2016 Countywide Transportation Plan
Project, Plan and Program Information Form

This funding application is a Google workbook, which the Alameda County Transportation Commission (Alameda CTC) has shared with you. If you haven't used this program before, you should find that it functions very similarly to MS Excel. You have permission to View this file only. Please take the following steps so you can fill in the application blanks and share it with colleagues:

1. Sign In or Sign Up.
Sign In with any address that has been registered with Google (not necessarily a gmail address). If you have no such address, then click on the Sign Up link. You can Sign Up with any email address.

2. Make a copy of the file.
Once you are Signed In to Google, you will have permission to make a copy of the file by clicking on File, then Make a Copy and entering a unique filename according to the following convention:

Alameda CTP_JURISDICTION NAME_1-2 WORD PROJECT NAME

3. Complete the application.
You are now owner of the new file. This gives you permission to edit all yellow shaded cells.

4. Share the file with your colleagues.
If you would like to share the file with others, you may click on the blue Share button in the upper right corner of the screen and enter their email addresses. Indicate if you would like to grant editing, commenting or just viewing privileges. Invitees will receive an email that contains a link to the file, which can be opened on any computer. Any reviewer (regardless of privileges) can comment using the Comments button, which is to the left of the Share button.

The file has seven numbered sections, one per worksheet tab, which run along the bottom of the file (see list below). Click on these tabs to navigate through the sections of the application. Each worksheet has been protected so that only the yellow-shaded input cells can be selected and edited. Cells shaded pink auto-fill from information entered elsewhere in the application. Many cells contain drop-down menus. To activate a menu, select the cell and click on the arrow displayed. Please note that Google saves edits continuously; there is no need to manually save the file.

Please note the following:

+ Sponsors of large expansion projects may be asked to provide additional information to enable MTC to model the project.

+ Alameda CTC does not require governing body resolutions to approve funding requests; however, within two months of funding approval, Project Sponsors must submit a resolution authorizing acceptance of the recommended funding award.

+ Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

After your agency has completed the application, please share it with CTP@alamedactc.org by clicking on the Share button, and granting Viewing privileges. The file must be received by Alameda CTC by Friday, July 31, 2015 at 5:00 pm. No late applications will be accepted.

Email CTPTechSupport@alamedactc.org for application technical support.
Email CTPAppContent @alamedactc.org for questions about the content of the application.

Section 1: General Information

Section 2: Need and Benefits

Section 3: Readiness and Maintenance

Section 4: Milestone Schedule

Section 5: Cost and Funding (use the Cost Estimation Guide)

Section 6: Plans and Studies

Section 7: Additional Information and Attachments

SECTION 1 | GENERAL INFORMATION

REMINDER: Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

A. Project/Plan/Program Information

1. Existing RTP ID number, if applicable

240393

2. Title

City-Wide Parking Management Program

Please provide a brief title of the project/plan/program, indicating what it is and NOT what it does (i.e., Main Street Bus Rapid Transit (NOT Implement Bus Rapid Transit on Main Street). Your response is limited to 60 characters, including spaces.

3. Sponsor agency

City of Oakland

3a. If other, specify

4. Implementing agency

City of Oakland

4a. If other, specify

5. Operating agency

City of Oakland

5a. If other, specify

6. Brief description

Implementation of a comprehensive, coordinated management of Oakland's on- and off-street parking policies, pricing, and programs. A central component is the expansion of Oakland's first demand-responsive, flexible pricing pilot program in the Montclair District to Downtown Oakland, PDAs and other commercial areas. Other elements, including park-and-ride facilities, wayfinding and flexible parking requirements in land use development will also be further developed.

Your response exceeds 300 characters

Include location and scope of work. Describe what the project/plan/program does (i.e., This project will implement BRT from City A to City B. The project will operate along Main Street from Point A to Point B). Your response is limited to 300 characters, including spaces.

