



ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE (ACTAC) MEETING NOTICE

Tuesday, June 5, 2012, 1:30 P.M.
1333 Broadway, Suite 300,
Oakland, California 94612
(see map on last page of agenda)

Chairperson: Arthur L. Dao
Staff Liaison: Matt Todd
Secretary: Claudia Leyva

AGENDA

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

1 INTRODUCTIONS

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 | Minutes of May 8, 2012 – Page 1 | A |
| 3B | Review Caltrans Memo Proposing Hazardous Materials Languages Into Caltrans’ Relinquishment Agreement Template – Page 7 | I |

4 ACTION ITEMS

- | | | |
|----|---|----------|
| 4A | Approval of the Guaranteed Ride Home (GRH) Program Annual Evaluation Report and Scope of Work for the GRH Request for Proposals – Page 9 | A |
| 4B | Approval of Final Vehicle Registration Fee (VRF) FY 2012/13 Strategic Plan – Page 41 | A |
| 4C | Approval of State Transportation Improvement (STIP) Program At Risk Report – Page 61 | A |
| 4D | Approval of Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report – Page 67 | A |
| 4E | Approval of CMA Exchange Program Quarterly Status Monitoring Report – Page 79 | A |
| 4F | Approval of Transportation for Clean Air (TFCA) Program At Risk Report – Page 81 | A |

- 4G Approval of Draft FY 2012/13 Transportation Fund for Clean Air (TFCA) Program – Page 91 A

5 NON ACTION ITEMS

- 5A Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan (TEP) and Update on Development of a Sustainable Communities Strategy (SCS)/Regional Transportation Plan (RTP) – Page 95 I
- 5B Update on Metropolitan Transportation Commission's (MTC) One Bay Area Grant Program (OBAG) – Page 105 I
- 5C Review Policy, Planning and Programming Activities Implementation Timeline – Page 145 I
- 5D Review of Updated Preliminary 2012 Level of Service Monitoring Results – Page 151 I
- 5E Review of California Transportation Commission (CTC) May 2012 Meeting Summary – Page 179 I

6 LEGISLATIVE PROGRAM UPDATE

- 6A Review Legislative Program Update – Page 181 I

7 STAFF AND COMMITTEE MEMBER REPORTS

- 7A Review of Local Streets and Roads Working Group (LSRWG) Update – Page 185 I

8 ADJOURNMENT AND NEXT MEETING: July 3, 2012

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
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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



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Directions to the Offices of the Alameda County Transportation Commission:

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

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



ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
MINUTES OF MAY 8, 2012

1 INTRODUCTIONS

2 PUBLIC COMMENT

3 CONSENT CALENDAR

- 3A Minutes of April 3, 2012
- 3B Review Funding Opportunity-TFCA FY 2012/13- Call for Projects
- 3C Review Funding Opportunity – Caltrans’ Combined Call for Projects for the Cycle 5 Highway Safety Improvement Program (HSIP) and Cycle 3 High Risk Rural Road Program (HR3)
- 3D Review Training Opportunities Through Caltrans Local Assistance
- 3E Review Proposed New Language for Caltrans Construction Cooperative Agreements
A motion was made by Don Frascinella (Hayward) to approve the consent calendar. Kunle Odumade (Fremont) seconded the motion. The motion passed unanimously.

4 ACTION ITEMS

- 4A Approval of Final Cycle 3 Lifeline Transportation Program
Jacki Taylor requested ACTAC to recommend the Commission approve the final program recommendation for the Cycle 3 Lifeline Transportation Program. She also stated that the Resolutions of Local Support for the Lifeline Program and STP funding are due to Alameda CTC by the end of June 2012. A motion was made by Kunle Odumade (Fremont) and seconded by Donna Lee (BART). The motion passed unanimously.
- 4B Approval of Measure B Express Bus Grant Funds
John Hemiup requested ACTAC to recommend that the Commission allocate \$700,000 of Express Bus Measure B Gap Funds (Discretionary Measure B funds) to fund AC Transit San Leandro BART Bus Rapid Transit (BRT) improvements (\$321,000), and LAVTA Express Bus Operations (\$379,000). A motion was made by Don Frascinella (Hayward) and seconded by Tina Spencer (AC Transit). The motion passed unanimously.

5 NON ACTIONS ITEMS

- 5A Review of Draft Vehicle Registration Fee (VRF) FY 2012/14 Strategic Plan
Vivek Bhat provided ACTAC with information on the Draft Vehicle Registration (VRF). He stated that at the May 2011, Alameda CTC Board meeting, the Commission approved the VRF program principles and the principles are the basis of the Draft FY 2012/13 Strategic Plan Document.. He requested ACTAC to provide input on the Draft document and stated that this item will be presented to the Programs and Projects Committee and Commission in May. He also stated that a final version of the FY 2012/13 VRF Strategic Plan will be presented to the Committees and Commission for approval at the June 2012 meeting. This item was presented

for information only.

5B Review of Metropolitan Transportation Commission's (MTC) One Bay Area Grant Program (OBAG) Proposal

Tess Lengyel provided an update on the proposed policies under development at MTC regarding allocation of the Cycle 2 Federal Surface Transportation Program and Congestion Mitigation Air Quality (STP/CMAQ) funds for the next four fiscal years 2012/2013, 2013/2014 2014/2015, 2015/2016, also known as the One Bay Area Grant (OBAG). Art Dao stated that he would report to the Commission on their recommendation to form a small ACTAC subcommittee for the OBAG to focus on Complete Street Policy, Funding Cycle 1, and focus on the Housing element. Beth Walukas stated that this item will also be discussed at the May 10, 2012, Joint CAWG/TAWG meeting. This item was presented for information only.

5C Review of Policy, Planning and Programming Activities in FY 2012/2013

Tess Lengyel provided ACTAC with information on the Policy, Planning and Programming activities. She requested input on the implementation timeline for Policy, Planning and Programming activities for FY 2012/13. This item was presented as an informational item and will be brought back to ACTAC next month.

5D Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan (TEP) and Update on Development of a Sustainable Communities Strategy (SCS) Regional Transportation

Beth Walukas provided information on regional and countywide transportation planning efforts related to the updates of the CWTP, Sales Tax TEP, Regional Transportation Plan, and the development of the SCS. She stated that staff will be presenting the final TEP to the Commission at its May 24, 2012 meeting, and the last meeting of the Citizens Advisory Working Group CAWG), will be held on May 10, 2012. This item was presented as an informational item.

5E Review of Congestion Management Program: Quarterly Update of the Land Use Analysis Program Element (3rd Quarter) FY 2011/12

Diane Stark requested ACTAC to review the list of projects in the Congestion Management Program 3rd Quarter FY 2011/12 Update of the Land Use Analysis Program Element. She requested them to: (1) verify that all projects are included; (2) inform staff if projects are complete; and (3) confirm that the information presented is accurate. She stated that the deadline for responses is May 25, 2012.

5F Review of Preliminary Draft 2012 LOS Monitoring Results

Saravana Suthanthira provided a brief update on the Preliminary Draft 2012 Los Monitoring results that were provided in the packet. This item was presented as an informational item.

5G Review of FY 2010/11 Measure B Pass Through Fund Program Draft Compliance Report and Audit Executive Summary

John Hemiup provided information on the FY 2010/11 Measure B Pass Through Fund Program Draft Compliance Report and Audit Executive Summary. He stated that the Measure B Pass Through fund recipients submitted compliance audits and reports to the Alameda CTC for FY 2010/11, which documents their Measure B Pass Through expenditures for four types of programs: Bicycle and Pedestrian, Local Street and Roads, Mass Transit, and Paratransit. This item was presented as an informational item.

- 5H Review of Measure B Pass Through Compliance Report Process for FY 2011/12
John Hemiup provided a review of the Measure B Pass Through Compliance Report Process for FY 2011/12. He stated that based on staff's review of the annual audit and compliance reports that Measure B pass through fund recipients submit to the Alameda CTC, staff recommends changes to the audit report for FY 2011/12, to ensure that the audits include a Balance Sheet, Statement of Revenues and Expenditures, and Changes in Fund Balance for Measure B funds. He added that including these financial statements in the audit report will simplify the report review process and help ensure that fund recipients' audited records are consistent with Alameda CTC's audited financial statements. Art Dao noted that the Alameda CTC will be holding a Compliance Workshop in September 2012. This item was presented as an informational item.
- 5I Review of Update on Student Transit Pass Program in 2012 Transportation Expenditure Plan
Tess Lengyel provided ACTAC with an update on the Student Transit Pass Program in the 2012 Transportation Expenditure Plan. She stated that during the development of the CWTP and TEP, student transit pass programs were discussed for inclusion in both plans and an application was submitted by the Alameda County Office of Education for a free student pass program for grades 6 – 12. The approved 2012 TEP includes language to support a student transit pass program for an initial 30 year period as well as language to fund successful models that result from the initial 3-year program. She requested feedback on the development of an Alameda County Student Transit Pass program included in the 2012 Transportation Expenditure Plan. This item was presented as an informational item.
- 5J Review State Transportation Improvement (STIP) Program Timely Use of Funds Monitoring Report
James O'Brien presented the (STIP) Timely Use of Funds Monitoring Report dated May 31, 2012. He requested ACTAC to review and comment on the report. He also requested project sponsors to email documentation related to the status of the required activities shown on the report to Jacki Taylor, JTaylor@alamedactc.org by May 18, 2012. The STIP At Risk Report is scheduled to be brought to the Commission's June 28, 2012 meeting. This item was presented as an informational item.
- 5K Review Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program Timely Use of Funds Monitoring Report
James O'Brien requested ACTAC to review and comment on the project specific information included in the Federal STP/CMAQ Program Timely Use of Funds Monitoring Report. He requested project sponsors to email documentation related to the status of the required activities shown on the report to Jacki Taylor, JTaylor@alamedactc.org by May 18, 2012. This information will be the basis of the Federal At Risk Report which is scheduled to be brought to the Commission's June 28, 2012 meeting. This item was presented as an informational item.
- 5L Review CMA Exchange Program Preliminary Quarterly Status Monitoring Report
James O'Brien requested ACTAC to review and comment on the project specific information included in the Preliminary Quarterly Status Report for CMA Exchange Projects, dated May 30, 2012. He also requested project sponsors to email documentation related to the status of the projects in the report to Jacki Taylor, JTaylor@alamedactc.org by May 18, 2012. This item was presented as an informational item.

- 5M Review Transportation for Clean Air (TFCA) Program Timely Use of Funds Monitoring Report
Jacki Taylor requested ACTAC to review and comment on the project specific information included in the TFCA Timely Use of Funds Report dated May 31, 2012. The report includes currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. She noted that there are four projects that should be out of the red zone by the next board meeting on May 24, 2012. And also provided a reminder that the due date for the FY 12/13 call for projects is Friday, May 11, 2012. This item was presented as an informational item.
- 5N Review of 2013 TIP Development Information Update
Jacki Taylor gave an update on the 2013 TIP Development and reminded TIP sponsors that project updates are due by May 3rd.
- 5O Review California Transportation Commission (CTC) April 2012 Meeting
Vivek Bhat reported that the CTC's March 2012 meeting was held in Orinda, CA. At that meeting five of the six items on the agenda pertaining to Projects/Programs within Alameda County were approved. Of the five items approved, three were sponsored by Alameda CTC. The April 2012 CTC Meeting was held in Irvine, CA and there were eight items on the agenda pertaining to Projects/Programs within Alameda County. Seven were approved with four of which were sponsored by Alameda CTC. This item was presented as an informational item.
- 5P Review Federal Inactive Projects List: March 2012 Quarterly Review
Bhat requested ACTAC to review the March 2012 Quarterly Federal Inactive obligation list of projects. Participants are asked to submit a valid FMIS transaction by May 25, 2012. This item was presented for information only.

