



ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE MEETING NOTICE

SPECIAL MEETING: TDA ARTICLE 3

TDA ARTICLE 3 Committee Meeting

Tuesday, March 5, 2013, 1:00 p.m.

Alameda CTC Committee Meeting Room, Suite 300

FY 2012/13 Article 3 Program*

Discussion/Action

The TDA Article 3 Committee is requested to review and approve the FY 2012/13 TDA Article 3 programming schedule and fund estimate. The materials will be available at the meeting.

Tuesday, March 5, 2013, 1:30 P.M.

1333 Broadway, Suite 300,

Oakland, California 94612

(see map on last page of agenda)

Chairperson:

Art Dao

Staff Liaison:

Matt Todd

Secretary:

Angie Ayers-Smith

AGENDA

*Copies of Individual Agenda Items are Available on the:
Alameda CTC Website -- www.AlamedaCTC.org*

1 INTRODUCTIONS / ROLL CALL

2 PUBLIC COMMENT

Members of the public may address the Committee during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make his or her desire known to the Chair.

3 CONSENT CALENDAR

3A. Approval of Minutes of February 5, 2013 – **Page 1** **A**

3B. California Transportation Commission (CTC) Meeting Summary **I**
No meeting held in February 2013

4 ACTION ITEMS

4A. Approval of Final Alameda County Priority Development Area Investment and Growth Strategy – **Page 7** **A**

5 NON ACTION ITEMS

- 5A. Metropolitan Transportation Commission (MTC) Express Lane Network Update – **Page 11** **I**
- 5B. Policy Framework for Planning, Programming and Monitoring – **Page 35** **I**
- 5C. Complete Streets Local Policy Approvals Update – **Page 47** **I**
- 5D. Local Streets and Roads Working Group (LSRWG) Update – **Page 51** **I**

6 LEGISLATIVE PROGRAM UPDATE

- 6A. Legislative Program Update * **I**

7 STAFF AND COMMITTEE MEMBER REPORTS**8 ADJOURNMENT AND NEXT MEETING: April 2, 2013**

Key: A- Action Item; I – Information Item; *Material will be provided at meeting.

(#) All items on the agenda are subject to action and/or change by the Committee.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH
ENVIRONMENTAL SENSITIVITIES MAY ATTEND*

*Alameda County Transportation Commission
1333 Broadway, Suites 220 & 300, Oakland, CA 94612
(510) 208-7400
(510) 836-2185 Fax (Suite 220)
(510) 893-6489 Fax (Suite 300)
www.alamedactc.org*



Alameda County Technical Advisory Committee (ACTAC)

Fiscal Year 2012/13

Member Agencies

City of Alameda
City of Albany
City of Berkeley
City of Dublin
City of Emeryville
City of Fremont
City of Hayward
City of Livermore
City of Newark
City of Oakland
City of Piedmont
City of Pleasanton
City of San Leandro
City of Union City
County of Alameda
AC Transit
BART

Other Agencies

Chair, ACTC
ABAG
ACE
BAAQMD
Caltrans
CHP
LAVTA
MTC
Union City Transit
WETA

Glossary of Acronyms

ABAG	Association of Bay Area Governments	MTC	Metropolitan Transportation Commission
ACCMA	Alameda County Congestion Management Agency	MTS	Metropolitan Transportation System
ACE	Altamont Commuter Express	NEPA	National Environmental Policy Act
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	NOP	Notice of Preparation
ACTAC	Alameda County Technical Advisory Committee	PCI	Pavement Condition Index
ACTC	Alameda County Transportation Commission	PSR	Project Study Report
ACTIA	Alameda County Transportation Improvement Authority (2000 Measure B authority)	RM 2	Regional Measure 2 (Bridge toll)
ADA	Americans with Disabilities Act	RTIP	Regional Transportation Improvement Program
BAAQMD	Bay Area Air Quality Management District	RTP	Regional Transportation Plan (MTC's Transportation 2035)
BART	Bay Area Rapid Transit District	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
BRT	Bus Rapid Transit	SCS	Sustainable Community Strategy
Caltrans	California Department of Transportation	SR	State Route
CEQA	California Environmental Quality Act	SRS	Safe Routes to Schools
CIP	Capital Investment Program	STA	State Transit Assistance
CMAQ	Federal Congestion Mitigation and Air Quality	STIP	State Transportation Improvement Program
CMP	Congestion Management Program	STP	Federal Surface Transportation Program
CTC	California Transportation Commission	TCM	Transportation Control Measures
CWTP	Countywide Transportation Plan	TCRP	Transportation Congestion Relief Program
EIR	Environmental Impact Report	TDA	Transportation Development Act
FHWA	Federal Highway Administration	TDM	Travel-Demand Management
FTA	Federal Transit Administration	TEP	Transportation Expenditure Plan
GHG	Greenhouse Gas	TFCA	Transportation Fund for Clean Air
HOT	High occupancy toll	TIP	Federal Transportation Improvement Program
HOV	High occupancy vehicle	TLC	Transportation for Livable Communities
ITIP	State Interregional Transportation Improvement Program	TMP	Traffic Management Plan
LATIP	Local Area Transportation Improvement Program	TMS	Transportation Management System
LAVTA	Livermore-Amador Valley Transportation Authority	TOD	Transit-Oriented Development
LOS	Level of service	TOS	Transportation Operations Systems
		TVTC	Tri Valley Transportation Committee
		VHD	Vehicle Hours of Delay
		VMT	Vehicle miles traveled



**Directions to the Offices of the
Alameda County Transportation
Commission:**

**1333 Broadway, Suite 220
Oakland, CA 94612**

***Public Transportation
Access:***

BART: City Center / 12th Street Station

AC Transit:

Lines 1,1R, 11, 12, 13, 14,
15, 18, 40, 51, 63, 72, 72M,
72R, 314, 800, 801, 802,
805, 840

Auto Access:

- Traveling South: Take 11th Street exit from I-980 to 11th Street
- Traveling North: Take 11th Street/Convention Center Exit from I-980 to 11th Street
- Parking:
City Center Garage –
Underground Parking,
(Parking entrances located on
11th or 14th Street)

**Alameda County
Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612**



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ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
Minutes of January 8, 2013

1. INTRODUCTIONS

2. PUBLIC COMMENT

3. CONSENT CALENDAR

3A. Approval of Minutes of January 8, 2013

3B. Funding Opportunity – Natural Gas Fueling Infrastructure

3C. Funding Opportunity – Caltrans' Transportation Planning Grant Program

Don Frascinella (Hayward) made a motion to approve the consent calendar. Robert Rosevear (Caltrans) seconded the motion. The motion carried unanimously.

4. ACTION ITEMS

4A. Approval of State Transportation Improvement Program (STIP) At Risk Report

James O'Brien requested the Commission approve the January 31, 2013 STIP At Risk Report.

A motion was made by Kunle Odumade (Fremont) to recommend Commission approval of the report. Bruce Williams (Oakland) seconded the motion. The motion passed unanimously.

4B. Approval of Federal Surface Transportation/Congestion Mitigation and Air Quality STP/CMAQ) Program At Risk Report

James O'Brien requested the Commission approve the January 31, 2013 Federal STP/CMAQ Program At Risk Report.

A motion was made by Amber Evans (Emeryville) to recommend Commission approval of the report. Matt Nichols seconded the motion. The motion passed unanimously.

4C. Approval of Transportation Fund for Clean Air (TFCA) Program At Risk Report

Jacki Taylor requested the Commission approve the January 31, 2013 TFCA Program At Risk Report. She provided updates for the last four projects in the red zone. Jacki stated that the Alameda and Fremont projects have started and will be removed from the red zone and the Pleasanton and Cal State East Bay projects will have executed agreements in time for the Commission version of the report.

A motion was made by Kunle Odumade (Fremont) to recommend Commission approval of the report. Tom Ruark (Union City) seconded the motion. The motion passed unanimously.

4D. Approval of Alameda CTC Transportation Fund for Clean Air (TFCA) Program Guidelines, Consistent with the Air District's FY 2013/14 TFCA Policies

Jacki Taylor requested the Commission approve the TFCA Program Guidelines for FY 2013/14. She reported that the TFCA funding is generated by a four-dollar vehicle registration fee (VRF) collected by the Bay Area Air Quality Management (District). Jacki also reported that Alameda CTC is responsible for programming 40 percent of the revenue collected in Alameda County. ACTAC representatives' discussion centered around cost effectiveness of developing project assumptions and data collection.

A motion was made by Obaid Khan (Dublin) to recommend Commission approval of this item. Don Frascinella (Hayward) seconded the motion. The motion passed unanimously.

4E. Approval of Transportation Fund for Clean Air (TFCA) FY 2013/14 Expenditure Plan Application

Jacki Taylor requested the Commission approve the TFCA Expenditure Plan application for FY 2013/14. She reported that the expenditure plan application is due to the Air District by March 4, 2013. Once the application is approved by the Air District, Alameda CTC will have six months to submit a program of eligible projects. Jacki also reported that TFCA call for projects is scheduled for late February.

A motion was made by Kunle Odumade (Fremont) to recommend Commission approval of this item. Keith Cook (San Leandro) seconded the motion. The motion passed unanimously.

4F. Approval to Release the Draft Priority Development Area (PDA) Investment and Growth Strategy for Review and Comment

Kara Vuicich requested the Commission release the draft PDA Investment and Growth Strategy for review and comment. During the presentation, Kara gave an overview of the One Bay Area Grant (OBAG) program requirements, the PDA Investment and Growth Strategy process, as well as the contents of the investment and growth strategy document. Kara mentioned that the Final PDA Investment and Growth Strategy would be presented at the March 2013 meeting.

Beth requested that ACTAC provide comments on the Draft PDA Investment and Growth Strategy document to Alameda CTC by February 20, 2013.

A motion was made by Matt Nichols (Berkeley) to recommend Commission approval of this item. Aleida Adrino-Chavez seconded the motion. The motion passed unanimously.

4G. Approval of Sustainable Communities Technical Assistance Program (SC-TAP) Program Guidelines and Budget

Kara Vuicich requested the Commission approve the SC-TAP program guidelines, budget and to authorize the Executive Director to execute professional service agreements with consultant and or consultant team.

Kara summarized the SC-TAP program, PDA planning and implementation, complete streets policy implementation, and bicycle and pedestrian planning and engineering support.

A motion was made by Matt Nichols (Berkeley) to recommend Commission approval of this item. Don Frascinella (Hayward) seconded the motion. The motion passed unanimously.

5. NON ACTION ITEMS

5A. One Bay Area Grant (OBAG) Program Update

Matt Todd informed the committee that the Alameda CTC Fiscal Year 2012-2013 Coordinated Funding Program Call for Projects information is available on the Alameda CTC website. He noted that many resource materials were also available on the website to assist the jurisdictions. Matt stated that the program will provide approximately \$65.2 million in funding for transportation projects from the OBAG program, Measure B, and Vehicle Registration Fee funding. He reported that an application workshop was scheduled for Thursday, February 7, 2013 at 1:30 p.m. at Alameda CTC, Suite 300. This item was for information only.