7a. General location

City-Wide

7b. Limits (to/from), if applicable

7c. Length (miles), if applicable

8. Planning Area

North

	North planning area	Central planning area	South planning area	East planning area
9a. If in a PDA, which one?	Oakland—Coliseum BART Station Area			

9b. If in more than one PDA, please select from columns above and indicate below any additional PDAs.

Oakland Broadway/Valdez District, Oakland Downtown, West Oakland, Oakland Central Estuary, Oakland TOD Corridors, Oakland Fruitvale and Dimond Area

10. Does the jurisdiction in which the project/plan/program is located have an adopted Complete Streets policy?

Yes

11. Certification date of the Housing Element for the jurisdiction in which the project/plan/program is located

Month	*Year*
Mar	2015

12a. Mode/Category

12b. If multiple or other categories, list them

Parking

	Projects (capital / infrastructure)	*Plans*	*Programs / Operations (non-capital projects)*

SECTION 1 | GENERAL INFORMATION

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13a. Project/plan/program Type			Transportation demand ma

13b. If other or multiple types, list them

B. Contact information for sponsor agency

1. Name	Matt Nichols
2. Title	Policy Director for Transportation and Infrastructure
3a. Sponsor Agency	City of Oakland
3b. If other agency, specify	
4. Phone	(510) 238-7608
5. Email	MDNichols@oaklandnet.com

SECTION 2 | NEED AND BENEFITS

REMINDER: Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

A. Need for and Benefits of Project / Plan / Program

1. Describe the need for the project/plan/program. Your response is limited to 750 characters, including spaces.

Downtown Oakland and many other commercial areas are plagued by ineffective parking management which results in poor parking conditions, traffic congestion, safety issues, excessive VMT and pollution resulting from double-parking and circling for a space. Sub-optimal use of parking resources has a negative impact on businesses, contributes to air pollution and unnecessarily takes up road space. There is a need to develop and implement a cohesive set of parking management strategies that will achieve a balanced parking supply which supports development and economic activities in the city while avoiding excessive driving and increasing trafic safety.

2. Describe the benefits the project/plan/program will provide and how it addresses the stated need. Your response is limited to 750 characters, including spaces.

Effective parking management strategies can substantially reduce motor vehicle traffic and achieve TDM objectives. They help to reduce traffic congestion, road and parking facility costs, road risk, pollution emissions and urban sprawl, and increase transportation diversity. In addition, parking management that reduces parking requirements can provide cost savings, improve development density and increase consumer affordability. All of these reduce the impact on the environment and contribute to the region's emissions reduction and climate change mitigation goals.

B. Connectivity, Access, Land Use, and Community Livability

1a. Will the project/plan/program enhance multimodal and/or intermodal connectivity?	Yes
1b. Will this project/plan/program complement existing transportation services?	Yes

1c. Explain any "yes" answers to questions 1a-b, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.

Effective parking management expands transportation choices by enabling other modes such as making spaces for bicycle parking and ride/bike sharing services. Well managed curb space can make way for other uses that make a community more livable such as space for parklets, bike-sharing, loading zones, and bus stops. Oakland hosts 8 BART stations; effective parking management around these facilities are vitally important to maintaining ridership and supporting Transit Oriented Development.

2a. Are there activity centers within 1 mile of the project/plan/program (e.g. central business districts and major employment centers)?	Yes
2b. Will the project/plan/program connect two or more jurisdictions?	Yes

2c. Explain any "yes" answers to questions 2a or 2b, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.

This is a citywide program and therefore covers all Priority Development Areas including downtown/central business districts.

3a. Are any disadvantaged or otherwise vulnerable populations served or otherwise benefitted by the project/plan/program (e.g. transit dependent populations, communities of concern, minority, low-income, elderly, disabled populations)?	Yes
3b. Will the project/plan/program have any negative impacts on disadvantaged or otherwise vulnerable populations?	No
3c. Will this project/plan/program directly benefit these populations?	Yes

3d. Explain any "yes" answers to questions 3a-c, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.