6 LEGISLATIVE PROGRAM UPDATE

- 6A Review Legislative Program Update
Tess Lengyel provided ACTAC with a brief update on the following bills and Alameda CTC's recommended position on the bills: (1) Oppose AB 2200 (Ma). Vehicles: high-occupancy vehicle lanes; (2) Oppose AB 2231 (Fuentes). Sidewalks: repairs; (3) Oppose AB 2405 (Blumenfield). Vehicles: high-occupancy toll lanes; regarding Legislative items.

7 STAFF AND COMMITTEE MEMBER REPORTS

- 7A Review of Local Streets and Roads Working Group (LSRWG) Update
Obaid Khan provided an update on this item.

8 ADJOURNMENT AND NEXT MEETING: June 5, 2012

NEXT MEETING: June 5, 2012

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

Attest by:

Linda Adams, Secretary



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE

MAY 8, 2012

ROSTER OF MEETING ATTENDANCE

ALAMEDA CTC COMMITTEE ROOM, OAKLAND, CALIFORNIA

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
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2.	LINDA ADAMS	ACTC	(510) 208-7418	Ladams@alamedactc.org
3.	Amber Evans	Emeryville	510-596-4382	aevas@emeryville.org
4.	Donna Lee	BART	510-464-6282	dlee@bart.gov
5.	Bruce Williams	Oakland	510-238-7229	bwilliams@oaklandnet.com
6.	Tina Spencer	ACTransit	510-891-4754	tspencer@actransit.org
7.	Matt Nichol	Berkeley	510-781-7068	mnichol@city.berkeley.info
8.	Art Carrera	Alameda County	510-670-5581	artc@acpwa.org
9.	ALEIDA ANDRINO	CITY OF ALBANY	510-528-5759	achavez@albanyca.org
10.	Jaimee Bourgeois	Dublin	925-833-6634	jaimie.bourgeois@dublin.ca.gov
11.	BOB ROSEVEAR	CALTRANS	510-286-5544	ROBERT-ROSEVEAR@DOT.CA.GOV
12.	Keith R. Cooke	San Leandro	510-577-3439	KCooke@sanleandro.org
13.	Kunle Odumade	Fremont	510-494-4746	Kodumade@fremont.gov
14.	Joc Whitaker	LAVTA	925-795-4256	JWhitaker@LAVTA.org
15.	Tom Ruark	Union City	510-675-5301	thomasr@unioncity.org
16.	Soren FAREAU	Newark	510-578-4286	Soren.Fareau@newark.org
17.	Debbie Bell	Livermore	925-960-4541	dlbell@cityoflivermore.net
18.	Don Frascinella	Hayward	510-583-4781	don.frascinella@hayward-ca.gov
19.	Mike Tassano	Pleasanton	925-931-5610	MTASSANO@cityofpleasanton.ca.gov
20.	PATRICIA REAVEY	ACTC	510-208-7422	preavey@alamedactc.org



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21. Warren Logan Berkeley WLogan@ci.berkeley.ca.us
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25. Andrea Arguelles Piedmont (510) 420-3014 aarguelles@ci.piedmont.ca.us
26. Jack Taylor Alameda CTC (510) 208-7413 jtaylor@alamedactc.org
27. James O'Brien Alameda CTC 510-208-7464 jobrien@alamedactc.org
28. Tamara Halbritter Argumen Building Enterprise Consultant to Alameda CTC 510-208-7475 thalbritter@alamedactc.org
29. John Hemiup Alameda CTC 510-208-7414 jhemiup@alamedactc.org
30. VIVEK BHAT Alameda CTC 510-208-7430 vbhat@alamedactc.org
31. Diane Stark Alameda CTC 510 208 7410 dstark@alamedactc.org
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34. Stewart Ng " 208-7437 stewartng@alamedactc.org
35. Obaid Khan Alameda 510-747-7938 @KHAN@CI.Alameda.CA.us
36. Beth Walukas Alameda CTC 510/208-7405 bwalukas@alamedactc.org
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May 16, 2012

Mr. Keith N. Dunn
Executive Director
Self- Help Counties Coalition (SHCC)
1029 K Street, Suite 26
Sacramento, CA 95814

Dear Mr. Dunn:

Department of Transportation (Caltrans) has completed the review of SHCC comments in reference to “Hazardous material (HM) articles added into a Relinquishment Agreement Template (RAT)” submitted to SHCC on March 16, 2012.

After careful consideration of all SHCC comments which were fully addressed, Caltrans will now include three (3) HM articles in all future RAT as follows:

1. “To accept relinquishment facilities in their current environmental condition and setting, including, but not limited to, the presence of hazardous materials as described in the Initial Site Assessment (ISA) or other document(s). Local agency has received and reviewed a copy or copies of the above-referenced ISA or other document(s). Upon recordation of the California Transportation Commission’s Resolution of Relinquishment in the County Recorder’s Office, Caltrans will not be responsible for any present or future remediation of said hazardous materials.”
2. “Local agency shall fully defend, indemnify and save harmless Caltrans and all its officers and employees from all claims, suits or actions related to environmental theories or assertions of liability, including, but not limited to, claims or lawsuits related to the presence of hazardous materials as described in the ISA or other document(s), provided that the actions, events, injuries, damages, or losses giving rise to any claims, suits or actions occurred on or arise after the date of the recordation of the California Transportation Commission’s Resolution of Relinquishment.”
3. “Caltrans shall fully defend, indemnify and save harmless local agency and all its officers and employees from all claims, suits or actions related to environmental theories or assertions of liability, including, but not limited to, claims or lawsuits related to the presence of hazardous materials as described in the ISA or other document(s), provided that the actions, events, injuries, damages, or losses giving rise to any claims, suits or actions occurred or arose before the date of recordation of the CTC’s Resolution of Relinquishment.”

Should any SHCC member have any question, they are encouraged to respond to Chuong Truong via email at Chuong.T.Truong@dot.ca.gov, or by mail to the attention of Mr. Truong at the address posted in the letter head.

Page 2

I am hopeful that the mutual interests of Caltrans and the SHCC can be served through strong partnering and open channels of communication.

Sincerely,

GARY GUTIERREZ
California Department of Transportation, Division of Design
Chief, Office of Cooperative Agreements



Date: May 22, 2012

To: Alameda County Technical Advisory Committee (ACTAC)

From: Diane Stark, Senior Transportation Planner

Subject: Approval of Guaranteed Ride Home Program Annual Evaluation Report and Scope of Work for the Guaranteed Ride Home Program Request for Proposals (RFP)

Recommendations:

It is recommended that the Board approve the Annual Evaluation Report and Scope of Work for the Guaranteed Ride Home (GRH) Program, which includes the recommendations below. The Executive Summary and Scope of Work are attached as Appendix A and B, respectively. The draft Annual Evaluation Report is available on the Alameda CTC website.

1. For the current GRH Program, which has TFCA funding approved by the Board through November 2013, continue operations while addressing the Alameda CTC Board's concerns about administrative costs, employer or employee fees, monitoring use of the program, and increasing registration in South and Central County, (see detailed recommendations below), and
2. Prior to submitting a TFCA application for funding for 2013-2015, investigate and recommend options for Alameda CTC's role in the GRH program. Recommendations may include continuing the program with cost efficiencies, establishing employer or employee fees and other funding options in conjunction with possible expansion into a comprehensive countywide TDM program consistent with recommendations of Countywide TDM Plan (expected to be complete 2014), or phasing the program out by transferring into a regional or multiple county program or eliminating it.

Summary:

The Alameda County Guaranteed Ride Home program has been administered by Alameda CTC and funded by the Bay Area Air Quality Management District's (Air District's) Transportation Funds for Clean Air (TFCA) since 1998. The program provides an incentive for county employees to travel to work by alternative modes instead of driving alone. In exchange for committing to commute to work by an alternative mode, Alameda County employees registered in the program may take a free ride home if they have an emergency or unplanned overtime. The GRH Program is one of the Alameda CTC's Transportation Demand Management (TDM) tools to encourage travelers in the County to reduce traffic congestion and greenhouse gas emissions,

in compliance with requirements of the Congestion Management Plan (CMP), as well as state legislation AB32 and SB 375.

The attached 14th annual evaluation of the program addresses recommendations made and issues raised by the Board in May 2011 including concerns about the large percentage of administrative costs, the feasibility of initiating an employer or employee fee, increasing registration throughout the county, with a focus on underserved areas such as South and Central County, and monitoring appropriate use of the program. It also evaluates the effectiveness of the program in meeting its vehicle reduction goals.

The Air District's TFCA funding for the current program is approved by the Alameda CTC Board through November 2013. Alameda CTC policy requires a competitive bid be released five years after a consultant is selected to manage a project or program. Nelson/Nygaard was selected as the consultant team to operate the program through a Request for Proposals in 2007. Therefore, in 2012, a Request for Proposals (RFP) should be issued to allow consultants to submit proposals to manage the Alameda CTC GRH Program. In February 2012, the Board requested that the Scope of Work in the RFP address their concerns, mentioned above.

Background

The Alameda CTC GRH Program is one of nine Guaranteed Ride Home programs throughout the San Francisco Bay Area that provide commuters incentives to reduce vehicle miles traveled and greenhouse gas emissions. The GRH Program is one of the TDM strategies that Alameda CTC is currently undertaking to meet the State requirements in the Congestion Management Program (CMP). It also contributes towards meeting Alameda CTC's goals to reduce greenhouse gas emissions, as required by state legislation, SB 375 and AB 32, and regional and countywide policies in the Regional Transportation Plan and Countywide Transportation Plan.

The Guaranteed Ride Home Program provides incentives for commuters to travel to jobs in Alameda County using alternative modes other than driving alone, such as by carpool, vanpool, transit, walking or bicycling. By encouraging use of alternative modes, the GRH Program results in a reduction in the number of single occupancy vehicle trips taken in Alameda County.

The GRH Program is currently funded by Transportation for Clean Air (TFCA) funds through November 2013. Alameda CTC policy requires a competitive bid five years after a consultant was selected to manage a program. Since the current consultant was selected in July 2007, Alameda CTC should issue a Request for Proposals (RFP) after Board approval in June 2012, with the goal of issuing an RFP in July 2012. The Board requested in February 2012 that staff address their concerns in the Scope of Work about administrative costs of the program, the feasibility of charging employees or employers who benefit from it, increasing registration throughout the county, particularly in underserved areas like the South and Central County, and monitoring appropriate use of the program. The Board is requested to provide comments on the attached Scope of Work as part of a request to issue a Request for Proposals.

Responses to Alameda CTC's Boards Primary Concerns about the GRH Program

The four primary concerns raised by Alameda CTC Board about the current GRH Program are discussed below.

Administrative Costs

As a program designed to encourage employers and employees to reduce the number of vehicle trips they take, the majority of the program budget is used for three areas:

- encouraging new employers and employees to enroll,
- maintaining the current registered employees, and
- monitoring the use and effectiveness of the program.

These three areas comprise 85% of the program budget.

Direct costs of the programs, including rides and administrative costs, comprise 15% of the program budget. Since the rides are used as a backup insurance program, which 92% of the employees never take, they comprise a small portion of the program budget. Examples of tasks incurred to encourage new enrollment include contacting employers directly, through TMAs and Chamber of Commerce, transportation and community fairs. Examples of maintaining the current over 4,700 employees and 250 employers includes providing customer service, managing the database, invoicing and managing contracts with cab and car rental companies. Monitoring includes conducting the annual evaluation survey for registered employers and employees, and monitoring appropriate usage of the program.