5B. Metropolitan Transportation Commission Complete Streets Checklist

Vivek Bhat informed ACTAC that for every OBAG project application, jurisdictions must submit a Complete Streets Checklist. He stated that the Complete Streets Checklist was formerly known as the Routine Accommodations Checklist. Sean Co with MTC reviewed the new version of MTC's Complete Streets Checklist with ACTAC in detail. This item was for information only.

5C. California Transportation Commission (CTC) January 2013 Meeting Summary

Vivek Bhat informed ACTAC that the January CTC meeting was held in Sacramento, CA. He stated that two agenda items of significance within Alameda County were considered at this meeting. This item was for information only.

5D. Federal Inactive List of Projects: December 2012 Quarterly Review

Vivek Bhat requested that ACTAC review the December 2012 quarterly federal inactive list. He requested that ACTAC members with projects on the list send invoices to Caltrans by February 22, 2013. The funds may be lost if the invoices are not received by the deadline. This item was for information only.

5E. Caltrans' Proposed Adjustments to Local Urbanized Area Boundaries

Matt Bomberg requested that ACTAC review Caltrans' proposed adjustments to census urbanized area boundaries. He noted that census urbanized areas reflect the difference between rural and urban areas. Matt noted that the responses from the jurisdictions to MTC must be submitted by March 11, 2013. He also requested that ACTAC copy Alameda CTC on any documentation submitted to MTC. Matt stated that he will respond to outstanding ACTAC questions via email. This item was for information only.

5F. Local Streets and Roads Working Group (LSRWG) Update

Vivek Bhat gave a brief update on the Local Streets and Roads Working Group meeting. This item was presented for information only.

6. LEGISLATIVE PROGRAM UPDATE

6A. Legislative Program Update

Arthur L. Dao provided ACTAC with an update on federal, state and local legislative activities including recommended positions on state bills and advocacy efforts on the next Federal Transportation Bill. This item was for information only.

7. STAFF AND COMMITTEE MEMBER REPORTS

Saravana Suthanthira gave an update on the Arterial Performance Initiative Program. She reported that Alameda CTC will take over this program from MTC.

Jacki reported on the development of the 2013 federal Transportation Improvement Program (TIP). She noted that MTC released detailed process and schedule information on Monday, February 4 to conform with the new Plan Bay Area. Jacki noted she will send detailed instructions to the jurisdictions and agencies regarding the TIP project listings for 2013-14 TIP.

8. ADJOURNMENT AND NEXT MEETING

The meeting adjourned at 3:15 p.m.

NEXT MEETING:

Date/Time: Tuesday, March 5, 2013 @ 1:00 p.m.

Location: Alameda CTC Offices, 1333 Broadway, Suite 300, Oakland, CA 94612

Attested by:



Angie Ayers, Secretary



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE

February 5, 2013

ROSTER OF MEETING ATTENDANCE

ALAMEDA CTC COMMITTEE ROOM, OAKLAND, CALIFORNIA

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. Keith R. Cooke	San Leandro	510-571-3439	KCooke@sanleandro.org
2. Art Canvera	Alameda Co.	510 670-5581	arte@acpwa.org
3. Kunle Odumade	Fremont	510-494-4746	Kodumade@fremont.gov
4. Kathleen Livermore	City of Alameda	510 747-6884	klivermore@ci.alameda.ca.us
5. Janet Chang	Piedmont	510-420-3050	janetchang@ci.piedmont.ca.us
6. Bruce William	Oakland	510-232-7229	bwilliams@oaklandnet.com
7. Farid Javandel	Berkeley	510-981-7061	fjavandel@cityofberkeley.info
8. Obaid Khan	Dublin	925-833-6634	obaid.khan@dublin.ca.gov
9. Debbie Bell	Livermore	925 960-4541	dlbell@ci.livermore.ca.us
10. Don Frasciello	Hayward	510-583-7771	don.frasciello@hayward-ca.gov
11. David Rizk	Hayward	510-583-4004	david.rizk@hayward-ca.gov
12. Tom Ruark	Union City	510-675-5301	thomasr@unioncity.org
13. Peggy Claassen	NEWARK	510-657-2168	peggy.claassen@newark.org
14. Bob Rosevear	CALTRANS	510-286-5544	ROBERT-ROSEVEAR@DOT.CA.GOV
15. Carmela Campbell	Union City	510-675-5316	CarmelaC@unioncity.org
16. Nafiz Laddu	ACTRA	510-891-4792	nladdu@actra1818.org
17. Dave Campbell	East Bay Bicycle Coalition		dave@ebbc.org
18. Matt Bomberg	ACTC	510-208-7444	mbomberg@alameda.ctc.org
19. Mika Miyasato	HNTB	510 587-8677	mmiyasato@hntb.com
Amber Evans	Emeryville	510-896-4382	aeavans@emeryville.org

NAME

JURISDICTION

PHONE

ACTAC Meeting 03/05/13
Agenda Item 3A

20. James O'Brien ACTAC Project Monitoring 508-7464 james@alamedactc.org
21. Brian Geiser Oakland citizen bgeiser_arch@hotmail.com
22. Rockelle Wheeler Consultant to Alameda CTC 510-208-7471 rwheeler@alamedactc.org
23. Dassen Hedge Citi 415-951-1637 dassen.hedge@citi.com
24. Saravanne Suthanthirar ALC 510-208-7426 ssuthanthirar@alamedactc.org
25. JACKI TAYLOR ALA CTC (510) 208-7413 JTAYLOR@ALAMEDACTC.ORG
26. VIVEK BHAT ALAMEDA CTC (510) 208-7430 vbhat@alamedactc.org
27. Sean Co MTC 510-817-5748 seo@mtc.ca.gov
28. Kara Vuicich Alameda CTC 510-208-7410 kvuicich@alamedactc.org
29. Donna Lee BACT (510) 464-6282 dlee@bart.gov
30. CINDY HORVATH ALAMEDA COUNTY 510-670-6511 CINDY.HORVATH@ACGOV.ORG
31. Aleida Chavaz City of Albany 528-7779 achavaz@albamysca.org
32. Beth Walukas Alameda CTC 510/208-7405 bwalukas@alamedactc.org
33. ARTHUR DAO " 208 7400 also@alamedactc.org
34. Matt Todd " " 7420 mtodd@ "
35. Angie Myers " " 7450 agmyers@ "
36. Matt Nichols Berkeley 710-981-7068 mnichols@cityofberkeley.info
37. Margaret Strubel Alameda CTC 510-208-7417 mstrubel@alamedactc.org
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Memorandum

DATE: February 26, 2013

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Beth Walukas, Deputy Director of Planning
Kara Vuicich, Senior Transportation Planner

SUBJECT: Approval of the Final Alameda County Priority Development Area (PDA) Investment and Growth Strategy

Recommendation

It is recommended that the Commission approve the Final Priority Development Area (PDA) Investment and Growth Strategy and direct staff to submit it to MTC by the May 2013 deadline. An initial list of comments and responses is included in Attachment A. A final list of comments and responses will be distributed at the ACTAC meeting on March 5, 2013.

Summary

The Draft PDA Investment and Growth Strategy was released for public comment on February 1, 2013 and comments were due on February 20, 2013. Comments were received from Committee members and are shown in Attachment A. Comments were also received from ABAG and MTC staff as well as from Urban Habitat but have not yet been reviewed and incorporated. The Commission will review the Draft PDA Investment and Growth Strategy at its February 28, 2013 meeting and may provide additional comments at that time. Staff will provide a summary of all comments received at the March 5, 2013 ACTAC meeting. The Final PDA Investment and Growth Strategy will be available on the Alameda CTC web site at http://www.alamedactc.org/app_pages/view/1696 by March 11, 2013.

Fiscal Impacts

There are no fiscal impacts.

Attachment

Attachment A: Initial Summary of Comments on the Draft Alameda County PDA Investment and Growth Strategy and changes to be incorporated into the Final Draft

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Attachment A – Initial Summary of Comments on the Draft Alameda County Priority Development Area (PDA) Investment and Growth Strategy

Note: Additional comments received from ABAG, MTC and Urban Habitat are still being reviewed and will be provided at the ACTAC meeting on March 5, 2013.

No.	Chapter	Commenter	Comment	Response
1	2	ACTAC	In Figures 2-5, 2-7, 2-9, and 2-11, PDA Status (Planned vs. Potential) should be consistent with the classification of PDAs Figure 3-5 with regard to Planning Readiness.	The information on PDA Status was compared with the PDA classifications in Chapter 3 and any discrepancies were corrected.
2	2	ACTAC	In Figures 2-5, 2-7, 2-9, and 2-11, the current population density for several PDAs is listed as “n/a” or as “0”. It is unclear as to how current population density was calculated for the PDAs.	The “Current Population Density” column was removed from these figures due to lack of comprehensive and consistent information on PDA geographic areas and populations. Staff will evaluate data related to measuring PDA densities and will include more information on PDA population and/or residential densities in the next update of the PDA Investment and Growth Strategy.
3	2	ACTAC	For Figures 2-13 through 2-16, specify that growth projections are for 2040.	Comment was incorporated.
4	2	ACTAC	Delete Figure 2-19: Community Receptiveness to Growth in PDAs by Geographic Area. Because this information is based on jurisdiction staff’s general perception rather than a more thorough community survey, it may be inaccurate.	Comment was incorporated and Figure 2-19 was removed.
5	2	PPLC	In Figures 2-20 through 2-23, more clearly specify that these maps are showing Growth Opportunity Areas (GOAs) as opposed to PDAs.	Comment was incorporated.
6	4	ACTAC	Clarify that additional funding is needed for catalyst improvements in PDAs that are near active or need additional support.	Comment was incorporated.

No.	Chapter	Commenter	Comment	Response
7	4	ACTAC	Include traffic- and transit-related data in data collection and monitoring efforts.	Comment was incorporated.
8	4	ACTAC	Develop a data collection and monitoring strategy that builds on existing efforts and doesn't create redundancies.	Comment was incorporated. Text will be revised to emphasize the need to build on existing data collection efforts and not create redundancies.



Memorandum

DATE: February 20, 2013

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Stewart D. Ng, Deputy Director of Programming and Projects
Kanda Raj, Project Controls Team

SUBJECT: **Metropolitan Transportation Commission (MTC) Express Lane Network Update**

Recommendation

This is an informational item only. No action is required.

Summary

In October 2011, the California Transportation Commission (CTC) authorized the MTC to develop and operate a 270-mile Regional Express Lane Network. MTC in cooperation with Caltrans and local partner agencies in Alameda, Contra Costa and Solano counties has initiated environmental studies, toll systems development and operations planning for an initial set of segments scheduled to open in 2015.

Discussion

Bay Area agencies are authorized to develop and operate 550 miles of HOV/Express Lanes within four Bay Area Counties. On January 1, 2005, the Assembly Bill 2032 (AB 2032) came into effect and authorized the Alameda CTC and Santa Clara Valley Transportation Authority (VTA) to implement express lanes on 280 miles of freeway network. As part of a demonstration program, AB 2032 authorized both counties to conduct, administer and operate value pricing programs on two of their congested transportation corridors. In October 2011, the California Transportation Commission (CTC) authorized MTC to develop and operate 270 additional miles of express lanes. In total, the 550-mile Network includes express lane implementation in the following transportation corridors:

- ✓ Solano-80
- ✓ Contra Costa/Alameda-80
- ✓ Alameda/Santa Clara-880
- ✓ Santa Clara 85/237
- ✓ Santa Clara/San Mateo-101
- ✓ Solano/Contra Costa/Alameda-680
- ✓ Alameda-580

The express lanes on southbound I-680 and SR237 are currently in operation. See Attachment A of this report for additional network information.