SECTION 2 | NEED AND BENEFITS

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Effective parking management can lower the price of parking in underutilized areas and can reduce citations/parking tickets by extending timing limits. These changes reduce the costs associated with parking for low-income and disadvantaged communities. Reduced minimum parking requirement also improves housing affordability by lowering the cost of developments. Demand responsive parking programs can also be tailored to better respond to the needs of different neighborhoods (currently Oakland has the same flat-rate parking pricing across the city).

4a. Will this project/plan/program improve bicycle access?	Yes
4b. Will this project/plan/program improve pedestrian access?	Yes
4c. Will this project/plan/program improve transit access?	Yes
4d. Will this project/plan/program improve safe routes to schools?	Yes

4e. Explain any "yes" answers to questions 4a-d, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.

Better curb management and increased use of off-street parking facilities make more public ROW available for other uses, such as bike lanes, bicycle parking, loading zones and bus stops. Effective parking management also reduces cruising which lowers collision risks for both pedestrian and cyclists. In addition, revenue generation from parking can support bike/ped infrastructure improvements.

5a. Is there demonstrated demand for the project/program/plan (e.g. community support, documented priority, ridership trends)?	Yes

5b. If "yes," explain, including the degree to which the project/plan/program addresses this demand and list/attach supporting documentation as needed in Tab 7.

Parking management is a priority articulated in all 6 of Oakland's Area Specific Plans as well as in Oakland's Community Based Transportation Plans. The plans highlight parking management as a priority factor in supporting businesses and stimulating economic growth.

C. State of Good Repair

1. Will the project/plan/program correct a deteriorating condition?	No
2. Will the project/plan/program address past deferred maintenance?	No
3. Will the project/plan/program replace capital assets that have exceeded their useful life?	No

4. Explain any "yes" answers to questions 1-3, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.

D. Technology and Innovation

1. Will the project/plan/program incorporate innovative or non-traditional design treatments or service elements?	No
2. Will the project/plan/program promote innovative vehicle technology or ITS coordination?	Yes

3. Explain any "yes" answers to questions 1 or 2, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.

Parking management strategies will include use of technology particularly with respect to data collection and management. Increasing the availability of real-time parking information also requires additional technology.

E. Environmental Benefits

1. Will the project/plan/program promote modal shifts that encourage less dependence on motorized transportation and thus a reduction in greenhouse gas emissions?	Yes
2. Will the project/plan/program reduce Vehicle Miles Traveled (VMT), including freight or heavy vehicles?	Yes

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3. Explain any "yes" answers to questions 1 or 2, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.

Parking management strategies such as long time limits, centralized parking facilities and "park once" policies help reduce VMT. Compact development with a mix of uses can also reduce driving and the need for parking; design can be used to minimize the impacts of parking on impervious surfaces. Some curb-side parking spaces can be converted to permeable pavment, which rimproves groundwater recharge, stormwater management, and can improve green space, wildlife habitat, and heat island effects.

F. Capacity and Congestion

1. Will the project/plan/program reduce motor vehicle congestion and/or delay?	Yes
2. Will the project/plan/program reduce public transit travel time and/or delay?	Yes
3. Will the project/plan/program reduce crowding on public transit?	No
4. Will the project/plan/program increase the capacity of the transportation system?	No
5. Will the project/plan/program increase efficiency of the transportation system?	Yes

6. Explain any "yes" answers to questions 1-5, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.

Effective parking management reduces congestion/delay by reducing cruising as well as overall VMT. Better management of curbside parking can enable more efficient bus operation. Successful parking management strategies will help balance motor vehicle demand and throughput in the city and contribute to a more efficient transportation system.

G. Safety Improvements

1. Will the project/plan/program increase public safety by reducing collision risk for one or more modes?	Yes
2. Will the project/plan/program incorporate countermeasures to address conflicts and/or collisions?	No

3. Explain any "yes" answers to questions 1 or 2, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.

Parking management strategy that reduces circling also reduces risks of collision. Drivers searching for parking are often distracted drivers and make numerous right turns as they circle blocks, which creates high risk conditions.

