	2	2	2	0	2	1	0	2	2	2	2
Employment/educational centers	2	2	2	2	2	0	0	0	0	0	2	1	2	2	2	2	2	2	2	1	2	0	2	2
<b>TOTAL CONTEXT SCORE</b>	<b>35</b>	<b>32</b>	<b>19</b>	<b>28</b>	<b>32</b>	<b>16</b>	<b>21</b>	<b>18</b>	<b>17</b>	<b>29</b>	<b>22</b>	<b>15</b>	<b>16</b>	<b>12</b>	<b>26</b>	<b>25</b>	<b>19</b>	<b>21</b>	<b>29</b>	<b>15</b>	<b>23</b>	<b>17</b>	<b>33</b>	
<b>1. GENERAL PROJECT CRITERIA</b>																								
Community Involvement	4	2	4	4	2	3	0	4	2	4	4	2	4	3	4	4	3	2	4	4	4	3	4	4
Meet deadlines and requirements	4	4	4	4	4	4	4	4	4	4	2	2	4	4	4	4	4	4	0	4	4	4	4	4
Removes constraints	4	0	2	2	2	0	0	0	2	0	4	2	0	0	0	2	2	0	0	4	2	0	2	2
Project readiness	4	2	2	2	2	1	1	1	4	1	2	0	1	2	2	1	2	2	0	2	1	1	2	2
<b>2. CONNECTIVITY</b>																								
Street network connectivity	4	0	2	4	4	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	4	4
Transit network connectivity	4	2	2	2	0	0	0	0	0	4	0	0	0	0	0	2	2	2	0	0	0	2	0	0
Bike-ped network connectivity	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Regional significance	4	2	2	0	2	0	0	2	4	2	4	2	0	2	0	2	4	0	2	0	4	0	4	4
<b>3. SAFETY</b>																								
Public safety	4	1	2	2	1	2	1	2	2	4	1	1	1	1	1	1	4	4	1	2	2	1	4	4
Safe routes to school	4	0	0	4	0	4	4	2	0	0	0	4	0	0	2	0	2	4	0	4	2	0	4	4
<b>3. REGIONAL BENEFITS</b>																								
Air quality	4	4	4	4	2	2	4	2	2	2	4	2	2	2	2	4	2	4	2	2	2	4	2	2
Vehicle miles traveled	4	4	4	4	2	2	4	2	2	2	4	2	2	2	2	4	2	4	2	2	2	4	2	2
Congestion management	4	4	4	4	2	2	4	2	2	2	4	2	2	2	2	4	2	4	2	2	2	4	2	2
<b>6. COST-EFFECTIVENESS</b>																								
Calculated cost-effectiveness	13	9	8	11	11	12	10	11	8	7	6	12	12	12	12	11	11	8	0	10	4	10	6	6
<b>TOTAL PROJECT SCORE</b>	<b>65</b>	<b>38</b>	<b>44</b>	<b>51</b>	<b>38</b>	<b>36</b>	<b>36</b>	<b>36</b>	<b>36</b>	<b>32</b>	<b>43</b>	<b>33</b>	<b>36</b>	<b>35</b>	<b>34</b>	<b>43</b>	<b>48</b>	<b>46</b>	<b>17</b>	<b>40</b>	<b>33</b>	<b>37</b>	<b>44</b>	
<b>GRAND TOTAL</b>	<b>100</b>	<b>70</b>	<b>63</b>	<b>79</b>	<b>70</b>	<b>52</b>	<b>57</b>	<b>54</b>	<b>53</b>	<b>61</b>	<b>65</b>	<b>48</b>	<b>52</b>	<b>47</b>	<b>60</b>	<b>68</b>	<b>67</b>	<b>67</b>	<b>46</b>	<b>55</b>	<b>56</b>	<b>54</b>	<b>77</b>	





MAP ID	PROJECT TITLE	SPONSOR
1	Richmond BART Station Intermodal Improvement	BART
2	Walnut Creek BART Transit Village Multimodal Access	BART
3	Detroit Avenue Complete Streets Project	Concord
4	Last-Mile Bike and Pedestrian Access to BART	Concord
5a	City of Concord SR25 Implementation Village Rd	Concord
5b	City of Concord SR25 Implementation Detroit Ave Ped Bridge	Concord
6	North Richmond Pedestrian Improvement	Contra Costa County
7	Port Chicago Hwy / Willow Pass Rd Bike and Ped Improvement	Contra Costa County
8	SF Bay Trail - Pinole Shores to Bay Front Park	EBPRD
9a	Ohlone Greenway Station Access, Safety & Placemaking Improvements Del Norte	El Cerrito
9b	Ohlone Greenway Station Access, Safety & Placemaking Improvements Plaza	El Cerrito
10	Hercules Intermodal Transit Center / Hercules Bayfront Village	Hercules
11	Moraga Center PDA Pedestrian and Bicycle Improvements	Moraga
12	Moraga Rheem Boulevard / St. Mary's Road Roundabout	Moraga
13	Crossroads Area Streetscape	Orinda
14	Downtown Pittsburg Plaza and Streetscape Improvements	Pittsburg
15	Pittsburg Multimodal Transit Station Access Improvements	Pittsburg
16	Contra Costa Boulevard Improvement (Beth Drive to Harriet Drive)	Pleasant Hill
17	Golf Club Road / Old Quarry Road Enhancement	Pleasant Hill
18	Richmond 'Route' (Regional Opportunities to Unite Transit and Employment)	Richmond
19	Riverside Avenue Pedestrian Overcrossing Replacement	San Pablo
20	Iron Horse Trail Bicycle and Pedestrian Overcrossing at Bollinger Canyon Road	San Ramon
21	Downtown East End Ped., Bike & Streetscape Improvements, Ph. 2	Lafayette
22	San Pablo Avenue Complete Streets Project	San Pablo & Richmond

— OBAG Project Locations  
 Priority Development Areas (PDAs)  
 Communities of Concern (COCs)  
 CARE Impacted Communities