In March 2013, MTC staff will recommend that (1) MTC and Bay Area Toll Authority (BATA) amend the composition of the Bay Area Infrastructure Financing Authority (BAIFA) governing board and (2) MTC allow BAIFA to assume responsibility for the development, operation and financing of the 270-mile portion of the express lane Network that MTC is authorized to operate. BAIFA is an existing joint exercise of powers agency created by MTC and BATA in 2006 to finance the state contribution to the toll bridge seismic retrofit program and “to plan, develop and fund transportation and related projects.” In September 2011, MTC and BATA amended the BAIFA joint exercise of powers agreement to include activities related to development, operation and financing of express lanes.

MTC staff recommended an amendment to the BAIFA Board would guarantee a seat on the Board for each of the counties in the MTC-Network: Alameda, Contra Costa and Solano. If this recommendation is approved, BAIFA will become the entity responsible for policy decisions related to operation of the MTC-Network, including consideration of a toll violations system and switchable toll tags. MTC staff presented this item as an informational item at the February 2013 BATA and MTC committee meetings, and will recommend approval by BATA and MTC in March 2013. The February 2013 MTC staff report is included as Attachment B to this report.

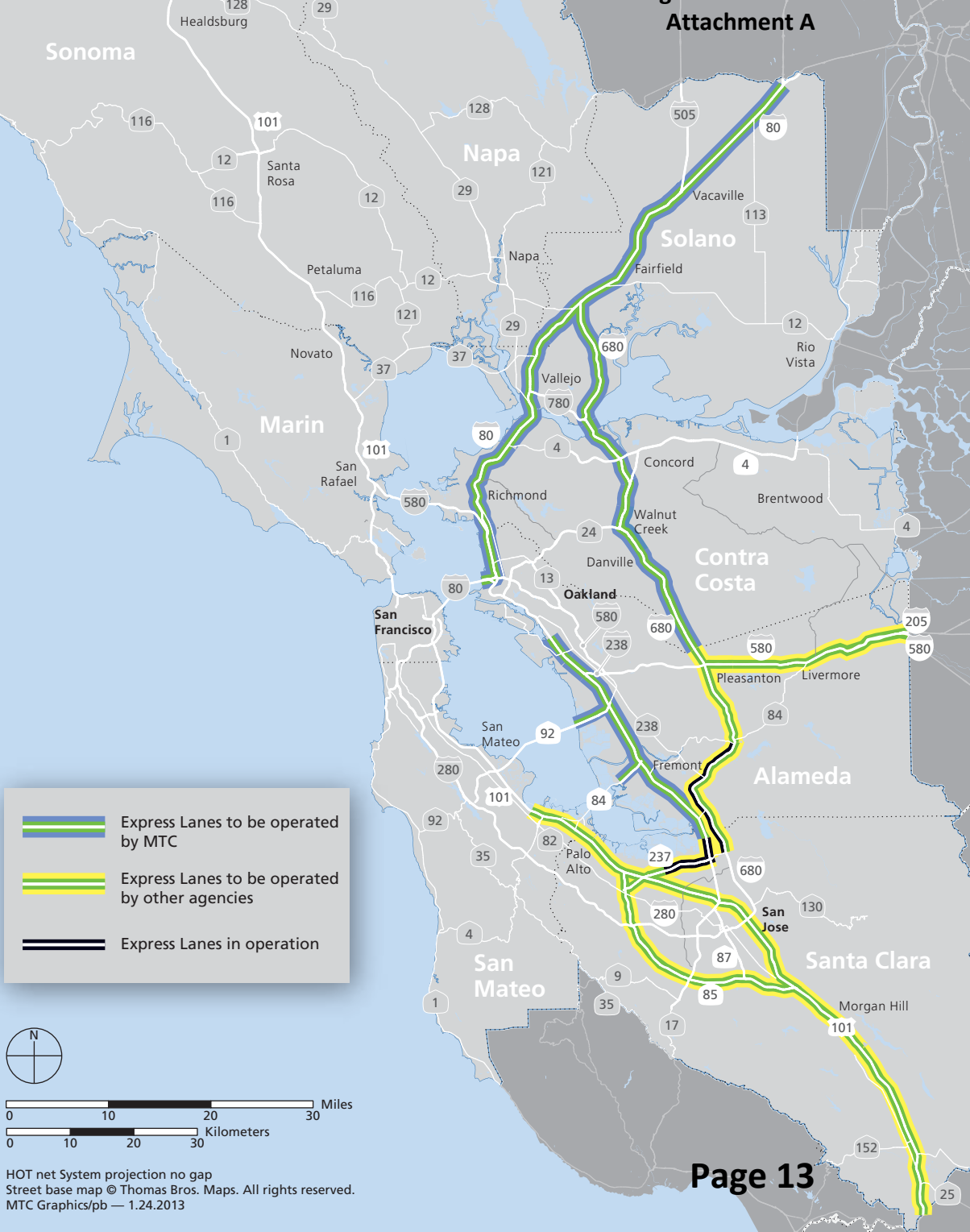
A MTC representative will be available to provide additional information at the ACTAC meeting.




Attachment(s)

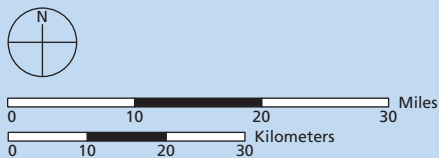
Attachment A: Map of Bay Area Express Lanes

Attachment B: February 2013 MTC Staff Report

Map of Bay Area Express Lanes



-  Express Lanes to be operated by MTC
-  Express Lanes to be operated by other agencies
-  Express Lanes in operation



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Agenda Item 5A
Attachment B
 Joseph P. Bort MetroCenter
 101 Eighth Street
 Oakland, CA 94607-4700
 TEL 510.817.5700
 TDD/TTY 510.817.5769
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Memorandum

TO: BATA Oversight Committee

DATE: February 6, 2013

FR: Executive Director

W. I. 1253

RE: Regional Express Lane Network: Recommendation to Amend the Bay Area Infrastructure Financing Authority (BAIFA) Board and Assign Responsibilities to BAIFA

MTC secured from the California Transportation Commission (CTC) authorization to develop and operate a 270-mile Regional Express Lane Network (Network) in October 2011, as shown in the attached slides. MTC staff has — in cooperation with Caltrans and local partner agencies in Alameda, Contra Costa, and Solano counties — initiated environmental studies, toll systems development and operations planning for an initial set of segments scheduled to open in 2015. In order to proceed, staff recommends that (1) MTC and BATA amend the composition of the Bay Area Infrastructure Financing Authority (BAIFA) governing board and (2) MTC and BAIFA enter into an agreement through which MTC would allow BAIFA to assume MTC's responsibility for the development, operation and financing of the 270-mile Network addressed in the 2011 CTC action. Staff is presenting this recommendation for information in February and will seek approval in March.

Action 1: MTC and BATA Amend BAIFA Governing Board Membership

BAIFA is a joint exercise of powers agency created by MTC and BATA in 2006 (and amended in 2011) for the purpose of financing the state contribution to the toll bridge seismic retrofit program and "to plan, develop and fund transportation and related projects." The current structure of the six-member BAIFA governing board reflects BAIFA's prior task of financing the seismic program: MTC chair and vice chair; BATA Oversight Committee chair and vice chair; MTC Programming and Allocations Committee chair and vice chair.

In preparation for assignment of responsibility for the MTC Program from MTC to BAIFA, staff recommends MTC and BATA revise the BAIFA governing board membership as shown below:

Five Voting Members

- MTC Chair
- BATA Oversight Committee Chair
- Alameda County Commissioner
- Contra Costa County Commissioner
- Solano County Commissioner

One Non-Voting Member

- Business Transportation & Housing
Agency Commissioner

The proposed BAIFA board is a balanced approach that reflects the interests of MTC, BATA and Caltrans while guaranteeing a seat at the table for each of the three counties in the Regional Express Lane Network. This arrangement acknowledges local investments in the existing HOV system through county transportation sales taxes. At the same time, MTC and BATA will retain responsibility for determining membership of the governing board. MTC and BATA can adjust the governing board if the Regional Express lane Network grows in scope, either through agreements with other Bay Area express lane operators or through pursuit of additional authority for express lanes on new travel corridors.

Page 2

The proposed revision to the governing board is not expected to affect BAIFA's ability to meet its current obligations. As of January 2013, BAIFA has \$325 million in outstanding bonds, which will mature by August 2017. These bonds are payable solely from state revenue sources and will not be affected by BAIFA's assumption of responsibility for the Regional Express Lane Network.

Action 2: MTC Consents to BAIFA Assuming Express Lane Network Responsibilities

At the time MTC applied to the CTC in September 2011, MTC and BATA amended the BAIFA joint exercise of powers agreement to include activities related to development, operation and financing of express lanes. Staff now recommends MTC authorize a cooperative agreement through which MTC consents to BAIFA serving as the entity responsible for development and operation of the MTC Program. See Attachment 1 for a list of policy decisions associated with these responsibilities, ranging from deciding which projects get built first to what toll rates are charged on the new lanes.

In addition, the cooperative agreement would allow BAIFA to finance and secure bonding and tolling authority for the Regional Express Lane Network. One avenue is for BAIFA to act as the project sponsor for an application for bonding and tolling authority from the California Transportation Infrastructure Financing Authority, which was created by the Legislature in 2009 (AB 798) to enhance the public sector's ability to construct and finance transportation projects including express lanes. Alternatively, the cooperative agreement would allow BAIFA to pursue other avenues to obtain bonding and tolling authority including legislative or judicial actions such as a validation action. Under a validation action, BAIFA effectively would take itself to court to confirm its authority to finance the Regional Express Lane Network.

BAIFA brings the strengths of MTC and BATA to the project, while protecting both entities:

- Start-up toll operations such as an express lane network carry a certain amount of inherent risk that initial traffic demand may not meet projections. Through BAIFA, MTC can protect itself and regional transportation funds in the event of any financial shortfalls associated with the express lanes.
- Several of the corridors feed directly into the state-owned toll bridges, giving BATA a direct interest in the development and operation of the Network.
- BATA may make contributions, loans or make other advances on projects consistent with BATA's existing statutory authority.

At a later date, staff anticipates BAIFA will execute a cooperative agreement with BATA for services related to the toll system. At a minimum, BATA will manage all the FasTrak[®] accounts, as required by state law. In addition, staff is considering what additional contributions BATA could make, such as providing the toll system hardware and software.

Next Steps

In March, staff will request BATA and MTC take the actions described above and summarized in Attachment 2. BAIFA would subsequently take actions listed in Attachment 2. In the meantime, we look forward to your questions and discussion this month.