H. Economic Growth

1. Will the project/plan/program promote economic growth, connectivity to jobs, or short- and/or long-term job creation?	Yes

2. If "yes," explain, including the degree to which the project/plan/program provides these benefits and list/attach supporting documentation as needed in Tab 7.

Lower minimum parking requirement or the adoption of maximum parking requirements could support higher density development that translates to economic benefits. These strategies can also help to improve housing affordability by lowering the cost of development.   Effective management of curb parking also includes better designation of and compliance with loading zones that enable freight and heavy vehicles to operate more efficiently.

SECTION 3 | READINESS AND MAINTENANCE

Only applicants seeking funding for capital projects need to complete this page.

REMINDER: Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

A. Detailed Project Information

1. Expanded project description or scope (1,500 characters or less)

Oakland intend to develop a city-wide, long-term parking program that can implement a data-driven comprehensive set of parking policies and practices. These efforts are recommended in six approved Area Plans as well as the City's General Plan which call for: reducing minimum parking requirement/adding maximum parking, centralized parking facilities and "park once" policy, unbundling parking in residential development, establishing parking benefit district/use in-lieu fees, more real-time parking information, various TDM strategies, and rethinking parking pricing.

A key focus of Oakland's parking program will be an expansion of a demand-responsive on-street parking program in the City's PDAs and commercial areas. Inefficient curbside parking has a negative impact on both the environment and economic vibrancy of the city in the long term. This program is expected to reduce motor vehicle traffic/cruising and achieve TDM objectives in PDAs. With demand-responsive technology and adjusted time limits, the program will be able to better meet business customers' and visitors' parking needs and support commercial activities in core areas. Combined with better signage and wayfinding, the program will increase the use of currently underused off-street parking facilities. Demand responsive parking programs could generate surplus revenue for further streetscape and traffic safety investments.

B. Initial Project Development

1. Has initial project development been completed?		Yes
2a. Document type		Other (specify below)
2b. If other, specify.	Pilot program for flexible pricing and benefit district in Montclair.	
3a. Document title	City Council Resolution (see attachment #3)	
3b. Approval date		

C. Project Delivery (current phase, environmental, right-of-way, design)

CURRENT STATUS

1a. Current project development phase	Initial project developmen
1b. Status (% complete)	20%

ENVIRONMENTAL CLEARANCE

2a. Indicate which document type required for CEQA and NEPA and approval date for each. If not yet approved, provide estimated dates.

2b. CEQA Document Type	Categorical Exemption	**Approval date**	
2c. Please explain if not applicable.			
2d. NEPA Document Type	Categorical Exclusion	**Approval date**	
2e. Please explain if not applicable.			

3a. Are there any issues that might complicate the environmental clearance process?	No
3b. If yes, please explain.	

RIGHT-OF-WAY

SECTION 3 | READINESS AND MAINTENANCE

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4a. Are all of the required rights-of-way secured for the project/program, including for easements and utilities? | Yes |

4b. If no, describe any new right-of-way, permits or easements required and when they will be acquired.

Location	*Current owner*	*Year of acquisition*

4c. Are there other right-of-way issues that may affect the project? | No |

4d. If yes, please explain. | |

DESIGN

5a. Are detailed designs complete? | |

5b. If yes, what stage has been completed? | |

OTHER

6. Below, describe any potential challenges/risks to project delivery (i.e., to the project scope, cost or schedule).

| |

D. Project Sustainability

1a. Agency responsible for sustaining and maintaining the project beyond project completion? | Applicant |

1b. If other, please specify.

| |

2. What maintenance agreements are needed, with whom, and are they in place? Please indicate if applicant will maintain the project.

Agreement	*With whom*	*In place?*
Is no maintenance agreement needed because applicant will maintain the project?		