A breakdown of percentages of the program used for different tasks is included in the Annual Evaluation Report, which is available on the Alameda CTC website. The current program budget is \$125,000 per year and resulted in over 405,000 less vehicle trips taken per year (see details and calculations in the Annual Evaluation Report, Chapter 3, Employer and Employee Participation). Due to program cost efficiencies, such as adding on line registration and increasing the use of car rentals for long trips, the currently funded program budget initiated in January 2012 showed a 12 percent annual budget reduction since the previous TFCA funding cycle.

Employer or Employee Fees

In response to the Alameda CTC's Board's concerns about charging employer or employee fees for a program that provides them benefits, an analysis was undertaken to review methods, revenue and costs of implementing an employer or employee fee program and is described below. (See the Annual Evaluation Report, Appendix B for a detailed discussion.)

Employee Fees: Employee fees were investigated that included methods to initiate them, estimated administrative and start up costs, and estimated attrition. Based on the potential revenues expected from employee fees and estimated costs to administer the fee, it was found the amount of revenue that would be collected from participants would either balance or not fully cover the operational costs of collecting and accounting for those funds. When factoring in potential financial reporting costs and loss of program participants (based on three years of results of employee surveys), as well as start-up

costs for the first year of the program, it would actually cost the program more than the estimated revenue that would be generated with the fees. In addition, the program attrition expected to result from the fee would conflict with the overall goals of reducing vehicle miles traveled (VMT) and greenhouse gas emissions. Therefore, charging a fee for this program is not recommended at this time while the TFCA funds are continuing to cover the entire cost of the program. Charging a fee should be reconsidered if the program becomes part of a larger Transportation Demand Management (TDM) program should such recommendations be made as part of the Countywide TDM Plan expected to be completed in 2014. A fee for a suite of TDM programs is consistent with other programs throughout the U.S., which charge an employer or employee fee.

Employer fees were not considered as an alternative to employee fees at this time because employees are the main beneficiaries of the program; employer representatives volunteer their time to serve as liaison and promote the program; employer surveys show a high rate of attrition should a fee be charged, the economic climate does not support employer fees, and Alameda CTC's GRH Program is a standalone commute Program. In comparison, in the Bay Area, the two GRH programs that charge fees—San Francisco and San Mateo—are part of a larger TDM Program. Additionally, San Francisco has an ordinance requiring employers with more than 20 employees to offer incentives to using transit. San Francisco's Emergency Ride Home Program reimburses the full cost of all employee rides until the total amount of reimbursements for an employer reaches \$1,000. After that point, they reimburse half the cost of rides. San Francisco has 500 registered employers and 90,000 employees in the program, who took 30 rides in the most recent year. They have not yet had an employer reach \$1,000 worth of reimbursements, so no employers have been reimbursed. Alameda County has not experienced \$1,000 in ride fees from any employer. San Mateo, which offers the GRH program as part of a larger TDM program charges 25 percent of trips costs, and all costs beyond the first 25 miles of a cab ride. Their 41,000 registered employees have taken an average of 200 rides per year.

Monitoring Appropriate Use of Rides

A total of 4,784 employees and 250 employers located in Alameda County were registered in the GRH program in 2011. In exchange for registering in the GRH Program and agreeing not to drive alone to work one for more days per week, each registrant is eligible for up to six free emergency rides per year, however, the rate that guaranteed rides are taken is very low. Most program participants (92%) do not ever take a guaranteed ride home. This demonstrates that participants see the GRH program as an "insurance policy" and do not abuse the program or take more rides per year than they need. For example, for the year 2011, a total of 28,704 potential rides could have been taken based on a total enrollment of 4,784 employees and a maximum of six rides allowed per employee per year. However, only 55 rides were actually taken in 2011, which is less than 1% (approximately 0.19%) of potential rides. This indicates that registrants do not abuse or overuse the program, and that the security of having those trips available provides a strong incentive in assuring participants that they will not be stranded at work, removing a barrier to non-drive alone commutes.

Increase Program Enrollment in South and Central County

Targeted outreach efforts to Central County and South County in 2011 resulted in a 33% increase in enrolled employers in Central County and a 16% increase in South County. This reflects responsiveness to the Board's direction to specifically focus on these areas to broaden the reach and use of the GRH Program, the majority of registered employers have been located in North and East County. To encourage increased participation in South and Central Alameda County, in 2011, the GRH program focused marketing efforts on employers in these areas, such as the Chamber of Commerce of Newark, San Leandro, Union City, Hayward, and Fremont, city staff from Union City and San Leandro, businesses along the LINKS shuttle route in San Leandro, and school districts in South and Central County.

Location	Number of Employers		% Change
	2010	2011	
North County	126	159	26%
East County	52	57	10%
South County	19	22	16%
Central County	9	12	33%
Total	206	250	21%

Results of Annual GRH Survey and Evaluation

The Draft Annual Evaluation Report presents the results of the 2011 evaluation. This includes the program's success in increasing the use of alternative travel modes; the effectiveness of the program's operations; employer and employee participation in the GRH Program, and rides taken in exchange for not driving solo to work. It also includes responses to the Board's primary concerns about the program raised in May 2011, results of Board recommendations made for the GRH program in 2011, and proposed recommendations for 2012.

Highlights from the 2011 program are presented below:

Commuter Trips Reduced

- In 2011, approximately 3,899 drive-alone roundtrips or 7,798 drive-alone one-way trips per week were replaced by alternative mode trips by those who joined the program. This is equivalent to a reduction of 405,496 total drive-alone, one-way trips per year.¹
- In the annual survey of GRH program registrants, 93% of respondents stated that the GRH program likely encourages participants to use alternative modes more often, and 65% of respondents stated that the program was at least somewhat important in encouraging them to use alternative modes at least one more day per week.

Environmental Benefits

- In 2011, the GRH program resulted in savings of 348,372 gallons of gas.
- The program saved 3,300 tons of carbon dioxide (CO₂) from being emitted into our air.

Increased Employee and Employer Enrollment in Program

- In 2011, the 4,784 employees registered in the GRH program represent the highest registration rate since the program started in 1998.

¹ This is based on the program enrollment as of December 2011 and 52 weeks per year.

- 736 of the total number of registered employees registered in 2011. This is the highest number of new employees since 1999.
- 250 employers were registered in the GRH program as of 2011, the highest number of employers since the program kicked off in 1998.
- 49 of the 250 employers registered in 2011, the second highest number of new employers since the program inception.
- While the program grew, the number of trips employees took for emergencies remained at 55, the lowest ever taken for the second year in a row. This represents approximately one percent of all eligible rides employees can take (with each employee allowed to take up to six rides per year).
- Targeted outreach efforts to Central County and South County resulted in a 33% increase in enrolled employers in Central County and a 16% increase in South County.

Program Savings and Efficiencies

- Reduced cost for rides: Since 2002, the GRH Program began using rental cars for long distance, non-emergency trips to save program costs. Instead of a per mile rate for cabs, resulting in an average taxi cost of \$77.36/trip in 2011, rental cars have a flat rate of \$55 per trip regardless of the number of miles traveled.
 - The use of rental cars for the GRH program saved approximately \$1,350 on ride costs in 2011. Since the rental car policy kicked off in 2002, \$10,733 has been saved on the cost of rides.
 - Use of rental cars has increased to 42% of all rides in 2011.
- Cost savings in online registration: On-line registration has reduced the amount of administrative time associated with running the GRH program and has made it easier for employers and employees to enroll in the program.
 - In 2011, nearly all new employers and employees completed their enrollment applications online.

Estimated Program Savings and Highlights in 2011

Category	2011 Savings
Program enrollment at end of program year	4,784
Drive-alone roundtrips reduced per week	3,899
Drive-alone one-way trips reduced per week	7,798
Drive-alone roundtrips reduced per weekday	780
Drive-alone one-way trips reduced per weekday	1,560
Total drive-alone roundtrips reduced per year (52 weeks)	202,748
Total drive-alone one-way trips reduced per year (52	405,496 ²

² 1 Number of trips reduced per year, = number of people enrolled in the program (4,784 in 2011) X an extrapolation of the frequency of alternative mode use of each employee per week (i.e., the percentage of people who would otherwise have driven alone to work 1, 2, 3, 4 or 5 days per week) X 52 weeks per year. Based on this analysis, approximately 3,899 drive-alone roundtrips or 7,798 drive-alone one-way trips per week were replaced

weeks)	
GRH rides taken in 2011	55
Average commute distance of GRH participants in 2011	30.2
Average miles saved per workday	47,100
Annual miles saved per work year (250 days)	11,774,980
Average U.S. vehicle fuel economy (MPG)	33.8
Average gallons of gas saved per workday	1,393.5
Annual gallons of gas not burned per work year (250 days)	348,372
Average gas price in 2011	\$3.83
Average dollars saved on gas per workday	\$5,337
Annual dollars saved on gas per work year (250 days)	\$1,334,265
Annual tons of carbon dioxide reduced from the air	3,300 ³

Program operations:

- While 4,784 Alameda County employees were registered in the program, 37 people took one ride and nine took two rides. No one in the program took more than two rides in 2011, whereas each registered employee is eligible to take up to six rides per year in case of an emergency or unscheduled overtime.

2012 Program Recommendations

The status of recommendations for Program enhancements made by the Board for 2011 is found in the attached Executive Summary of the Annual Evaluation Report. Recommendations are summarized below and included in the Executive Summary, Annual Evaluation Report and Scope of Work.

For current TFCA-funded GRH Program through November 2013

Continue operating and evaluating the program with administrative and outreach cost efficiencies, including:

- Initiate new program efficiencies, such as updating website to include links to alternative travel modes, establishing online ride vouchers, and use social media;

by alternative mode trips by those who joined the Guaranteed Ride Home Program. For one way trips reduced per year, 7,798 drive-alone one-way trips per week X 52 weeks = 405,496 trips reduced per year. This is the calculation submitted to the Air District for the TFCA funds since they began fully funding the program in 1998.

³ The Air District calculates approximately 19 gallons of carbon dioxide are reduced for every gallon of gas that is saved. 348,372 X 19 gallons of CO₂ saved, converted to tons = 3,300 tons of CO₂ saved per year.

- Educate and encourage use of the GRH program throughout the County, regardless of employer size, with a focus on increasing registration in South and Central County; and
- Continue operating and supporting existing program registrants and monitoring effectiveness of program, including for its appropriate usage.

Prior to submitting an application for 2013-2015 TFCA funding

Submit recommendations for next steps for the GRH program, subject to approval by Board, which could include:

- Continue the GRH program with cost efficiencies (see 1a) or
- Include the GRH program in a countywide Transportation Demand Management (TDM) program administered by Alameda CTC. The TDM Plan should include funding recommendations including a review of employer or employee fees for a combined alternative commute incentives program. Implementation of recommendations would be initiated after the TDM Plan is complete (2014).
- Consolidate the program into a regional program or combine with other counties, subject to interest and funding of regional or countywide agencies, or
- Phase out the program with 250 businesses and 4,784 employees countywide and recommend other specific ways and funding to reduce vehicle miles traveled and greenhouse gas emissions in Alameda County.