Steve Heminger

Attachment 1

Policy Decisions and Responsibilities Associated with the MTC Program:
Development, Operation and Financing
Regional Express Lane Network

1. Approve phasing and financing plans

- Determine the order in which portions of the Network will be implemented and the manner in which they will be funded.

2. Adopt business rules and tolling, and operating policies

- Establish toll collection methods.
- Establish violation procedures and penalties.
- Set hours of operation.
- Establish toll rates and requirement for toll-free travel (HOV2 or HOV3+).

3. Design, procure, install and construct the express lanes and toll system

- Secure all necessary environmental clearances, permits and project approvals for improvements to the roadway as well as implementation of the toll system.
- Contract with consultants and vendors for design, installation and construction of the roadway and toll system elements, which may involve modifications to roadways and structures, installation of signs and electronic toll collection equipment, and development of toll collection software.
- Potentially, enter into public-private partnerships for delivery of some parts of the Network.

4. Operate and maintain the express lanes and associated toll system

- Ensure the day to day operations of the toll system, including customer education and response to customer inquiries and concerns.
- Contract with BATA for distribution of toll tags, account management and billing and with the California Highway Patrol for enforcement, as required by statute.
- Ensure the express lane roadway features, signs, toll equipment and software are maintained and replaced as needed.
- Enter into agreements with other agencies, and potentially into public-private partnerships for delivery of some express lane operations and maintenance.

5. Obtain bonding and tolling authority as required to provide funds to procure, construct, operate and maintain the project

- Potentially, submit an application to the California Transportation Financing Authority (CTFA) for bonding and tolling authority for the Network.
- Potentially, pursue legislative or judicial actions to obtain or confirm bonding and tolling authority. This may include validation through the courts of tolling authority conferred through the October 2011 CTC eligibility finding.

Attachment 2

**Recommended Actions for BATA, MTC
and Bay Area Infrastructure Financing Authority (BAIFA)
and Associated Timeline**

1. BATA & MTC Information Item

February 13, 2013 BATA Oversight & MTC Administration Committees

Staff will present for information its recommendation that MTC and BATA amend the BAIFA board membership and that MTC would, through a cooperative agreement, assign to BAIFA responsibility to develop and implement the 270-mile Express Lane Network.

2. BATA and MTC modify BAIFA's governing board

March 6, 2013 BATA Oversight & MTC Administration Committees

March 27, 2013 BATA and MTC

Modify BAIFA's governing board in the BAIFA Joint Exercise of Powers Agreement by revising BATA Resolution No. 70 and MTC Resolution No. 3769.

3. MTC authorizes a cooperative agreement with BAIFA for the development, operation and financing of the Express Lane Network

March 6, 2013 MTC Administration Committee

March 27, 2013 MTC

Authorize a cooperative agreement between MTC and BAIFA under which MTC will consent to BAIFA serving as the entity responsible for developing, operating and financing the Express Lane Network (MTC Program).

4. BAIFA authorizes the cooperative agreement with MTC and revises governing rules

April 24, 2013 BAIFA

Authorize a cooperative agreement between MTC and BAIFA under which BAIFA would assume responsibility for developing, operating and financing the Express Lane Network (MTC Program).

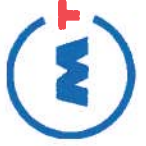
BAIFA would make appropriate updates to its governing rules in BAIFA Resolution No. 1, including designation of officers and regular meetings, which staff proposes to hold on the same day as the regular Commission and BATA meetings. Staff recommends BAIFA consider these actions in April, following filing with the Secretary of State of the amendments of the BAIFA Joint exercise of powers agreement approved in BATA Resolution No. 70 and MTC Resolution No. 3769.

MTC EXPRESS LANE NETWORK

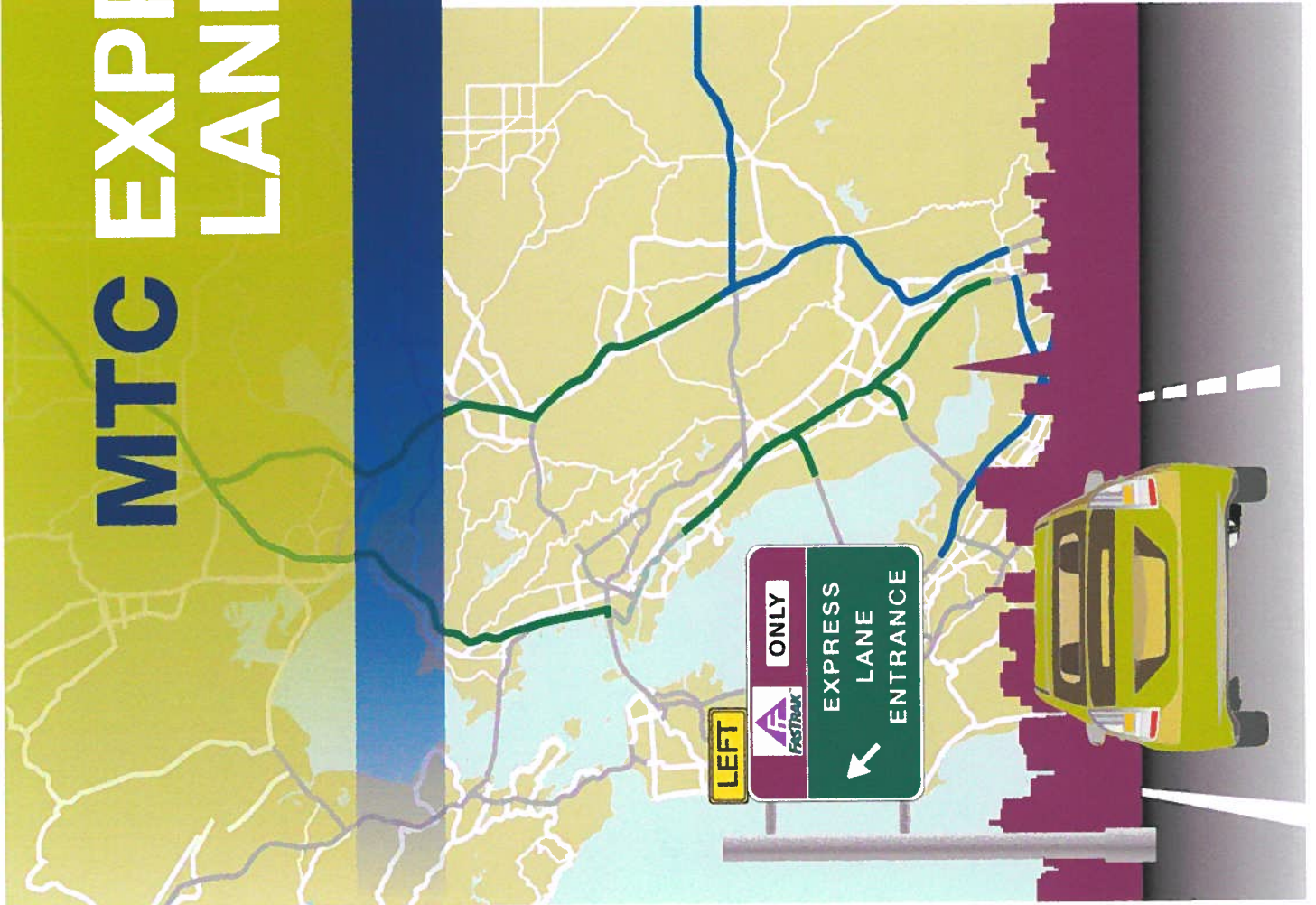
BATA Oversight Committee and MTC Administration Committee

February 13, 2013

ACTAC Meeting 03/05/13
Agenda Item 5A
Attachment B



METROPOLITAN
TRANSPORTATION
COMMISSION

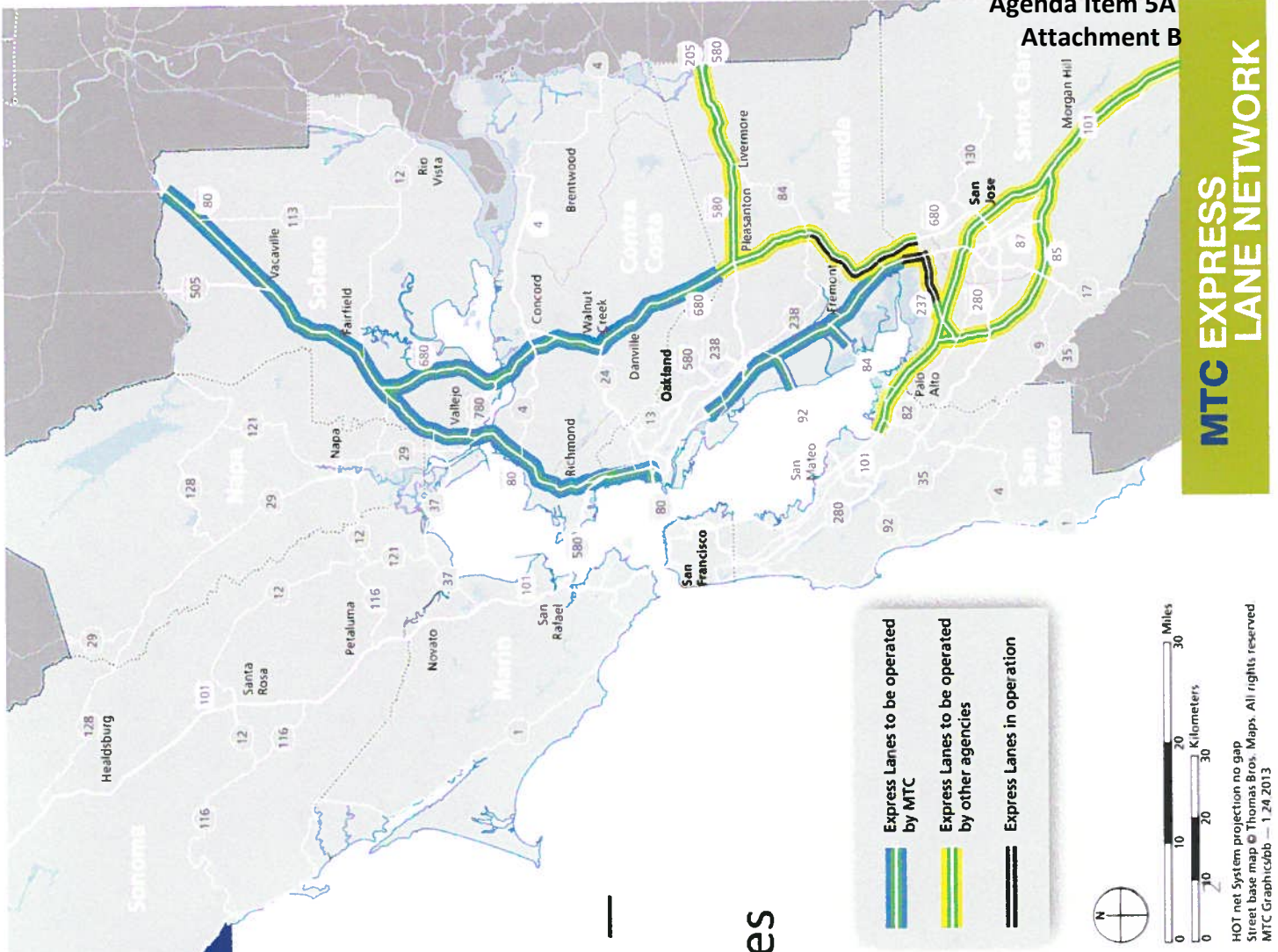


Bay Area Express Lane System

550 miles total

- MTC — 270 miles
(Oct. 2011 CTC action)
- Alameda CMA & Sunol JPA —
90 miles
- Santa Clara — VTA 190 miles

*All parties are committed to
making the system seamless
for drivers*



Why Express Lanes?