3a. What is the expected lifespan (in years) of this project, once implemented or constructed? | |

3b. If documentation exists of this projected lifespan, indicate the question number and list/attach supporting documentation as needed in Tab 7.

E. Contained in a Plan

1. Is the project called for in an adopted plan? | Yes |

2. If yes, what is the name of the plan? | All six Oakland's approved Area Plans call for enhanced parking management strategies. |

3. What body adopted the plan? | City Council |

4. When was the plan adopted? | |

SECTION 3 | READINESS AND MAINTENANCE

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F. Support

1. Has applicable governing body indicated support for the project/plan/program?   Yes

2. Have partners provided support for the project/plan/program?   Yes

3. Have community members indicated support for the project?   Yes

4. If so, indicate the question number and list/attach supporting documentation in Tab 7.

SECTION 4 | PROJECT DELIVERY -- MILESTONE SCHEDULE

Complete Section A for Capital Projects, Section B for Plans/Studies, Section C for Non-Capital Projects. Complete more than one section ONLY for projects with more than one project type.

REMINDER: Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

A. Capital Projects

Provide the actual or projected begin and end dates for the following programming and project milestones:

	Begin Date		End Date	
	Month	*Year*	*Month*	*Year*
Initial Project Development/Scoping				
Environmental (CEQA)				
Environmental (NEPA)				
Detailed Design				
Right-of-Way				
Construction				
Plans or Studies				
Equipment Capital				
Programs & Operations	Jan	2016		
Maintenance				

B. Plans

Provide the actual or projected dates for the following: *Month* *Year*

	Month	*Year*
Complete Scope of Work		
Release RFP for Consultant Work		
Begin consultant work - Notice to Proceed		
Draft Plan/Study Complete		
Final Plan/Study Complete		
Plan Adoption		
Submit Final Invoice/ Project Closeout		

C. Programs / Operations

Provide key tasks, milestones and/or phases that are related to readiness to start a non-capital project or program, and indicate the month and year.

	Month	*Year*
Program Analysts Hired	Feb	2016

SECTION 4 | PROJECT DELIVERY -- MILESTONE SCHEDULE

Complete Section A for Capital Projects, Section B for Plans/Studies, Section C for Non-Capital Projects. Complete more than one section ONLY for projects with more than one project type.

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Smart-Parking Pilot evaluation completed	Dec	2015
Smart-Parking Phase 2 launch in 3-4 new commercial areas	Sep	2016
Smart-Parking Phase 3 in 3-4 additional commercial areas	Sep	2018
Submit Final Invoice/ Project Closeout	Sep	

SECTION 5 | COST AND FUNDING

REMINDER: Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

A. Costs

1. Enter funds already spent on project/plan/ in blue column, funds that will be spent in next 5 FISCAL years in yellow columns, and funds that will be spent in more than five years in green column (in $1,000s), regardless of source.

(Provide figures in 1,000s of 2017 dollars)*

Project phase	Prior	2016/17	2017/18	2018/19	2019/20	2020/21	After 2020/21	Total
Initial Project Development/Scoping	$ -	$ 350	$ -	$ 350	$ -	$ 350	$ -	$ 1,050
Environmental (CEQA)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Environmental (NEPA)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Detailed Design	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Right-of-Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Plans or Studies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Equipment Capital	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Programs & Operations	$ -	$ 3,957	$ 2,113	$ 3,013	$ 2,113	$ 3,013	$ 1,315	$ 15,524
Maintenance	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other (please specify)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total	$ -	$ 4,307	$ 2,113	$ 3,363	$ 2,113	$ 3,363	$ 1,315	$ 16,574

* Use Cost Estimation Guide

B. Funding

1. Currently Programmed Funds

(Provide figures in 1,000s of 2017 dollars)

Phase	Funding Source	Prior	2016/17	2017/18	2018/19	2019/20	2020/21	After 2020/21	Total
Programs & operations	Other local funds	$ -	$ 1,794	$ 1,000	$ 1,000	$ 1,000	$ 1,000	$ -	$ 5,794
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
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		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other (please specify)		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		$ -	$ 1,794	$ 1,000	$ 1,000	$ 1,000	$ 1,000	$ -	$ 5,794

2. Funding Needs (Identify funding needs corresponding to the cost schedule in Part A. Identify amount requested in the "Funding Requested" line.)