Attachments:

Attachment A: Executive Summary of the Annual Evaluation Report (complete Report is available on the Alameda CTC website)

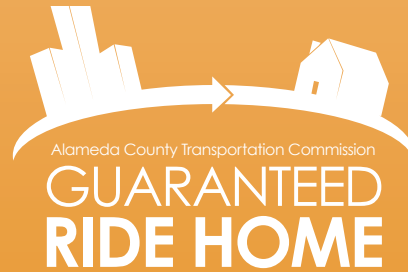
Attachment B: Draft Scope of Work



ACTAC Meeting - 06/05/12

Agenda Item 4A

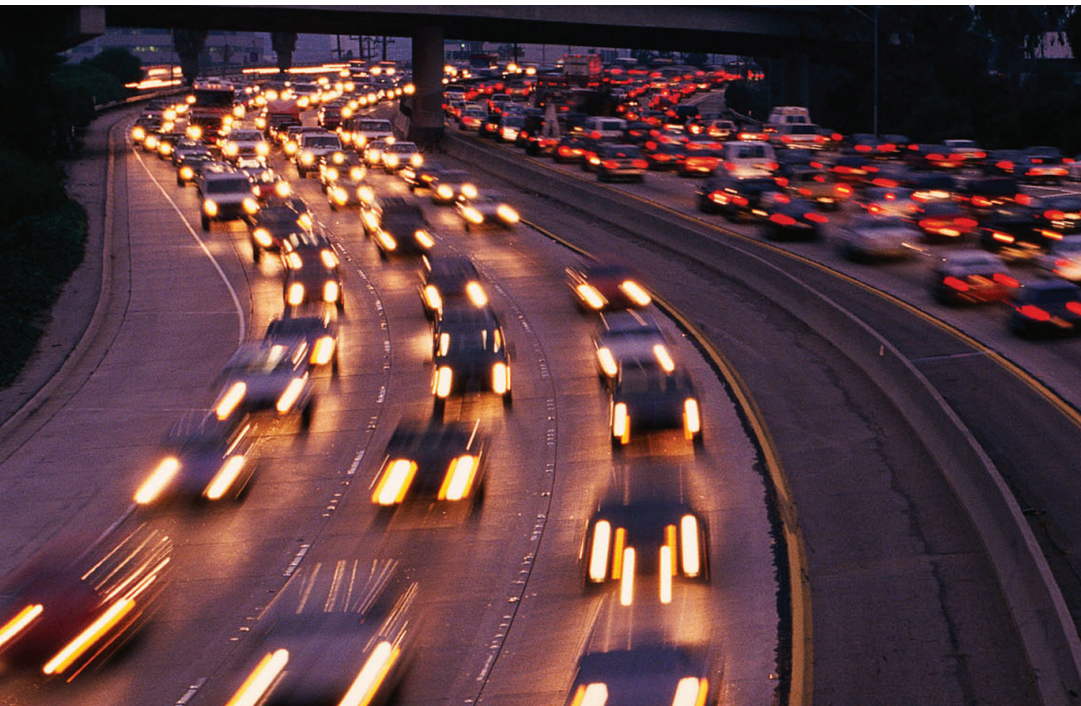
Attachment A



GUARANTEED RIDE HOME PROGRAM EVALUATION • 2011

DRAFT EXECUTIVE SUMMARY

MAY 2012



EXECUTIVE SUMMARY: PROGRAM UPDATE AND RECOMMENDATIONS

INTRODUCTION

This report presents the results of the 2011 Alameda County Transportation Commission (CTC) Guaranteed Ride Home (GRH) Program Evaluation. It provides an analysis of how well the program achieved its goals of reducing the number of trips Alameda County commuters took to work in 2011. It also includes a review of the program's operations and compares the results of the program in 2011 to previous years. The evaluation provides information about:

1. The program's success in increasing the use of alternative travel modes;
2. The effectiveness of the program's operations;
3. How the GRH program addressed the Alameda CTC Board concerns regarding: administrative costs, employer/employee contributions, and increased registration in south and central county;
4. Employer and employee participation in the GRH Program and rides taken in exchange for not driving solo to work; and
5. The status of Board recommendations made for the GRH program in 2011 and proposed recommendations for 2012.

PROGRAM DESCRIPTION

The Alameda County Guaranteed Ride Home gives commuters an "insurance policy" against being stranded at work if they need to make an unscheduled return trip home. By providing the assurance that commuters could get home in an emergency, GRH removes one of the greatest barriers to choosing an alternative to driving alone, addressing concerns such as, "What if I need to get home because my child is sick or I have unscheduled overtime and miss my carpool ride home?" As an employee, the availability of guaranteed rides home is a welcome incentive to provide a feasible way to avoid traffic and have transportation choices to get to work while not contributing to traffic.

The Alameda County GRH program has been in operation since April 9, 1998. Over the last 14 years, the program has matured from a demonstration program with a handful of participating employers to a robust program with 4,784 registered employees and 250 active registered employers throughout Alameda County. Since it began, the GRH program has removed over 180,000 road trips per year by offering an "insurance" program that provides rides for registered employees when they have emergency needs that can't be if they travel to work by an alternative

mode. In 2011, 4,784 registered employees in the GRH Program taking 405,000 less rides to work in their cars in Alameda County. Of those employees, 55, or less than one percent needed to take an emergency trip home through the GRH program. By enabling commuters to feel more comfortable choosing non-drive alone modes, GRH has an impact that goes far beyond the number of trips provided. The reduced number of solo car trips to work from those registered in the program in 2011 resulted in a savings of 11.7 million miles and a reduction of 3,300 tons of carbon dioxide emissions.

The Alameda County GRH program is administered by the Alameda County Transportation Commission (CTC), whose mission is to plan, fund, and deliver a broad spectrum of transportation projects and programs to enhance mobility throughout Alameda County.¹ The GRH program was developed to help reduce the number of single-occupant vehicles on the road and as a means of reducing traffic congestion and improving air quality. As such, the program operates in conjunction with other programs that encourage individuals to travel by a means other than driving alone, such as Alameda CTC's Bike to Work Day, AC Transit EasyPass program and MTC's 511 program. The Alameda County GRH program is also promoted in conjunction with Alameda CTC's *Ride, Stride, Arrive* initiative which seeks to encourage bicycling and walking in Alameda County,² the Safe Routes to School Program, and VSPI commute vanpools. The Alameda County GRH program is funded entirely through grants from the Bay Area Air Quality Management District's Transportation Fund for Clean Air.

GRH Cost Effectiveness

By removing a critical barrier to alternative mode use, Guaranteed Ride Home made it possible to remove 405,441 one way trips during 2011, based on the data provided by our annual program survey. Dividing the annual cost of the program (\$120,000) by the number of trips reduced, results in a total cost of \$0.30 per one-way trip reduced.

STATUS OF PROGRAM ISSUES RAISED BY ALAMEDA CTC COMMISSIONERS

In May 2011 and February 2012, the Alameda CTC Board raised the following primary concerns about the GRH program:

1. Why are the administrative costs such a high percentage of the total budget?
2. Should employers or employees contribute to the program?
3. Is the program being abused or overused by riders?
4. Can we increase registrations in South and Central Alameda County?

The following section addresses the questions and requests raised by the board.

1. Administrative Costs

The cost-breakdown of the GRH budget includes:

¹ The Alameda CTC is a newly-formed countywide transportation agency, resulting from a merger of the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA). The merger was completed in 2010.

² *Ride Stride Arrive* is funded by Measure B, Alameda County's half-cent transportation sales tax, administered by the Alameda County Transportation Commission.

- **20% - Outreach and Promotional efforts:** One of the main goals of the Alameda County GRH Program is to educate and encourage Alameda County employees to share a ride to work or use a more sustainable means of traveling than driving a vehicle alone. It is important to build awareness of the GRH program to encourage commuters to try a commute mode other than a single-occupant vehicle. To the extent possible, the program leverages these resources by relying on participating employers to promote the GRH program internally and by seeking co-marketing opportunities with local transit agencies and with organizations. The following is a list of outreach and promotional efforts performed in 2011:
 - Focused marketing efforts to businesses located along transit corridors in the County, such as International Boulevard, Telegraph Avenue and San Pablo Avenue
 - Worked with business parks throughout the county to promote the program to employers and employees
 - Worked with 511 Regional Rideshare, Enterprise and VSPI Vanpool programs, Chambers of Commerce, local transit agencies, etc. to help promote the GRH program through partnerships and marketing
 - Contacted current employer participants to further promote the program to non-participants and distributed brochures to employers
 - Performed outreach to current employers and employees to encourage the use of rental cars as a more convenient and cost effective alternative to taking a taxicab for longer trips
 - Attended employer commuter fairs to promote program to employees
 - Encouraged employers to promote the program using email blast announcements to employees not registered with the program
- **20% - Administration Costs:** General administrative tasks are required of any program. In the case of GRH, administration includes management of our participant database, distribution of trip vouchers and managing contracts with taxi operators and rental car facilities. Day-to-day administrative tasks performed by Nelson\Nygaard include:
 - Customer Service: Answering the GRH hotline and responding to messages and emails
 - Participant Enrollment: Entering new participants into the GRH database, sending all the necessary materials to participants, following up with participants who have provided incomplete information, enrolling new employers
 - Database Management: Tracking vouchers, updating employee and employer information as needed
 - Answering Marketing Requests: Respond to requests for additional marketing materials and attending onsite events
 - Managing taxicab and rental car contracts: Monitor taxi cab and car rental usage, review all receipts, invoices, and vouchers for taxicab and car rental services, review quality of service, and ensure payment of service
- **15% - Direct Costs:** Includes the cost of all rides taken (taxi and car rental), as well as travel to work sites for community events, printing, office supplies, postage and telephone costs.

- **15% - Maintenance of Website & Updates to Program Materials:** The GRH website is consistently updated to provide seamless service to GRH employers and employees. The database was updated to interface the online registration form with an online database, which made it easier to employers and employees to enroll in the program. It also reduced the amount of administrative time spent entering data. This year, the GRH website and program materials are being updated to include a new logo and look consistent with Alameda CTC's look and branding. The rebranding effort provided GRH staff an opportunity to develop new program materials that will require less paperwork to be sent to program participants. In turn, this will reduce costs and time spent distributing program materials.
- **10% - Annual Employee/Employer Survey:** Nelson\Nygaard administers the annual survey to all program participants, to measure program performance. The goal of the survey is to quantify the benefits of the GRH program such as number of single occupancy vehicles removed from the road, determine the commute profile of participants, including distance and number of days they would have traveled without the program, and to assess participant satisfaction with the service. The annual survey also offers the opportunity to update the database and update employer and employee information.
- **10% - Draft and Final Annual Evaluation Report:** The annual evaluation is a key element of the GRH program. A thorough evaluation identifies lessons learned over the year and includes recommendations for improving the program and expanding its reach. The evaluation report reviews all program aspects over the calendar year, presents employer and employee survey results, and quantify program benefits. The Annual Evaluation report is submitted to the Alameda CTC for approval and revised as needed.
- **10% - Monthly reporting to the Alameda CTC:** Monthly reports are sent to the Alameda CTC detailing program use in the month, updates to recommendations made in the previous calendar year, and any issues or problems encountered.

GRH Program Changes and Cost Efficiencies

Numerous program changes and efficiencies have been made in 2011, which have allowed the GRH program to grow and operate more efficiently. These changes, which are described in more detail throughout the report, include:

- **Online registration for employers and employees.** Online registration has reduced the amount of administrative time associated with running the GRH program and has made it easier for employers and employees to enroll in the program. In 2010, the database was updated to interface the online registration form with an online database. In 2011, nearly all new employers and employees completed their enrollment applications online. Once an employee or employer fills out the registration form online, it is automatically entered into the GRH database in real time — eliminating the need for GRH staff to re-enter the same information. This change not only saves staff time, but it also allows new registrants to be enrolled in the system more easily and efficiently. An automatic e-mail is sent to new applicants when they register that directs them to the liability waiver form. Time saved from data entry was spent on marketing and website updates to encourage more Alameda County employees to join the program and get out of their cars.
- **Employer log-in.** New database updates allow employer representatives to log-in and access a list of the employees from their company who are enrolled in the GRH program.