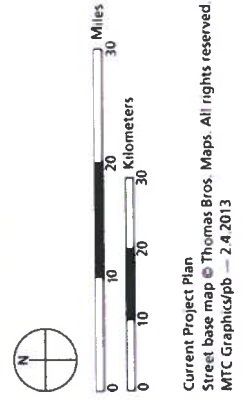
- **Connectivity:** Close gaps within existing HOV lane system
- **Efficiency:** Optimize capacity in Bay Area freeway corridors
- **Reliability:** Provide a reliable, congestion-free transportation option

Current Project Plan

1. Conversions first (benefit cost ratio = 5)
 - Low cost & low risk
 - Toll-system comprises most of the investment
 - 175 miles
2. Close gaps, segments with better revenue/cost ratios (benefit cost ratio = 3)
 - 85 miles

Current Project Plan

- Currently open
- Tier 1
- Tier 2
- Previously Authorized Lanes: Santa Clara County



Tier 1 Conversions

MTC Network Projects Underway 90 miles open in 2015

In progress

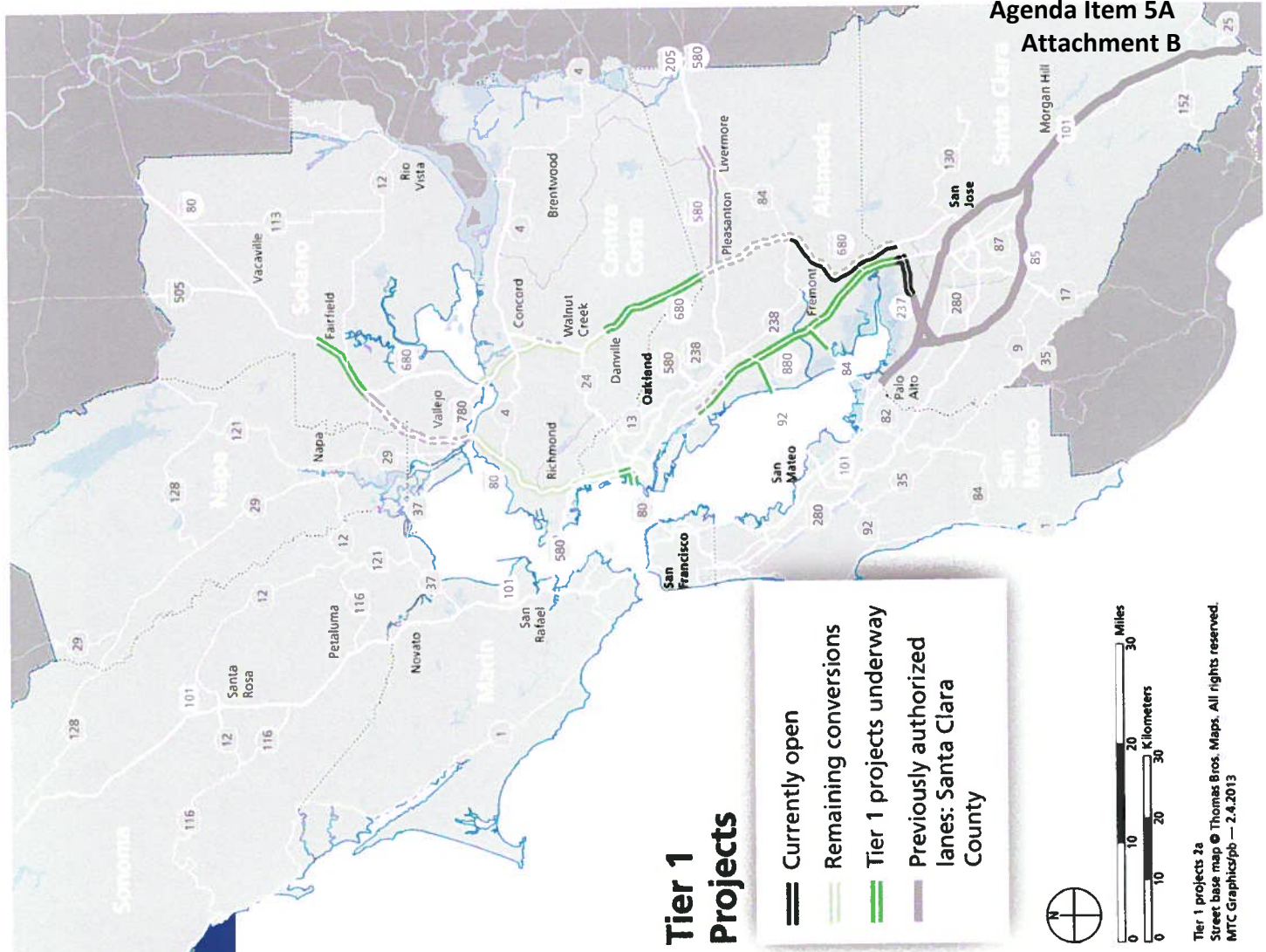
- Toll system concept
- Environmental clearance

Next steps in 2013

- Toll system requirements & procurement
- Roadway design

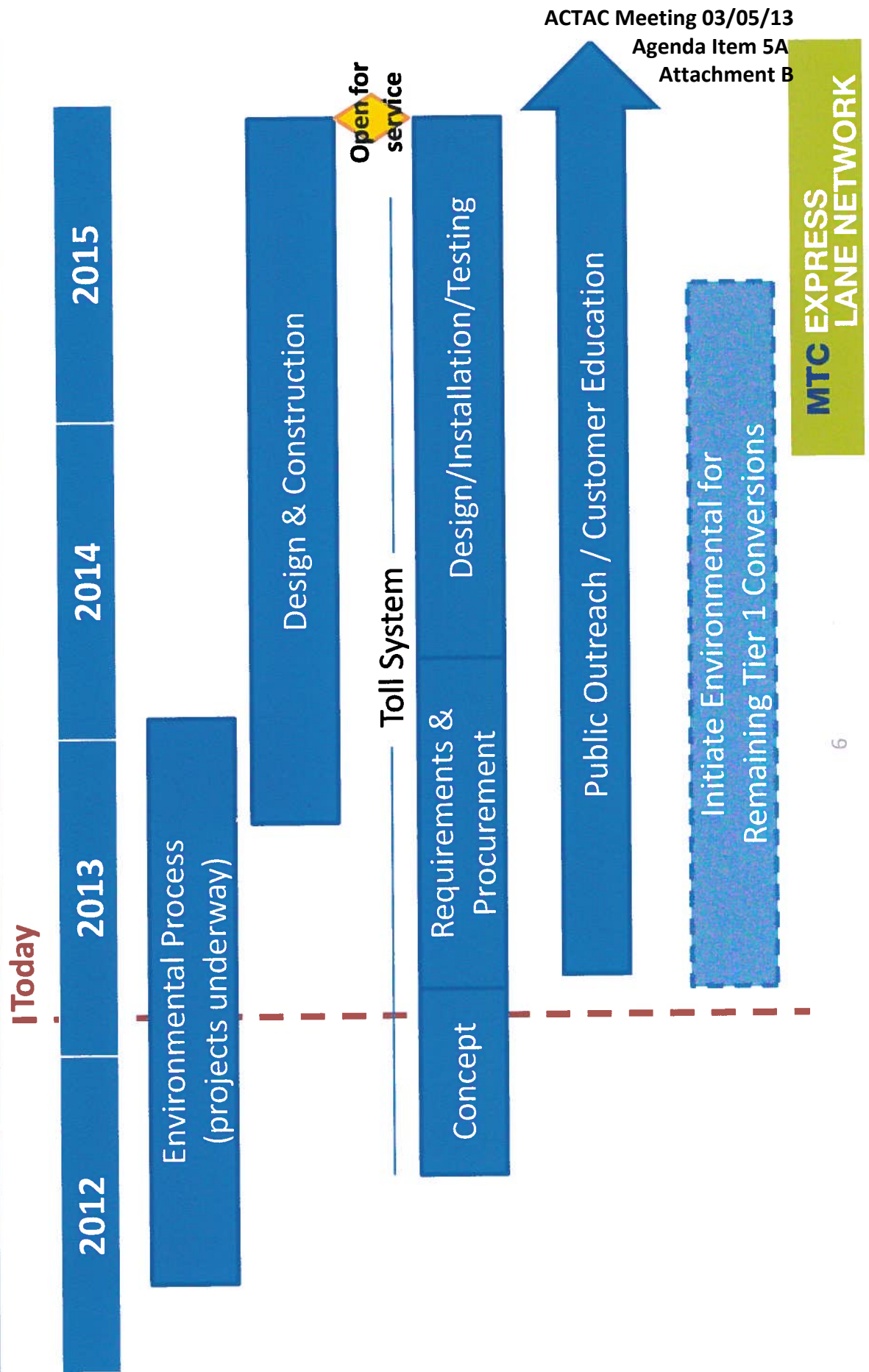
Remaining Conversions 60 miles

Secure funding and initiate studies / environmental clearance in 2013



Tier 1 projects 2a
Street base map © Thomas Bros. Maps. All rights reserved.
MTC Graphics/pb — 2.4.2013

Timeline for Tier 1



Bay Area Infrastructure

- Created by MTC and BATA in 2006 to finance the state contribution to the toll bridge seismic program and “to plan, develop and fund transportation and related projects”
- Amended in September 2011 to include development, operation and financing of express lane facilities

Recommendation: Revise board membership for express lane responsibilities

Current Membership	Proposed Membership
1. MTC Chair	Tissier
2. MTC Vice Chair	Worth
3. BATA Oversight Chair	Dodd
4. BATA Oversight Vice Chair	Bates
5. Programming & Allocations Ch	Glover
6. Programming & Allocations Vice Chair	Kinsey
	1. MTC Chair Worth
	2. BATA Oversight Chair Dodd
	3. Alameda County Haggerty
	4. Contra Costa County Glover
	5. Solano County Spering
	6. Caltrans Distr. 4 Director Sartipi
	(non-voting)

BAIFA and Express Lanes

- Responsibilities for development, operation and financing the Express Lane Network currently reside with MTC.
- **Recommendation: allow BAIFA to assume these responsibilities:**
 - Protects MTC and regional transportation funds, in event of financial shortfalls associated with express lanes;
 - Provides BATA a seat at the table.
- This would be done through a cooperative agreement between MTC and BAIFA.