Phase	Funding Source	If Preference, Specify	2016/17	2017/18	2018/19	2019/20	2020/21	After 2020/21	Total
Programs & operations	1. Funding requested with		$ 263	$ 263	$ 263	$ 263	$ 263	$ 1,315	$ 2,630
Programs & operations	3. Other/TBD (non-Alameda	MTC CMAQ	$ 2,000	$ -	$ -	$ -	$ -	$ -	$ 2,000
Programs & operations	3. Other/TBD (non-Alameda		$ 250	$ 850	$ 2,100	$ 850	$ 2,100	$ -	$ 6,150
			$ -	$ -	$ -	$ -	$ -	$ -	$ -
			$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Total	$ 2,513	$ 1,113	$ 2,363	$ 1,113	$ 2,363	$ 1,315	$ 10,780

Table B2 funding source notes:

1. Funding requested with this application: Alameda CTC Discretionary Funds are funds under Alameda CTC discretionary purview such as STP/CMAQ (known as OBAG), STIP, TFCA, Lifeline, Regional Measures, Measure B/BB/VRF. Applicant will be required to fulfill the program requirements of the Federal, State, Regional, and Local fund sources awarded. Failure or inability to do so may limit funding eligibility and programming.

2. Local uncommitted funds: Locally available funds such as Measure B/BB/VRF Direct Local Distributions, developer fees, gas tax, etc. are considered unprogrammed until the local governing body approves allocation.

3. Other/TBD (non-Alameda CTC): Funds distributed by agencies other than Alameda CTC that are awaiting award confirmation (e.g. MTC Regional discretionary funds, SR2S, ATP, TIGER, CBDG, etc.).

4. Other/TBD (Alameda CTC): Additional funds needed beyond those requested and other uncommitted and/or TBD funds.

	Public Transit	Highway	Bicycle	Pedes-trian	Local Sts & Rds	Goods Mvmnt	Total
3. Project/Plan/Program Mode by % (must sum to 100%)			5%		95%		100%

C. Partial Funding / Project Phasing

1. Can the project be implemented with partial funding through reduction of scope? — Yes

2. Describe possible scope reductions that could be applied to the project using reduced funding.

The parking management program can be scaled to align with available funding. However, the minimum resource required would be funding for 1 FTE Policy Analyst position.

SECTION 6 | PLANS AND STUDIES

Only applicants of funding for plans or studies need to complete this page.

REMINDER: Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

1a. Type of plan or study

1b. If other, please specify

1c. If an update, in what year was the original last adopted?

2a. Will the plan or study be adopted by a governing body?

2b. If yes, provide the name of the approving body

3. Describe the proposed environmental review of the pla

SECTION 7 | ADDITIONAL INFORMATION AND ATTACHMENTS

REMINDER: Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

A. Additional Information

Provide any additional information for consideration. Indicate to which section and question the information pertains.

B. Attachments

Email attachments to CTP@alamedactc.org. Name files according to the following convention:
Alameda CTP_JURISDICTION NAME_1-2 WORD PROJECT NAME_Attachment #XX

1	**Alameda CTP_Oakland_Parking Management_Attachment #1_Cost Estimate**
2	**Alameda CTP_Oakland_Parking Management_Attachment #2_Oakland Parking Policies June2015**
3	**Alameda CTP_Oakland_Parking Management_Attachment#3_Montclair Flexible Parking Resolution**
4	**Alameda CTP_Oakland_Parking Management_Attachment#4_goBerkeleyResults**
5	**Alameda CTP_Oakland_Parking Management_Attachment#5_SFParkResults**
6	**Refer to KMZ file**
7	
8	
9	
10	