This allows the employer representative to update employee contact information and indicate which employees have left the company. It also provides valuable information to employers about the commute behavior of their employees. This new feature has allowed employer representatives to be more involved with employee enrollment at their company and has also helped save program administration time.

- ***Increased use and awareness of the car rental requirement.*** Rental car use accounted for 42% of all rides in 2011. Fifty-eight percent of survey employees stated that they were aware of the rental car requirement in 2011. This is an increase from 2009, when 41% of participants were aware of the requirement and 2010, when 51% were aware of this requirement. This increase shows that outreach efforts increased the level of awareness about the car rental requirement and saved the program money by encouraging longer trips to be made with a rental car instead of a taxi. Due to the rental program requirement and outreach about it, the program realized an estimated savings of approximately \$1,350 on ride costs in 2011.

The program changes and updates in 2010 and 2011 have allowed the GRH program to grow and operate more efficiently without increasing the overall program budget. The result is the lowest cost per eliminated auto trip in the program's history.

2. Employer/Employee Contributions

In response to the Alameda CTC Board's concerns about employers or employees contributing towards funding for the Guaranteed Ride Home Program, GRH staff developed a technical memorandum that investigated potential methods to introduce a participant fee for program users. This memo, shown in Appendix B, analyzed various methods of instituting a fee program and determined their estimated impacts on the program in terms of participation, revenues and costs. Based on the analysis, two methods were developed for collecting participant fees. The first would require new participants to pay an up-front fee upon enrolling in the program. The second would request a fee from participants each time a new voucher was requested (this would also include new enrollees as well as current enrollees that have taken a ride and need a new, replacement voucher). Based on the potential revenues from employee fees and estimated costs to administer the fee, it was found the amount of revenue that would be collected from participants would either balance or not fully cover the operational costs of collecting and accounting for those funds. When factoring in start-up costs, potential financial reporting costs and loss of program participants, both proposals would actually cost the program more than the estimated revenue that would be generated with the fees. In addition, based on three years of surveys, the changes would result in significant program attrition which would conflict with overall goals of reducing vehicle miles traveled (VMT). Therefore, GRH staff recommends against charging a fee for this program, particularly while grant funds are available to cover the cost of the program. Charging a fee should be reconsidered if the program becomes part of a larger TDM program following recommendations of the Countywide TDM Plan expected to be completed in 2014. This is consistent with other programs that charge throughout the U.S. that offer a suite of commute benefit programs.

Employer fees were not considered as an alternative to employee fees for several reasons: 1) employees are the main beneficiaries of the program, 2) employer surveys show a high rate of attrition should a fee be charged, 3) employers volunteer staff time to serve as liaison in promoting and administering the program at their employment, 4) the GRH is a stand-alone commute benefit program, unlike other programs with employer fees throughout the U.S., 5) employers are not required by state legislation or local ordinances, as in other programs with

employer fees, 6) the economic climate does not support employer fees with several large employers leaving the GRH program as they have left Alameda County or reduced staff.

3. Program use

A total of 4,784 employees and 250 employers located in Alameda County were registered in the GRH program in 2011. In exchange for registering in the GRH Program and agreeing not to drive alone to work one for more days per week, each registrants is eligible for up to six free emergency rides per year. Although each registered participant may take up to six rides in a one-year period, the rate that guaranteed rides are taken is very low. Most program participants (92%) do not ever take a guaranteed ride home. This demonstrates that participants see the GRH program as an “insurance policy” and do not abuse the program or take more rides per year than they need. For example, for the year 2011, a total of 28,704 potential rides could have been taken based on a total enrollment of 4,784 employees and a maximum of six rides allowed per employee per year. However, only 55 rides were actually taken in 2011, which is less than 1% (approximately 0.19%) of potential rides. This indicates that registrants do not abuse or overuse the program, and that the security of having those trips available provides a powerful tool in assuring participants that they will not be stranded at work, removing a barrier to non-drive alone commutes. The limitation of six rides per employee per year continues to be appropriate. Very few program participants have reached the limit since the program’s inception. In 2011, the highest number of trips taken by a single participant was two.

4. Targeted outreach efforts to Central County and South County

Targeted outreach efforts to Central County and South County in 2011 resulted in a 33% increase in enrolled employers in Central County and a 16% increase in South County. This reflects responsiveness to the Board’s direction to specifically focus on these areas to broaden the reach and use of the GRH Program. Although the GRH program has been consistently marketed throughout Alameda County, the majority of registered employers have been located in North and East County. To encourage increased participation in South and Central Alameda County, in 2011, the GRH program focused marketing efforts on employers in these areas. In 2011, the Program Administrator contacted the Chamber of Commerce of Newark, San Leandro, Union City, Hayward, and Fremont and city staff from Union City and San Leandro, as well as businesses along the LINKS shuttle route in San Leandro, and school districts in south and Central County.

Location	Number of Employers		% Change
	2010	2011	
North County	126	159	26%
East County	52	57	10%
South County	19	22	16%
Central County	9	12	33%
Total	206	250	21%

MAJOR FINDINGS OF THE EVALUATION

The program evaluation consisted of an examination of the program’s operations and outreach functions, statistics on employer and employee participation and use, data from the surveys of participating employees, and recommendations for program changes and enhancements. The following sections present the major findings from the evaluation.

Employers of all sizes located in Alameda County have been eligible to participate in the GRH program, since June 2009. Prior to that time, the GRH program required an employer to have at least 75 employees to register with the program. Opening the eligibility to all employees in Alameda County coincided with an increased number of employees making the commitment to travel to work by alternative modes. The combination resulted in the program's all time highest enrollment of 4,784 employees in 250 businesses in 2011. It has also resulted in a reduction of 405,496 one-way vehicle trips in 2011, or 3,899 vehicle roundtrips per week.³ During the same year, the number of rides that were taken in the program was a record low of 55. This represents less than one percent of eligible rides that employees could have taken. It also illustrates that the "insurance" nature of the program (See charts below).

Category	2011 Savings
Cost per Trip Reduced	\$0.30
Drive-alone roundtrips reduced per year	202,748
Drive-alone one-way trips reduced per year	405,496
GRH rides taken in 2011	55
Average commute distance of GRH users	30.2
Average miles saved per workday	47,100
Annual miles saved per work year	11,774,980
Tons of CO2 not released	3,300
Average U.S. vehicle fuel economy (MPG)	33.8
Average gallons of gas saved per workday	1,393.50
Annual gallons of gas saved per work year	348,372
Average gas price in 2011	\$3.83
Average dollars not spent on gas per workday	\$5,337
Annual dollars not spent on gas per work year	\$1,334,265

Fourteen years of employee and employer surveys of enrolled participants have shown that the availability of a "back-up" way to get home is often incentive enough to encourage employees not to drive alone. According to the 2011 survey results:

- 33% of participants stated that without the GRH program they would not use an alternative travel mode or would use one less frequently.
- 29% of participants stated that, with the program, they use alternative modes four or more times a week.
- 93% of respondents stated that the GRH program likely encourages participants to use alternative modes more often.
- 65% of respondents stated that the program was at least somewhat important in encouraging them to use alternative modes at least one more day per week.

In a program like GRH, increasing participation with decreasing rides taken is the goal of the program. This combination shows that while the program is effective at removing barriers to alternative mode use, the program is being used correctly as an "insurance program" and is not being used excessively. In fact, less than 1% of the potential rides available were taken by registrants in 2011.

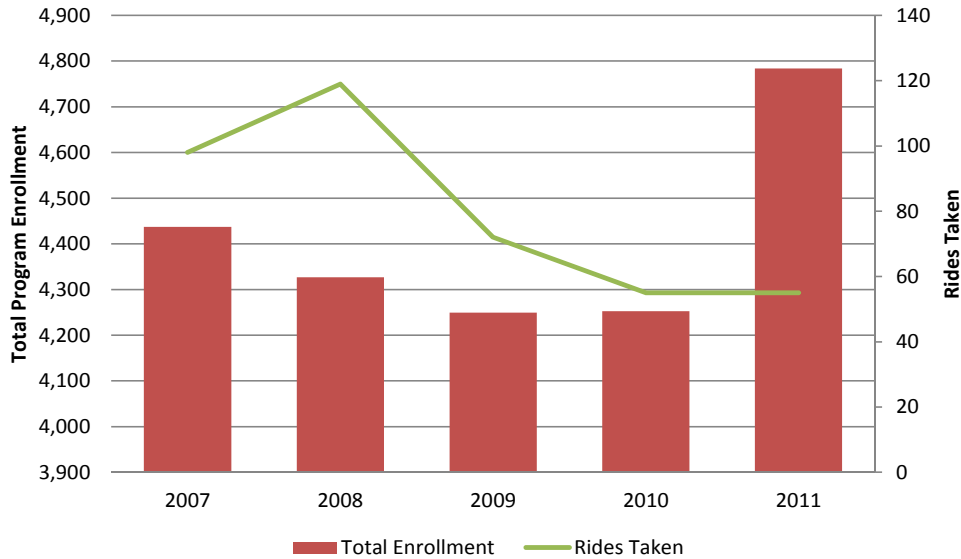
Based on the average reported commute distance by GRH participants and the number of registered participants, the GRH program eliminated approximately 11.7 million vehicle miles from roadways in 2011.⁴ It is estimated that the program saved participants approximately \$1.3

³ Based on 2011 survey results described in Chapter 4.

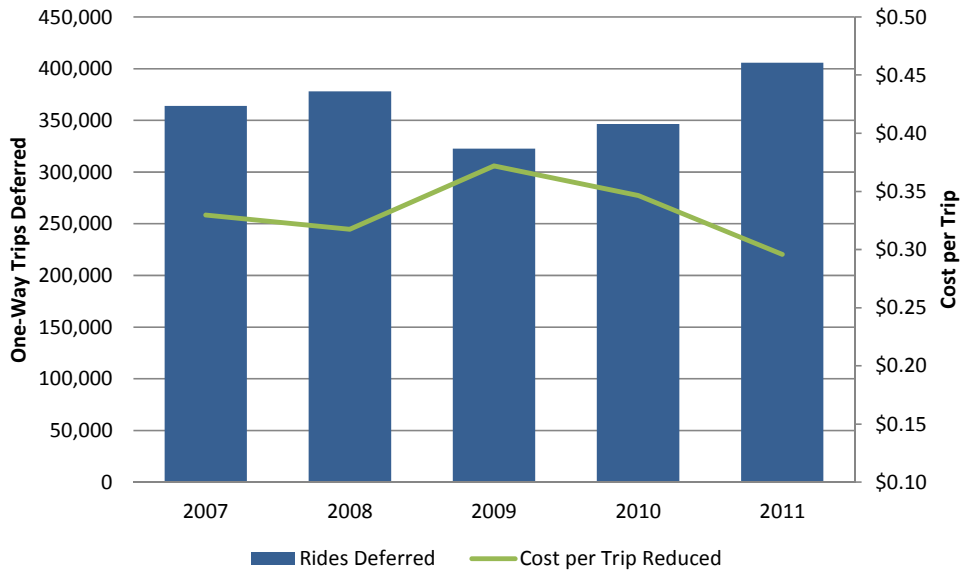
⁴ 3,899 drive alone roundtrips per week = 7,798 one-way trips per week = 1,560 one-way trips per weekday (based on 1,560 reported reduced weekday one-way trips by participants from the annual survey, 250 days in a work year, and the average reported commute distance of 30.2 miles).

million annually on fuel expenses in 2011, which is the equivalent of saving 348,372 gallons of gas or 3,300 tons of CO₂.⁵ These goals were accomplished at a cost of 30 cents per trip removed.