Policy Decisions and Responsibilities for BAIFA

Developing, Operating and Financing the Network

1. Approve phasing and financing plans
 - Which projects get built first;
 - How the Network will be financed.
2. Design, procure, install and construct the express lanes and toll system
3. Adopt business rules, tolling and operating policies
 - Hours of operation (peak only, all day, weekends)
 - Toll rates and HOV occupancy requirements (HOV2 or HOV3+)
 - Toll collection methods, violation procedures and penalties



EXPRESS LANE	
 ONLY	TOLL
TO BOLLINGER CANYON	\$ 0.50
TO SOUTH MAIN	\$ 2.00
HOV 2+ NO TOLL	

**LEFT LANE**
HOV 2+ ONLY
6AM - 10AM
2PM - 7PM
MON-FRI

MTC EXPRESS LANE NETWORK

Example BAIFA Policy Decision: Toll Violation System

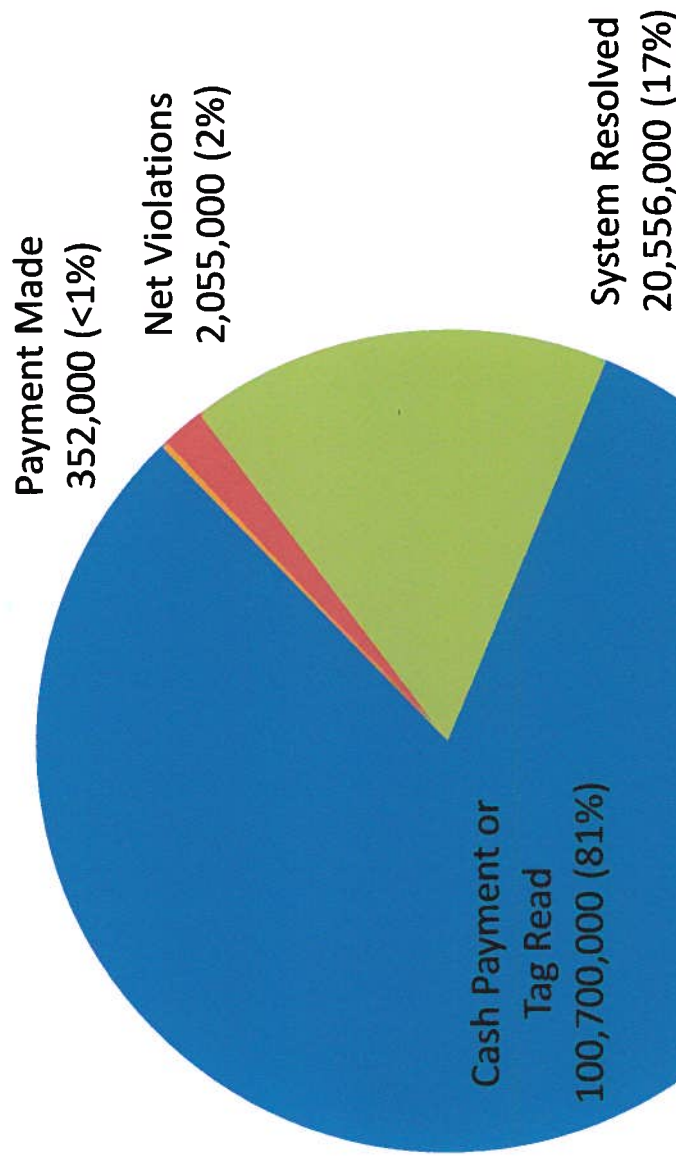
- FasTrak® toll tags will be used for toll collection.
- Employ toll violation system, which is in use on toll bridges:
 1. Toll violations will be automatically captured through license plate cameras.
 2. All vehicles, including carpools, will be required to carry a toll tag.
- Managing violations is critical for managing traffic, recovering the cost of operations, and for bond financing.

Toll Violations on BATA Bridges in FY 11-12

Total Bridge Trips: 123,667,000 (100%)

19% of all trips have no tag read or cash payment*

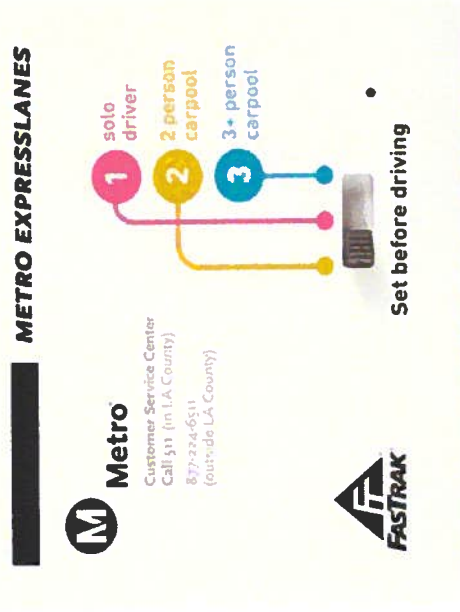
With automatic toll violation system, net violation is reduced to 2%



* Excludes "free" trips by buses and vehicles with non-revenue tags

Example BAIFA Policy Decisions: Determining Toll Tag Technology

- Switchable toll tag
 - Drivers identify number of occupants using a switch on the toll tag
 - Toll readers detect the switch setting and apply the toll for non-HOVs; HOVs travel toll-free
 - Used in LA (I-10 and I-110) and Virginia (I-495 E-Zpass® Flex™)
 - Non-HOVs can use existing FasTrak® tags
- Large number of Bay Area carpoolers have FasTrak® already
 - 22,000 daily HOV trips on the BATA bridges (2012)



Policy Decisions and Responsibilities

Developing, Operating and Financing the Network

4. Operate and maintain the express lanes and toll system

BAIFA Responsibility **Fulfilled by**
via cooperative
agreement or contract

Toll Tags/ Customer Service	BATA (by law)
Toll System (O&M, TMC)	BAIFA, BATA, contractor, P3
HOV Enforcement	CHP (by law)
Roadway Maintenance	Caltrans, contractor, P3

Policy Decisions and Responsibilities

Developing, Operating and Financing the Network

5. Obtain bonding and tolling authority as required to fund the project
 - While not needed for the initial projects, bond financing will be needed to complete the Network.
 - BAIFA will need to secure authority to issue bonds for the Network.
 - The California Transportation Financing Authority (CTFA) Act is an attractive way to secure combined bonding and tolling authority - if timing and conditions for CTFA approval can be resolved.
 - Other legislative or judicial actions may be viable, such as validation action, in which BAIFA would take itself to court to confirm its authority to finance the Network.

Upcoming Milestones

Governance

Program Delivery and Policy

Feb	<input type="checkbox"/> Information itemon BAIFA 2/13 BATA Oversight & MTC Admin.	
Mar	<input type="checkbox"/> Revise BAIFA Board 3/6 BATA Oversight & MTC Admin. 3/27 BATA & MTC <input type="checkbox"/> Approve MTC-BAIFA coop 3/6 MTC Admin. 3/27 MTC	<input type="checkbox"/> Amend existing environ & program mgmt. contracts to continue work 3/6 MTC Admin <input type="checkbox"/> Draft Environmental Justice Context Report 3/6 Policy Advisory Council
Apr	<input type="checkbox"/> First BAIFA express lanes meeting <input type="checkbox"/> Approve MTC-BAIFA coop 4/24 BAIFA	<input type="checkbox"/> Toll policy/business rules 4/24 BAIFA
Spr/Sum 2013 (BAIFA)		<input type="checkbox"/> Toll policy/business rules <input type="checkbox"/> Authorize design contracts/ environmental contracts

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Memorandum

DATE: February 26, 2013

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Tess Lengyel, Deputy Director of Policy, Legislation and Public Affairs

SUBJECT: Policy Framework for Planning, Programming and Monitoring at Alameda CTC

Recommendation

This item is for information only. No action is requested.

Summary

Alameda CTC's transportation vision supports investing in infrastructure and programs to expand mobility choices and fuel the economy by creating jobs. Planning for capital improvements, operations and maintenance is an on-going process and requires the integration of both short and long-range planning as well as feedback loops from system monitoring and performance evaluations. Over time, the County's infrastructure and operational needs will change and capital and programmatic investments must focus on addressing a combination of new construction to meet increased demand, as well as maintenance, operations and educational efforts to enhance the use of the County's existing investments.

The purpose of an overall transportation planning and programming policy is to develop a comprehensive approach for allocating federal, state, regional and local funds in a manner that provides both short- and long-term solutions for transportation that are cost effective, supportive of sustainable development, enhance economic development through expanded transportation access and mobility, increase safety and improve transportation system efficiencies to meet Alameda CTC's vision for transportation as established in its long-range transportation plan, the Countywide Transportation Plan, as shown in Attachment A. In addition, this policy framework addresses the need for integration of data collection, evaluation and monitoring of system performance (in part, collected through the Congestion Management Program) that will provide important system performance feedback loops into transportation planning and programming efforts on a regular basis as shown in Attachment B.

This policy framework will allow Alameda CTC to:

- fully integrate its practices to further streamline agency planning, programming and delivery efforts,
- ensure effective feedback loops into decision-making through planning, data collection and partnerships,
- improve the public understanding of the benefits of projects and programs delivered by Alameda CTC; and
- support an on-going process of contracting opportunities that will support local jobs and economic development in Alameda County.

Discussion

The Alameda CTC is responsible for programming on average approximately \$160 million per year in federal, state, regional and local funds. These policies aim to integrate planning, programming and monitoring through a systematic process, including feedback loops to address system performance to support development and implementation of projects and programs to meet the vision and goals established for the county's transportation system.

This framework will bring together all disciplines at Alameda CTC to further integrate how projects and programs are developed and implemented in the County, and how the data collected at Alameda CTC and through partner agencies can be best utilized in Alameda CTC's planning and programming activities.

This proposed system integrates current practices as well as defines new structures to systematically link these elements together. The following summarizes four sections of the policy framework that define a proposed system for planning, programming, implementation and monitoring.

The policy framework recommendation begins with a section on *Planning* that will expand the County's assessment of its multi-modal systems to facilitate greater capacity to identify needs and priorities. Planning is followed by a *Strategic Investments* section which focuses on how to translate the long-range transportation plan, including its vision and goals, into documents that are integrated with the Congestion Management Program (CMP), as well as link all funding sources together that are under Alameda CTC's programming authority. In addition, this section proposes the development of an allocation plan that identifies a two-year programming effort for all projects and programs at Alameda CTC. The third section focuses on *Implementation* and links the programming efforts of the Alameda CTC with its procurement and contracting policies as well as reporting procedures to ensure that the public is kept well informed on the use and benefits derived from the transportation investments in Alameda County. The final section, *Monitoring, Data Collection and Feedback Loops*, expands on how the annual performance monitoring, LOS monitoring and other data collection efforts performed at Alameda CTC should link directly into future cycles of long- and short-range transportation planning and programming. All of these efforts are also linked into the Regional Transportation Plan and regional funding actions. An overview of the policy framework is below:

- *Planning*: Long-range planning is the cornerstone of project and program identification and prioritization to meet the county's transportation vision and goals. The Countywide Transportation Plan is the document that establishes the county's vision for transportation and all programming efforts must reflect the vision and priorities of the CWTP. Future proposed policies regarding implementation of this element will focus on strengthening current transportation planning efforts through the development of more specific modal plans to help identify and prioritize needs.
- *Strategic Investments*: Strategic investments in Alameda County will be consistent with the long-range CWTP and further define a set of short-range transportation planning and programming documents to ensure that projects and programs can move effectively into implementation. The proposed policies for this element will focus on improving the coordination of planning, monitoring and programming by better aligning both programmatic and capital investment programming processes, including the work

completed to support the CMP. In addition, policies will focus on linking the selection of projects and programs to the performance measures adopted in the CWTP, as well as defining specific programming policies. This effort will take into account all fund sources on which the Alameda CTC takes action as shown in Attachment C.