GRH Annual Enrollment and Rides Taken



Number of Trips Deferred and Cost per Trip Reduced



⁵ Based on the calculated number of annual miles reduced, the annual US vehicle fuel economy reported by the US Bureau of Transportation Statistics (33.8 MPG), and the average Bay Area fuel price per gallon reported by MTC in 2011 (\$3.83)

Employer and Employee Participation

The 2011 calendar year experienced a 78 % increase in the number of new employee registrants compared to 2010, when there were 736 employees enrolling in the program. Employee enrollment levels in 2009 and 2010 had experienced a decline due to larger companies downsizing or closing because of the recession. Current enrollment levels are similar to those seen in 2008, before the economic downturn. The total number of actively registered participants increased from 4,253 in 2010 to 4,784 in 2011. In addition, 49 new employers enrolled in the program in 2011, bringing the number of registered employers to 250. Of the 49 new employers, 33 were in companies with less than 75 employees. This represents the second largest peak in new enrollment in the program since it started. The second largest peak in new employer enrollment occurred in 2008 when 56 new employers enrolled, due to the informal partnerships the GRH program formed with the Downtown Berkeley Association (DBA) and the Emeryville Transportation Management Association (TMA), as well as record high gas prices. The next highest employer enrollment took place in 2011, reflecting increased marketing efforts and the availability of the GRH program to all employers in Alameda County for the third year. In addition, on-line registration has made it easier for employers and employees to enroll in the program.

- The total number of registered participants in the program increased 12% since the 2010 and the number of new employees who enrolled in the program increased by 78% compared to new enrollment in 2010. 2011 saw the largest growth in employee enrollment since before the economic downturn in 2008.
- From the program's inception in 1998 through 2011, only 1,571 rides have been taken in 14 years, or less than 1% of eligible rides.
- A total of 55 rides were taken during the 2011 calendar year, for an average of approximately five rides per month.
- Ninety-two percent of the employees enrolled have never taken one emergency ride. This demonstrates the "insurance" nature of the program and shows that participants do not abuse the program. Of the employees who have taken a trip since the program inception (1998), 80% have taken only one or two rides.
- The two most common reasons to take a guaranteed ride home in 2011 were "personal illness" (25% of rides) and "unscheduled overtime" (11% of trips). Other reasons people took rides were for family member illness, personal crisis, carpool or vanpool driver had to stay late or leave early, or carpool or vanpool broke down.
- Those who carpool or vanpool are more likely to use a guaranteed ride home trip than those who use other alternative commute modes. Sixty-one percent of guaranteed rides home were used by car- and vanpoolers.

Program Savings

- The average trip distance decreased by 6% in 2011 compared to 2010. The average trip distance for all trips in 2011 was 32.1 miles.
- The average taxi trip distance declined 27% to 20.1 miles and the average rental car trip distance increased 25% to approximately 65.9 miles.
- Since car rental trips are charged by flat fee, their increase in mileage helped contribute towards cost savings for the program. This trend demonstrates that most GRH

- participants are using taxis for trips that are 20 miles or less and are using rental cars for trips greater than 20 miles.
- The average trip cost—for both cab and rental cars-- was \$68.84. Due to the high use of rental cars for long trips during this time, this trip cost is lower than the \$77.36 it would have been had all trips been taken by cab. For distances greater than 20 miles, rental cars are more cost effective for the program than taxicabs.
 - The cost of a rental car trip is \$55.00. Savings from using rental cars totaled approximately \$1,337 in 2011. The 23 rental cars used in 2011 represent nearly half (42%) of all trips taken in 2011.

Employee Survey

The 2011 survey was distributed and completed by registered employees primarily online. Of the 4,784 employee registrants currently in the database, 918 surveys were completed, resulting in a 19% response rate. This represents a 5% increase in the response rate from 2010 (14%). Respondents represent 85 different employers throughout the county or 45% of all active employers that have one or more employees registered with the program.

New questions were added to the employee survey this year about the perceived value of the program and different ways to market it. The goal of these questions was to determine the level of interest in the program if employers are required to pay a fee to participate in the future. Another goal was to determine effective ways to market the program. The results of the survey are described below.

“GRH was critical to my decision to use the ACE train at my previous job, since it ran only two trains each day.”
Mizuho OSI Employee, Union City.

Use of Alternative Modes

The GRH program continues to be successful in encouraging the use of alternative modes. According to 2011 survey responses:

- When asked how important GRH was in their decision to stop driving alone, 65% of respondents who used to drive alone said that it was at least somewhat important.
- A very high number (93%) of respondents stated that they think that the GRH program encourages people to use alternative modes more often. If the GRH program were not available, 33% of respondents reported that they would no longer or less frequently use an alternative mode of transportation.
- After joining the GRH program, respondents using alternative modes four or five days per week increased by 29%. The number of respondents driving alone five days per week dropped from 24% to 7%.
- These survey findings were used to extrapolate

“Although I have yet to use this service, being a single mom, it’s nice to know I have that voucher should something happen at home. Thank you!” Valley Care Health Systems Employee, Livermore.

- the impact of the program on the travel behavior of all participants. The program reduces an estimated 3,899 single-occupancy vehicle (SOV) trips per week or 202,748 roundtrips per year.⁶
- Commute distances of program enrollees are generally 50 miles or less (84%). Over half (54%) are between 10 and 39 miles.
 - Most program participants travel to work during the peak commute hours of 7-9 AM in the morning (65%) and 4-6 PM in the evening (73%).

Customer Service Ratings

The annual evaluation survey includes two questions to evaluate the participant's level of satisfaction with the customer service provided in the program. Additional information on service satisfaction is collected in the survey that participants return after they have taken a ride.

- The administrative functions of the GRH program continued to receive very high ratings for the quality of customer service, which is consistent with previous years' evaluations.
- In 2011, more than two-thirds of respondents rated "clarity of information" as "excellent" or "good." Of those respondents who had called the GRH Hotline, "hotline assistance" received a combined "excellent" or "good" rating of 90%. These numbers are very similar to 2010 results.

"When I called for a question, the staff was respectful and very helpful."
 Kaiser Permanente Employee,
 Oakland.

Program Value

Employees were asked if they would be willing to pay a usage fee for every ride home taken (e.g., a fee equaling up to 25% of the total cost of the taxi or rental car).

- Forty-three percent of participants said they were not sure if they would continue participating in the GRH program if they had to pay a usage fee and 23% said they would no longer participate in the GRH program if they had to pay a usage fee. Thirty-four percent said they would be willing to pay a usage fee, which is a 1% decrease in willingness to pay compared to last year, when 35% said they would be willing to pay.

"GRH is an important and progressive program. GRH is valuable to me because of the assurance it provides that I have access to a car in an emergency. The only way to decrease vehicular traffic is to provide services that make the reasons for driving fewer and fewer, and GRH is doing vital work toward this end." Broadlane Employee, Oakland.

⁶Using the data gathered on the frequency of alternative mode use, an estimate can be generated for the total number of drive-alone trips replaced by alternative mode trips for those enrolled in the GRH program. Figure 4-8 in Chapter 4 shows the percentage of respondents for each frequency category before and after joining the program. The total number of people in each category is then extrapolated based on the total 2011 program enrollment of 4,784 people. The number of roundtrips per week is calculated using the frequency and number of people in each category. Based on this analysis, approximately 3,899 drive-alone roundtrips or 7,798 drive-alone one-way trips per week were replaced by alternative mode trips by those who joined the program. 7,798 drive-alone on-way trips per week X 52 weeks = 405,496 trips per year.

Employer Survey

In 2011, the program gained 49 new employers, representing a total of 736 employees, while losing only 4 employers. Participant losses were concentrated at employers that relocated outside of Alameda County. Dreyer's Grand Ice Cream relocated its Oakland office to Walnut Creek in 2011. Agilysys closed its Emeryville facility at the end of 2011 and all employees were either relocated outside of Alameda County or now work from home. Similarly, the Clorox Company closed its Oakland branch and all employees have been moved to its Pleasanton location. The Clorox Pleasanton branch is already enrolled in the GRH program and all new employees will be introduced to GRH at a Welcome Event in Pleasanton.

Of the 250 employers currently enrolled in the program, 56 surveys were completed, resulting in a 22% response rate. New questions were added to the employer survey this year about the perceived value of the program and different ways to market it. The goal of these questions was to determine the level of interest in the program if employers are required to pay a fee in the future. In addition, employers were asked how to more effectively market the program to employees.

Use of Alternative Modes

- The survey asked the employer representatives how important the program is in encouraging employees to use alternative commute modes more often. A large majority (84%) reported that they feel participation in the program at least somewhat encourages more alternative mode use.⁷
- Most employers reported that they provide some type of commuter benefits in addition to GRH. The most popular programs are bicycle parking and Commuter Checks.

"Since my one-way commute on public transit takes significantly longer than it would take to drive, GRH is a huge psychological boost that keeps me using public transit. I've never used it [the GRH Program], but I feel so much more secure knowing I can get home quickly in an emergency." Lawrence Livermore National Laboratory Employee, Livermore.

Program Management

- The survey asked respondents how long they have managed the program for their company. In 2011, 73% of respondents have been with GRH for one or more years, compared to 77% in 2010 and only 57% in 2008. Thirteen percent of employer representatives have managed the program for less than six months.
- All employer contact respondents stated that their GRH workload is either "manageable" or that they "could do more work if needed." No employer contacts stated that it was too much work.
- A large majority of employers (74%) inform their new employees about the GRH program and market the program as an employee benefit.
- One of the important features of the program is the instant enrollment voucher, which allows persons not registered in the program to enroll and immediately receive a guaranteed ride home in case of emergencies. Eighty-eight percent of employer representatives stated that they have never issued an instant enrollment voucher, a

⁷ Employers were asked whether they thought that the GRH Program encourages employees to use alternative commute modes more often. Employers did not take a poll or individual survey of their registered employees.

higher number than 2010, when 82% of respondents stated that they had not issued an instant enrollment voucher.

Customer Service Ratings

The survey includes two questions to evaluate the employer representatives' level of satisfaction with the customer service provided with the program in 2011.

- The administrative functions of the GRH program received very high ratings for the quality of customer service, which is consistent with the employee survey results. Eighty percent of respondents stated that the clarity of information is either "excellent" or "good." Of those who have used the GRH Hotline, all respondents stated that the service they received was "excellent" or "good."
- When asked how employers find answers to questions they may have, 71% indicated they use the GRH website (69% on their computer, 2% on their phone). Twenty-one percent said they call the GRH hotline.

Marketing and Outreach

- Employer representatives were asked how they market the GRH program to their employees and to provide their opinion on different strategies that would be effective in marketing the GRH program to new participants.
- Most employers indicated that they make periodic companywide announcements. Twenty-four percent of employers said they use e-mail blasts or include information in company newsletters, and 26% include information on the GRH program as part of their employee benefits orientation for new employees. Thirteen percent of employer representatives said they rely on word of mouth to market the GRH program to their employees.
- Thirty-seven percent of employers felt that internal marketing through the employer contact is the most effective marketing strategy. Nearly a third of respondents felt that a referral program (refer a friend, enter for a prize) can help market the GRH program to new participants. Twenty percent of respondents felt that transportation fairs and onsite outreach were the best forms of marketing, and 11% thought social media (Facebook, Twitter, LinkedIn, Google+) could be useful for informing employees about the GRH program.