- *Implementation:* Project and program implementation will be done through Alameda CTC professional contracting efforts or via contracts with partner agencies. When done through Alameda CTC contracting, Alameda CTC will maximize the amount of contracts that will go to Alameda County businesses to perform the work. The policies in this element are linked with the Alameda CTC procurement and contracting policy under development and which will come before the Commission in spring 2013. In addition, future policies that will be brought to the Commission will focus on aligning monitoring and reporting timelines for all fund sources as well as expanding the overall reporting on benefits of the projects and programs implemented throughout the County.
- *Monitoring, Data Collection and Feedback Loops:* The CMP requires on-going monitoring of Alameda County's roadway performance through Levels of Service reporting, an Annual Performance Report on all modes of transportation and how they are performing in relation to the adopted vision and goals of the CWTP, and a land use analysis which addresses how all types of development in Alameda County affect the transportation system. In addition to data being collected to meet the CMP requirements, Alameda CTC also performs annual bicycle and pedestrian counts, on-going monitoring of the Safe Routes to Schools Program and its capital projects, annual program compliance reports for Measure B and Vehicle Registration Fee funds, and reviews MTC's annual Pavement Condition Report of Bay Area Jurisdictions and Caltrans data. Future policy recommendations will support using data collected through these monitoring and reporting processes to provide feedback into the evaluation and selection of projects and programs for funding at Alameda CTC through the CWTP, and capital and program investment plans.

Future policies will be brought before the Commission in the coming months to address implementation of each of the above policy framework elements.

Fiscal Impact

There is no fiscal impact at this time.

Attachments

Attachment A: Alameda CTC Adopted Transportation Vision and Goals from 2012 Countywide Transportation Plan

Attachment B: Feedback loop flow chart for Alameda CTC planning, programming and monitoring

Attachment C: Funding sources that are programmed by Alameda CTC.

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Alameda CTC Adopted Transportation Vision and Goals from 2012 Countywide Transportation Plan

“Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.

Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators and will be supported by these goals:

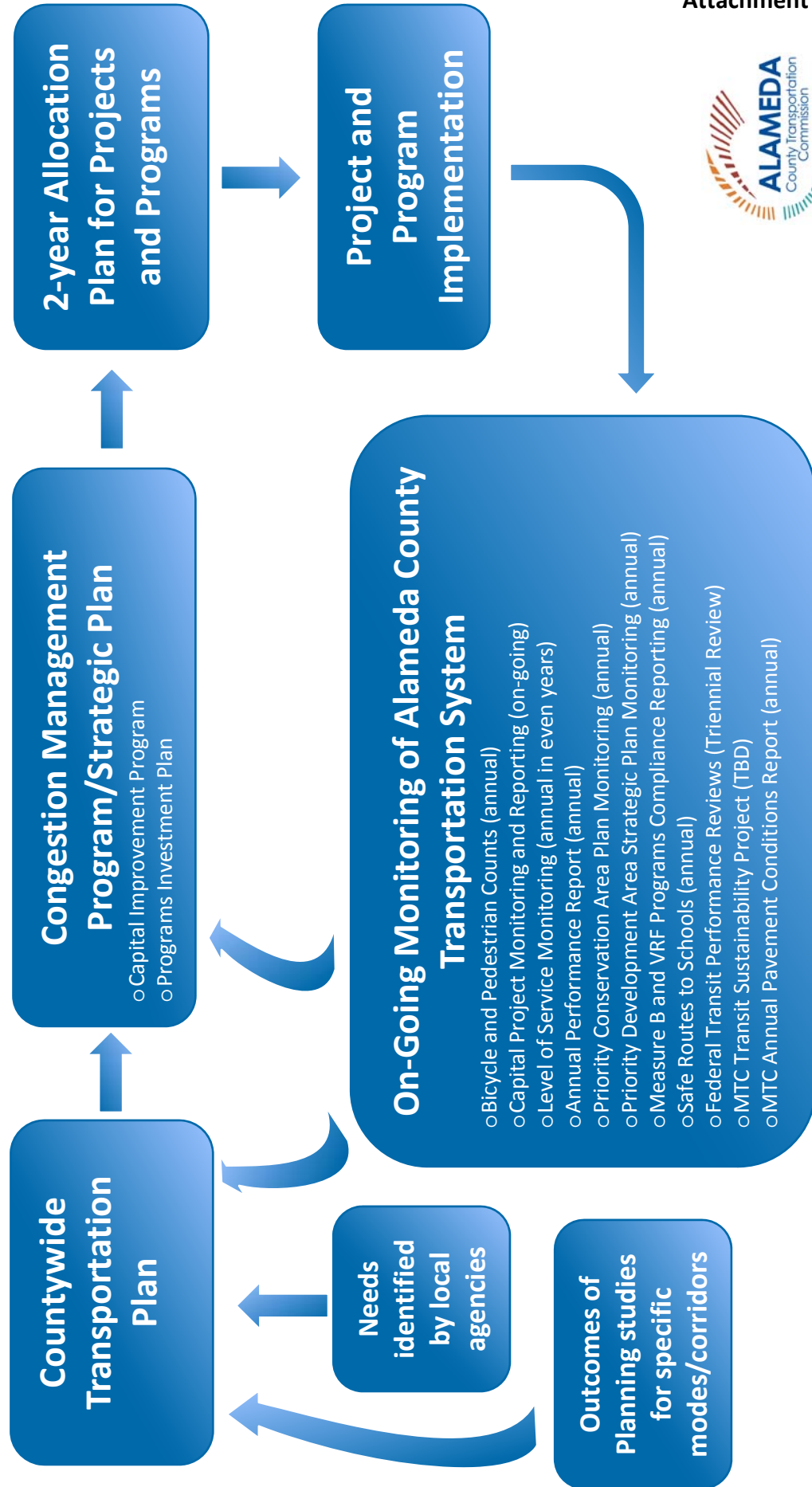
Our transportation system will be:

- *Multimodal*
- *Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies*
- *Integrated with land use patterns and local decision-making*
- *Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes*
- *Reliable and Efficient*
- *Cost Effective*
- *Well Maintained*
- *Safe*
- *Supportive of a Healthy and Clean Environment”*

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Alameda CTC Policy Framework for Planning, Programming and Monitoring Feedback Loop Process



This flowchart only illustrates Alameda CTC's process, which will integrate into the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (TIP)

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Funding Sources Programmed by Alameda CTC

Federal:

Surface Transportation Program. The Alameda CTC, as Alameda County's congestion management agency, is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Surface Transportation Program (STP). The STP is provided through funding from the reauthorization of federal funding for surface transportation, the legislation by which the Alameda CTC receives federal monies. MTC's One Bay Area Grant Program is how these funds will be allocated in the coming years.

Congestion Mitigation & Air Quality Program. The Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Congestion Mitigation & Air Quality Program (CMAQ). These funds are used on projects that will provide an air quality benefit. MTC's One Bay Area Grant Program is how these funds will be allocated in the coming years.

State and Regional:

State Transportation Improvement Program. Under state law, the Alameda CTC works with project sponsors, including Caltrans, transit agencies and local jurisdictions to solicit and prioritize projects that will be programmed in the State Transportation Improvement Program (STIP). Of the STIP funds, 75 percent are programmed at the county level and earmarked as "County Share." The remaining 25 percent are programmed at the state level and are part of the Interregional Transportation Improvement Program. Each STIP cycle, the California Transportation Commission adopts a Fund Estimate (FE) that serves as the basis for financially constraining STIP proposals from counties and regions.

Transportation Fund for Clean Air Program (TFCA). State law permits the BAAQMD to collect a fee of \$4/vehicle/ year to reduce air pollution from motor vehicles. Of these funds, the District programs 60 percent; the remaining 40 percent are allocated annually to the designated overall program manager for each county—the Alameda CTC in Alameda County. Of the Alameda CTC's portion, 70 percent are programmed to the cities and county and 30 percent are programmed to transit-related projects.

Lifeline Transportation Program (LTP). Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County for the LTP. The LTP provides funds for transportation projects that serve low income communities using a mixture of state and federal fund sources. The current program is made up of multiple fund sources including: State Transit Account, Job Access Reverse Commute and State Proposition 1B funds. The make-up of this program will likely change due to the passage of MAP-21 and most of the Proposition 1B funds already allocated.

Local:

Measure B Program Funds: These include 60% of the sales tax dollars that are allocated to 20 separate organizations via direct pass-through funds or discretionary grant programs. In April 2012, the Alameda CTC entered into new Master Program Funding Agreements with all recipients, which require more focused reporting requirements for fund reserves. Agreements were executed Alameda-Contra Costa Transit District (AC Transit), Water Emergency Transportation Authority (WETA), Altamont Commuter Express (ACE), the Livermore Amador Valley Transit Authority (LAVTA), and the Bay Area Rapid Transit District (BART); cities include Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City (same agreement as for Union City Transit); and Alameda County.

The funds allocated to jurisdictions through the Master Program Funding Agreements include the following:

- Local Transportation, including local streets and roads projects (22.33 percent)
- Mass Transit, including express bus service (21.92 percent)
- Special Transportation (Paratransit) for seniors and people with disabilities (10.5 percent)
- Bicycle and Pedestrian Safety (5 percent)
- Transit-Oriented Development (0.19 percent)

Measure B Capital Funds: These include 40% of the sales tax dollars that are allocated to specific projects as described in the voter approved November 2000 Expenditure Plan, as amended. Each recipient has entered into a Master Projects Funding Agreement and Project-Specific Funding Agreements for each project element. Funds are allocated through the project strategic planning process which identifies project readiness and funding requirements on an annual basis. Project-specific funding allocations are made via specific recommendations approved by the Commission.

Vehicle Registration Fee: The Alameda County Vehicle Registration Fee (VRF) Program will be allocated in part through the Alameda CTC Master Program Funding Agreements as pass-through funds, and others through discretionary programs, as noted below:

- Local streets and roads (60 percent, allocated through MPFA)
- Transit (25 percent, allocated through discretionary program)
- Local transportation technology (10 percent, allocated through discretionary program)
- Bicycle and pedestrian projects (5 percent, allocated through discretionary program)

Local Exchange Program. Under this program, the Alameda CTC can exchange state and federal funds for local monies, giving project sponsors the flexibility to streamline and expedite project delivery. The local funds also allow agencies to begin projects that would otherwise have been delayed due to the lack of available STIP funding. The program includes projects such as bus purchases, overpasses, intermodal facilities, local road improvements and arterial management projects.

Other Funding Sources

There are numerous other funding programs that fund transportation investments in Alameda County, but the Alameda CTC does not have a direct role in programming these fund, including, but not limited to:

- Federal Disaster Assistance
- Federal Transit Sections 5300 series
- State Interregional Transportation Improvement Program
- State Environmental Enhancement and Mitigation Program
- State Transportation Development Act (transit, paratransit and bicycle/pedestrian)
- State Transit Assistance
- State Highway Operations and Protection Program
- Local BART Sales Tax
- Local Bridge Tolls (Regional Measure 2) – sometimes Alameda CTC may have a role in identifying projects for these funds
- Local Gas Tax (Highway Users Tax Account)

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Memorandum

DATE: February 26, 2013

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Tess Lengyel, Deputy Director of Policy, Legislation and Public Affairs
Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator

SUBJECT: Complete Streets Local Policy Approvals Update

Recommendation

This item is for information only. No action is requested.

Summary

Local jurisdictions in Alameda County are required to adopt complete streets policies, or demonstrate that their general plan is compliant with the state Complete Streets Act, by April 1, 2013 in order to meet the Metropolitan Transportation Commission's (MTC's) One Bay Area Grant (OBAG) requirement. In October 2012, the Alameda CTC Commission approved ten policy elements that are required for local jurisdictions in Alameda County to be compliant with both the Alameda CTC's Master Program Funding Agreements (MPFAs) requirement for a local complete streets policy, and also the OBAG requirement. To date, all 15 jurisdictions in the county have met, or are scheduled to meet, the complete streets requirement for adopting a local policy or having a compliant general plan, by April 1st. Alameda CTC staff has provided local jurisdictions with resources and assistance to support them in adopting these complete streets policies. Staff is currently reviewing adopted policies and will provide an update to the Commission in April regarding whether all local policies meet Alameda CTC's policy element requirements.

Background

Complete streets are generally defined as streets that are safe, convenient and inviting for all users of the roadway, including pedestrians, bicyclists, motorists, persons with disabilities, seniors, children, movers of commercial goods, users and operators of public transit, and emergency services. A complete street is the result of comprehensive planning, programming, design, construction, operation, and maintenance, and should be appropriate to the function and context of the street.

The Alameda CTC MPFAs, adopted by Alameda CTC in December 2011, require that all local jurisdictions adopt a complete streets policy by June 30, 2013. Five months after Alameda CTC's adoption of the MPFAs, the MTC, via OBAG, established a requirement for local jurisdictions to adopt a complete streets policy or to have a general plan that complies with the California Complete Streets Act of 2008 (AB1358) by January 31, 2013, five months before the Alameda CTC requirement. In October 2012, Alameda CTC staff requested that the MTC grant

jurisdictions within Alameda County an administrative deadline extension for adoption of complete streets policies. In December 2012, the administrative extension was approved and extended to June 30, 2013. However, in order for Alameda CTC to ensure that it only considers and programs OBAG funds to jurisdictions that have met the OBAG requirements, jurisdictions that wish to apply for OBAG funds must have adopted their complete streets policy or submit a letter stating that the jurisdiction's general plan is compliant with the California Complete Streets Act by April 1, 2013. Jurisdictions that do not wish to apply for OBAG funds must still adopt a complete streets policy by June 30, 2013 to comply with the MPFAs requirement.

In October 2012, the Alameda CTC Commission approved the ten policy elements required for local jurisdictions in Alameda County to be compliant with the MPFAs requirement. Alameda CTC staff developed the policy elements to incorporate the MTC required elements, so that local jurisdictions may adopt one resolution that meets both agency requirements. To support local jurisdictions in adopting a complete streets policy resolution, staff developed a sample resolution, sample staff report and sample PowerPoint presentation that provides an overview of complete streets. In addition, Alameda CTC staff invited jurisdictions to submit their draft policies to Alameda CTC for staff to review and comment on their compliance with the required policy elements.

As of late February, twelve of the fifteen jurisdictions in the county have adopted complete streets policies; two jurisdictions (Newark and Hayward) are scheduled to adopt policies in March; and one jurisdiction (Fremont) submitted a letter stating that their general plan is compliant with the state Complete Streets Act, thus meeting the OBAG requirement (see summary table below). (In order to be compliant with the MPFA requirement, Fremont will also adopt a complete streets policy by June 30, 2013.) Alameda CTC staff reviewed and provided comments on the eight draft policies and letter (from Fremont) that were submitted for review.

Status: Adopted Local Complete Streets Policy Resolutions			
Jurisdiction	Expected Date of final Adoption	Date Resolution Adopted	Policy Posted to Jurisdiction Website
Alameda County		12/4/2012	
Alameda (City)		1/14/2013	✓
Albany		1/22/2013	
Berkeley		12/11/2012	✓
Dublin		12/4/2012	✓
Emeryville		1/15/2013	
Fremont		1/7/2013 (date of letter indicating General Plan compliance)	✓
Hayward	3/19/2013		
Livermore		1/28/2013	
Newark	3/28/2013		
Oakland		2/5/2013	✓
Piedmont		11/19/2012	
Pleasanton		12/4/2012	✓
San Leandro		2/4/2013	
Union City		11/27/2012	

Alameda CTC is asking all jurisdictions to post their final adopted policy to their website, and has created a webpage on Alameda CTC's website to link to these policies: http://www.alamedactc.org/app_pages/view/8563. To date, six cities have provided links, as shown in the above table.

Next Steps

Alameda CTC staff is currently in the process of reviewing all adopted resolutions to ensure that they meet the intent of the required policy elements, and will report to the Commission in April on this topic. Now that most jurisdictions have adopted complete streets policies, Alameda CTC staff and MTC are developing resources and technical assistance for policy implementation. MTC is developing a workshop on complete streets design and implementation, scheduled for early May (exact date still to be determined). Alameda CTC staff will be providing resources, such as workshops, a speaker series and a half-day conference, on implementation.

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METROPOLITAN
TRANSPORTATION
COMMISSION

ACTAC Meeting 03/05/13
Agenda Item 5D
JOINT PARTNERSHIP PROGRAMMING AND DELIVERY/
LOCAL STREETS AND ROADS WORKING GROUP MEETING
101 - 8th St., 1st Floor, Auditorium
Monday, February 4, 2013
9:30 a.m. – 12:30 p.m.

AGENDA

Topic	Estimated Time
1. Introductions (<i>Craig Tackabery, LSRWG Chair</i>)	3 min
2. Review of Working Group Minutes* (<i>Craig Tackabery, LSRWG Chair</i>)	5 min
A. Joint Partnership Local Streets and Roads/ Programming and Delivery Working Group – November 8, 2012*	
B. Partnership Local Streets and Roads Working Group – January 10, 2013*	
C. Nomination and election of CY2013 Programming and Delivery Working Group Vice-Chair	
3. Standing/ Programming Updates:	
A. Federal Programs Delivery Update (STP/CMAQ, STIP-TE, HBP, Local Safety)* (<i>Marcella Aranda</i>)	10 min
i. Inactive Obligations Update*	
(<i>The Quarterly Inactive Obligations listing for the period of 10/01/2012-12/31/2012 is available online at: http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm. Project sponsors have until February 22, 2013 to submit a valid FMIS transaction or justification or risk deobligation of project funds.</i>)	
B. CTC/Legislative Update (<i>Kenneth Kao</i>)	10 min
▪ MAP-21 Update	
4. Federal/State Program Announcements:	
A. Caltrans Division of Local Assistance Web Update Announcements (DLAWUA)* (<i>Memo Only</i>)	
(<i>Caltrans Division of Local Assistance has posted program updates/announcements to their website. Jurisdictions are encouraged to review the bulletins for program changes.</i>)	
i. [DLAWUA] DLA-OB 12-03R - LAPM Ch 10 Consultant Selection has been issued*	
(<i>DLA-OB 12-03R - LAPM Ch 10 Consultant Selection has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm</i>)	
ii. [DLAWUA] Advancing Federal Highway Bridge Program funded projects*	
(<i>Local agencies are requested to submit their requests for authorizations for bridge projects to Caltrans. After March 30th, projects programmed in FFY 12/13 will lose their reservation of funds so that projects programmed in FFY 13/14 through 15/16 may be advanced. Please see Office Bulletin 10-01 for details on this policy: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA-OB-10-01.pdf</i>)	
iii. Caltrans Local Assistance Training Schedule*	
(<i>Caltrans Local Assistance has posted a schedule of upcoming training sessions. Registration will be open until one week prior to the date of training.</i>	
http://www.cce.csus.edu/conferences/caltrans/localAssistance/training_upcTraining.cfm)	
iv. Urban Boundaries Updates Requested by FHWA*	
(<i>Caltrans is seeking concurrence or comment on the proposed 2010 Caltrans adjusted urban boundaries. Proposed and current urban boundaries can be viewed and downloaded at the Caltrans Earth website: http://earth.dot.ca.gov/. Jurisdictions are asked to contact Dick Fahey, Caltrans D4 Functional Classification Coordinator/GIS Coordinator at (510) 286-5761 with questions related to the program. Jurisdictions should submit their concurrence or revision to MTC via Sui Tan at stan@mtc.ca.gov by March 11, 2013.</i>)	
5. Discussion Items:	
A. OneBayArea Grant Update (<i>Craig Goldblatt</i>)	15 min
B. PM 2.5 Air Quality Conformity Task Force Q&A (<i>Carolyn Clevenger</i>)	15 min
C. 2013 TIP Project Sponsor Review Schedule & Primer* (<i>Sri Srinivasan</i>)	20 min

Chair: Craig Tackabery, Marin Co.
Vice-Chair: Eileen Ross, SFMTA

MTC Staff Liaison: Kenneth Kao

- i. 2011 TIP Update*
(The current TIP and subsequent TIP Revisions are available online at:
<http://www.mtc.ca.gov/funding/tip/2011/revisions.htm>)
- D. 2013 LSRWG Work Plan Update* (Theresa Romell) 15 min
- E. 2014 STIP Overview Discussion (Kenneth Kao) 10 min
- F. Project Delivery Federal Efficiencies Update (Kenneth Kao) 30 min
- 6. Informational Items:** (“Memo Only” unless otherwise noted)
 - A. P-TAP Cycle 14 Update (Christina Hohorst)
(Local contribution checks are due **by February 15th** for awarded projects. Failure to submit the local contribution funds in a timely manner will disqualify your project and P-TAP funds may be rescinded.)
 - B. PMP Certification Status*
(Current PMP Certification status is available online at: <http://www.mtcpms.org/ptap/cert.html>)
 - C. 2013 Local Streets and Roads Working Group Meeting Calendar*
 - D. 2013 Programming and Delivery Working Group Meeting Calendar*
- 7. Recommended Agenda Items for Next Meeting:** (All) 5 min
 - Development of 2013 PDWG Work Plan

The next LSRWG meeting:

Thursday, March 14, 2013
9:30a – 11:30a, 2nd Floor, Claremont
101-8th Street, Oakland 94607

The next PDWG meeting:

Monday, March 18, 2013
10:30a – 12:30p, 2nd Floor, Claremont
101-8th Street, Oakland 94607

* = Attachment in Packet ** = Handouts Available at Meeting

Contact Marcella Aranda at maranda@mtc.ca.gov if you have questions regarding this agenda.