"I send emails to all employees suggesting that they sign up." *The College Preparatory School Employer Representative, Oakland.*

Rental Car Awareness

Starting in 2007, the annual survey started asking employer representatives about their awareness of the rental car recommendation for rides over 20 miles and requirement for rides over 50 miles for non-emergency rides.

- The majority (81%) of employer representatives stated that they were aware of the requirement. In 2007, less than half of employer representatives knew about the rental car requirement; in 2008, 69% of employers knew about the requirement; in 2009, 72% of employers knew about the requirement; and last year, 79% of employer representatives knew about the rental car requirement. This shows that marketing outreach has increased awareness of the rental car requirement. As awareness of the rental car

requirement for long-distance non-emergency trips increased, so did rental car usage (see Program Savings).

Transportation Demand Management (TDM) and Usage Fee

Employer representatives were asked which (if any) TDM benefits they would be interested in offering their employees. A follow-up question asked how likely their organization would be to continue with the GRH program if there were a nominal fee each time an employee used the service. They were told that the service fee could be up to 25% of the total cost of the taxi or rental car ride.

- Employers were most interested in offering Commuter Checks and free or discounted transit passes to their employees. The results are similar to the 2010 evaluation.
- Sixty-one percent of respondents stated that their continued participation would be “very unlikely” or “unlikely” if the program charged a usage fee. Thirty-nine percent of employers thought that their participation would either be “very likely” or “likely.” This is a 4% increase in willingness to pay from last year, when only 35% stated that their participation would either be “very likely” or “likely.”

Program Value

The employer survey asked questions specifically addressing the perceived value of the GRH program compared to other transportation benefits offered at the participant’s workplace.

- Over half of respondents (55%) stated that they thought that their employees value the GRH program as much as or more than other transportation benefits offered by their employer.
- Twenty percent of respondents stated that their employer does not offer any other transportation benefits.

*“This is one of the best programs seen to encourage commuting on transit.”
Doric Group of Companies Employer Representative, Alameda.*

GUARANTEED RIDE HOME 2012 RECOMMENDATIONS

Through the Guaranteed Ride Home Program, the Alameda CTC has continued to be successful in changing Alameda County employees’ mode choice for work commutes from driving alone to using alternative transportation modes. Data from this year’s participant survey indicate that the program is continuing to reduce the number of drive-alone trips made within the county by eliminating one of the significant barriers to alternative mode use – namely, the fear of being unable to return home in the event of an emergency or unplanned overtime.

The 2012 Guaranteed Ride Home recommendations are based on an evaluation of the program issues raised by the Alameda CTC Board, and the following funding and schedule considerations:

- Current TFCA funding for the GRH Program has been approved by the Air District and Alameda CTC Board through November 2013;
- The next TFCA funding cycle is 2013 to 2015;
- Alameda CTC plans to prepare a Countywide Transportation Demand Management (TDM) Plan, which is expected to be complete with recommendations in 2014. The TDM

Plan will include recommendations for the Alameda CTC's role in the Guaranteed Ride Home Program, as well as other countywide TDM strategies that aim to reduce vehicle trips and greenhouse gas emissions, and comply with the Congestion Management Plan, AB32 and SB 375.

2012 GRH Program Recommendations:

For current TFCA-funded GRH Program through November 2013

1. Continue operating and evaluating the program with administrative and outreach cost efficiencies, including:
 - a. Initiate new program efficiencies, such as updating website to include links to alternative travel modes, establishing online ride vouchers, and use social media;
 - b. Educate and encourage use of the GRH program throughout the County, regardless of employer size, with a focus on increasing registration in South and Central county; and
 - c. Continue operating and supporting existing program registrants and monitoring effectiveness of program, including for its appropriate usage.

Prior to submitting an application for 2013-2015 TFCA funding

2. Submit recommendations for next steps for the GRH program, subject to approval by Board, which could include:
 - a. **Continue** the GRH program with cost efficiencies (see 1a) or
 - b. **Include** the GRH program in a countywide Transportation Demand Management (TDM) program administered by Alameda CTC. The TDM Plan should include funding recommendations including a review of employer or employee fees for a combined alternative commute incentives program. Implementation of recommendations would be initiated after the TDM Plan is complete (2014).
 - c. **Consolidate the program into a regional program or combine with other counties**, subject to interest and funding of regional or countywide agencies, or
 - d. **Phase out the program** with 250 businesses and 4,784 employees countywide and recommend other specific ways and funding to reduce vehicle miles traveled and greenhouse gas emissions in Alameda County.

More detailed recommendations for 2012 are discussed below.

Existing GRH Program with TFCA funding approved by Board through November 2013:

1a) Initiate new program efficiencies, such as updating website to include links to alternative travel modes, establishing online ride vouchers, and using social media.

New program efficiencies should be initiated in 2012/2013, including:

- Update website content and links for easy online use and access to other websites with alternative transportation modes, such as transit, carpool, and bicycle and pedestrian routes. To increase awareness and use of the GRH program, the website should provide easy access for employees in Alameda County to gather information about their commute options. The updated GRH website can contain a page with

links and information on multi-modal support including carpool, vanpool, bike, walk, and transit in Alameda County. This information can be used by employer representatives to promote commuting options for their employees. It can also be used for new employee orientations to help guide employees exploring a variety of commuting options. Providing this type of information will help ensure that the GRH program is understood in the context of overall commuting options rather than just a standalone commute alternatives program in Alameda County.

- *If feasible, set up a system for online vouchers for those registered in program.* Online vouchers can be helpful to reduce the amount of administrative time spent mailing packets to registered users. Currently, most information is mailed to users, including vouchers and follow-up surveys when a ride is taken. A great deal of administrative time can be reduced if these tasks become automated and available online.
- *Initiate a social media marketing campaign to promote the GRH program to employers and employees throughout Alameda County.* Social media tools, such as Facebook and Twitter, are commonly used by other programs and services in Alameda County, including Alameda County Safe Routes to School Program, Oakland Broadway Shuttle, BART, and Alameda Harbor Bay Ferry. In addition, many large and small employers use social media to announce community events, such as Transportation and Health Fairs. Social media tools would help marketing and co-marketing efforts become more effective, allowing GRH to promote events in Alameda County and stay in communication with major employers and other program partners. The social media campaign would be coordinated with Alameda CTC's initiation of social media.

1b) Focus new marketing on increasing awareness of the availability of the GRH Program to all employers in Alameda County, regardless of size; and continue to expand the program's reach to underserved areas, such as South and Central County. This includes using creative outreach and education strategies, such as co-marketing. (Complementary social media and website update recommendations are included in number 1a, above).

Targeted Outreach:

- *Encourage Small Businesses:* In February 2009, the employer size requirement was eliminated and the GRH program became available to any employer in the county, regardless of size. It is recommended to continue to increase program awareness among smaller businesses in Alameda County in order to further encourage mode shifts from driving alone to alternative forms of transportation. This can be accomplished through cost-effective measures such as working with partner agencies to further co-marketing efforts and using social media.
- *Encourage South and Central County Participation:* Educate and encourage use of the GRH program throughout the County with a focus on increasing registration in South and Central county. See Outreach Methods, below.

Cost Savings Message:

- *Educate enrollees about Car Rental Requirement:* Outreach should continue to inform new employers and employees about the car rental requirement for rides over 50 miles. This effort should include continuing to telephone and email participants who used the program for non-emergency rides and live over 50 miles from their

workplace to remind the participant of the program requirement, and attaching reminders to all vouchers about the requirement.

Outreach Methods:

- *Varied Outreach:* GRH staff should continue to work with Chambers of Commerce and create press releases to advertise the change in the program and continue to form partnerships with TMAs and business associations to more effectively market the program to all employers regardless of size. Additional outreach strategies can include: local newspapers, newsletters, magazines, radio ads, and community fairs.
- *Co-marketing* is based on developing partnerships with agencies whose missions are similar to GRH and who seek to encourage the use of sustainable transportation in Alameda County. Co-marketing efforts not only expand the reach of GRH marketing efforts in a cost-effective manner, they help present GRH as a service that complements alternative modes of transportation. These efforts include continuing and expanding collaboration with partner agencies, such as the Alameda CTC Bicycle and Pedestrian Program, Alameda CTC Safe Routes to School Program, East Bay Bicycle Coalition, 511, VSPI commute vanpools, and AC Transit EasyPass Program, to expand the reach of GRH marketing efforts in a cost-effective manner. With GRH's recent rebranding, new marketing materials can be developed for use at marketing events.

1c) Continue to manage the existing program, provide customer support and services, and monitor and report program use and effectiveness.

- *Ensure ongoing efficient operations* with excellent service for registered employers and employees. This includes maintaining the database, monitoring the requirement for employees to use rental cars for non-emergency rides greater than 50 miles, monitoring appropriate usage of rides, managing agreements and invoices with cab companies and car rental agencies, and maintaining the website, as needed.
- *Employee and employer surveys* should be completed as part of the annual program evaluation report. The surveys for the 2012 evaluation should be scheduled for late January/early February 2013.

Prior to submitting an application for 2013-2015 TFCA funding

2. Submit recommendations for next steps for the GRH program, subject to approval by Board, which could include one or more of the following:

- a) **Continue** the GRH program with cost efficiencies (see 1a, above)
- b) **Include the GRH program as part of a countywide Transportation Demand Management (TDM) program** administered by Alameda CTC, in coordination with implementing recommendations proposed the Alameda CTC's Countywide TDM Plan. Recommendations should include a review of employer or employee fees for a combined alternative commute incentives program. Implementation of recommendations would be initiated after the TDM Plan is complete (2014). The Final Draft Countywide Transportation Plan includes a recommendation for Alameda CTC to prepare a Countywide Transportation Demand Management (TDM) Plan. The TDM Plan will review several TDM strategies and recommend Alameda CTC's role in their implementation in compliance with the Congestion Management Plan, AB 32, SB375 and regional and local goals and policies to reduce vehicle miles traveled and greenhouse gas emissions. As part of this effort,

the GRH Program will be reviewed as a TDM program that encourages alternative travel modes during commutes. A recommendation will be made regarding the role of Alameda CTC GRH program as a possible part of a larger TDM commute strategy and possible funding alternatives that could be used, including the feasibility of initiating employer or employee fees.

c) Consolidate the program into a regional program or combine with other counties, subject to interest and funding of regional or countywide agencies,

- Staff should meet with MTC and regional Congestion Management Agencies implementing GRH programs and determine the feasibility, interest and fund sources to combine Alameda County's GRH program with one or more county programs or MTC's 511 program.

d) Phase out the program with 250 businesses and 4,784 employees countywide and recommend other specific ways and funding to reduce vehicle miles traveled and greenhouse gas emissions in Alameda County.

- Determine the procedures, cost and schedule of phasing out the Alameda County GRH program, including, and not limited to, contacting the 250 employers and approximately 4,700 employees registered in the program, determining a system to invalidate remaining ride vouchers, changing the website and materials.

Alameda County CMA Guaranteed Ride Home Program Scope of Work

The Alameda County Transportation Commission (CTC) Guaranteed Ride Home Program is sponsored by the Alameda CTC and funded with Transportation Funds for Clean Air (TFCA) from the Bay Area Air Quality Management District. The GRH program, which was initiated in Alameda County in April 1998, provides an incentive for Alameda County employees to travel to work by a mode other than driving alone. Alameda County employees who are registered in the program and traveling to work by an alternative mode are eligible for a “guaranteed ride home” in the event of an emergency or unscheduled overtime. The program provides employees the assurance that they can still safely get home in an emergency, even when they take a bus, train, ferry, bike or walk to work.

Based on annual employee and employer surveys, the program has successfully encouraged Alameda County employees to take an average of 180,000 less round-trip rides per year for 14 years. By encouraging commuters to take alternative modes of transportation, the GRH Program reduces traffic and greenhouse gas emissions, in keeping with state legislation and regional and countywide goals, and meets Alameda CTC’s goals of providing sustainable, multi-modal transportation.

The following is the proposed Work Scope. The program is currently funded through Transportation for Clean Air funds (TFCA) through November 2013. It may be extended after that time for up to five years with the selected consultant, in accordance with Alameda CTC policy, pending Alameda CTC approval and additional funding. Should the program be extended, the scope may be revised every year, subject to recommendations made by the Commission after reviewing the annual evaluation report (see Task 1b, below.)

Summary of Tasks

Task 1. Manage Current Program Funded through November 2013 with Cost Efficiencies

Maintain and expand registration and service in existing, funded program while ensuring cost efficiencies in its operation, monitoring appropriate program usage and efficiency, and providing outreach and marketing to all employers and employees throughout the County, with a concentration on underserved employer and areas, such as small businesses, and those in South and Central County.

Task 2. Recommend options for program for Commission approval for 2013 to 2015

Investigate and recommend options with steps and schedules for next steps of program, which may include one or more of the following: 1) continue the program with cost efficiencies, 2) expand into a countywide TDM program consistent with recommendations of Countywide TDM Plan (to be completed 2014), which includes an analysis of varied funding mechanisms including an employee or employer fee, 3)

Task 3. Subject to Funding and Commission Approval, Recommend and Implement Modifications to Program Annually to Improve its Efficiency While Increasing the Number of Enrollees

Based on results of the Annual Performance Evaluation and recommendations of the Commission, make and implement program recommendations to improve program efficiency and attract new employers and employees to register in the program with a goal of providing a TDM incentive or encouragement to reduce car ridership and vehicle emissions for employees in Alameda County.

Current Program Administration Funded through November 2013**Task 1. Manage existing program, provide customer support and services, and monitor and report program use and effectiveness.****Task 1 a) Manage program with Cost Efficiencies**

Manage the program. As of 2011, the GRH Program has approximately 4,700 registered employees and 250 registered employees. Operations include providing information to current employees and employers, administering the employee hotline, and updating the database of registrants to reflect the registration status of employers and employees. It also includes enrolling new participants in the program. Additionally, manage and pay contracts with taxi companies and Enterprise Rent-a-car, submit reimbursement invoices to Alameda CTC.

Initiate new program efficiencies with cost savings, such as updating the website for ease of use and to provide links to optional travel modes for commuters and have a consistent look and feel as the Alameda CTC website, initiate on-line vouchers for registered employees, if feasible, to reduce administrative program time, and initiate a social media campaign in collaboration with Alameda CTC's social media efforts.

Continue cost efficiencies for the program through monitoring rental car use: Track and monitor use of rental cars, which save program costs for rides. This includes ongoing and monthly monitoring and reviewing all rental car receipts, invoices, and vouchers and payments to the rental car company. Rental car usage is tracked on a monthly basis and included in the monthly reports provided to the ACCMA. Monitoring efforts for this task are on-going. Continue to telephone and email participants who used the GRH program for non-emergency rides and live over 50 miles from their workplace to remind the participant of the program requirement, and attach reminders to all vouchers about the requirement. For those registered in the program, promote the rental car program countywide. Use of rental cars saves program funds by providing a fixed fee for long trips rather than a variable fee for using cabs. By further marketing and advocating the use of rental cars for non-emergency trips for participants living over 50 miles away from their worksite, the GRH program can continue to experience considerable savings.

Task 1b) Monitor and Evaluate Program

Report to Alameda CTC and GRH Program funder (TFCA): Submit monthly reports to the Alameda CTC providing updates on the program's progress. Completed annual evaluations detailing program usage and the results of the employee and employer surveys. In addition, provide information for the Transportation Fund for Clean Air (TFCA), or any future funding and monitoring process and assists Alameda CTC staff with all TFCA reports.

Draft and Final Evaluation Report: Write an annual evaluation report that presents the result of the Annual Program Evaluation and survey (Task 1d) and covers program operations during the previous calendar year, which will include a comparison with previous years. A draft report will be submitted to Alameda CTC staff for review by April. The report will be present to two Alameda CTC committees and the Board in May for approval. The approved report will be posted on the Alameda CTC website. The evaluation will provide information about:

- The program's success in causing an increase in the use of alternative modes;
- Statistics on employer and employee participation and rides taken;
- The effectiveness of the program's administration; and
- The status of Board recommendations made for the previous calendar year and proposed recommendations for the next calendar year.

Task 1c) Conduct Annual Survey and Evaluate GRH Program

Administer an annual survey to all program participants. The goal of the survey is to quantify the benefits of the GRH program such as the number of single occupancy vehicles removed from the road, learn the commute profile of the participants and assess participant satisfaction with the service. Include questions in the survey such as whether participants in the program would continue to commute by alternative modes without the GRH Program, whether and how much of a fee they would be willing to pay as a stand-alone or larger TDM Program, and what other commute options the employers offer. Prior to administering surveys, submit draft surveys to Alameda CTC staff for approval. Surveys should be conducted late January or February.

Task 1d) Program Outreach and Marketing

Conduct outreach about the GRH Program to encourage more employers and employees to enroll and take less automobile trips.

Focus new marketing on increasing awareness of availability to all employers in county, regardless of size, and on continuing to expand reach to underserved areas such as South and Central Alameda County

Task 1e) Initiate or expand new cost-efficient marketing and outreach efficiencies for the program, such as:

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Attachment B

- **Initiate a social media marketing campaign:** To expand outreach and awareness of the GRH program to employers and employees throughout Alameda County, coordinate with Alameda CTC to use social media tools, such as Facebook and Twitter. The goal is to increase effectiveness of marketing and co-marketing efforts, allowing GRH to communicate to major employer and other program partners throughout the county about the GRH Program.
- **Continue and expand co-marketing,** to extend the reach of marketing through cost efficient measures, such as working with partner agencies to further co-marketing efforts. Continue and expand partnering with 511 and other commute alternative partners (VSPi Commute Vanpools, Enterprise, AC Transit, and LAVTA) to help get a foothold in businesses and to encourage participation. Co-marketing can use a variety of media with a shared message. This can include writing weblinks, press releases for newspaper and newsletter articles, providing information with others attending transportation fairs and other community events.
- **Conduct outreach to eligible employers** through Transportation Management Associations (TMA), business parks, and Chambers of Commerce, in Alameda County cities. Continue to increase program awareness among smaller businesses in Alameda County in order to further encourage mode shifts from driving alone to alternative forms of transportation.
- **Promote awareness and encourage GRH program enrollment through marketing strategies** such as local newspapers, newsletters, magazines, radio ads, and community fairs.

Task 2. Recommend next steps, schedule and budget for the GRH program.

The Alameda CTC GRH Program has been funded through TFCA funds since 1998. The current funding cycle ends November 2013. By December 2012, prepare an analysis for staff to make recommendations to the Commission about the feasibility and next steps of the following options:

- Continue the GRH program with cost efficiencies (see #1a, above), or
- Coordinate with update of the Countywide TDM Plan to plan, implement and recommend funding mechanisms to expand the GRH program into a countywide TDM program administered by Alameda CTC, including the feasibility and cost effectiveness of implementing employee or employer fees,
- Plan next steps to transfer program into a regional program or combine with other counties, if other agencies have interest and funding, or
- Develop an Implementation Plan to phase out the GRH program with 250 businesses and 4,784 employees throughout the county and an average of 180,000 round trips saved per year and recommend other specific ways and funding to reduce vehicle miles traveled and greenhouse gas emissions.

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DATE: May 23, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

SUBJECT: Approval of Final Vehicle Registration Fee (VRF) FY 2012/13 Strategic Plan

Recommendation

It is recommended the Commission approve the Final Vehicle Registration Fee (VRF) FY 2012/13 Strategic Plan.

Summary

The Measure F Alameda County Vehicle Registration Fee (VRF) Program was approved by the voters in November 2010, with 63% of the vote. The fee will generate about \$10.7 million per year by a \$10 per year vehicle registration fee. The collection of the \$10 per year vehicle registration fee started in the first week of May 2011.

Background

The goal of the VRF program is to sustain the County's transportation network and reduce traffic congestion and vehicle related pollution. The program included four categories of projects to achieve this, including:

- Local Road Improvement and Repair Program (60%)
- Transit for Congestion Relief (25%)
- Local Transportation Technology (10%)
- Pedestrian and Bicyclist Access and Safety Program (5%)

An equitable share of the funds will be distributed among the four planning areas of the county over successive five year cycles. Geographic equity will be measured by a formula, weighted fifty percent by population of the planning area and fifty percent of registered vehicles of the planning area. With 2010 information, the formula by planning area is:

Planning Area 1	38.15%
Planning Area 2	25.15%
Planning Area 3	22.0%
Planning Area 4	14.7%

At the May 2011 Alameda CTC Board meeting the Commission approved Vehicle Registration Fee program principles. The principles are the basis of the FY 2012/13 Strategic Plan Document (Attachment A). A draft version of this plan was presented to the Committees and Commission at the May 2012 meeting for input and comments.

The Alameda County Transportation Commission will prepare an annual Strategic Plan to guide the implementation of the 4 programs identified in the Vehicle Registration Fee Expenditure Plan. The Strategic Plan identifies the priority for program implementation based on multiple factors including project readiness, the availability and potential for leveraging of other fund sources, and the anticipated revenues from the vehicle registration fee over the upcoming 5 years of the program.

The FY 2012/13 Strategic Plan proposes to:

- Establish a 1-year Implementation Plan that will include the approval of specific projects and programming cycles (discretionary funding) for the upcoming year;
- Establish the Beginning Programmed Balance for each Program; and
- Estimate the cash flow over next 5 fiscal years of the VRF to assess the financial capacity to deliver the various programs;

Attachments

Attachment A – VRF Program Strategic Plan Material



ALAMEDA COUNTY TRANSPORTATION COMMISSION

VEHICLE REGISTRATION FEE

FY 2012/13 STRATEGIC PLAN

ALAMEDA COUNTY TRANSPORTATION COMMISSION
FY 2012/13 VEHICLE REGISTRATION FEE STRATEGIC PLAN

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<i>Distribution of VRF Funds</i>	<i>7</i>
<i>Strategic Plan Implementation</i>	<i>9</i>
<i>FY 2012/13 Implementation Plan Overview</i>	<i>13</i>

List of Tables

Table 1	Draft 2012/13 Strategic Plan
Table 2	LSR Program - Projected Distribution through FY 2012/13

Purpose of the Strategic Plan

The Alameda County Transportation Commission prepares an annual Strategic Plan to guide the implementation of the 4 programs identified in the Vehicle Registration Fee Expenditure Plan. The Strategic Plan identifies the priority for program implementation based on multiple factors including project readiness, the availability and potential for leveraging of other fund sources, and the anticipated revenues from the vehicle registration fee over the upcoming 5 years of the program.

The FY 2012/13 Strategic Plan will:

- Establish a 1-year Implementation Plan that will include the approval of specific projects and programming cycles (discretionary funding) from the upcoming year;
- Establish the Beginning Programmed Balance for each Program; and
- Estimate the cash flow over next 5 fiscal years of the VRF to assess the financial capacity to deliver the various programs;

Introduction / Background of VRF Program

The opportunity for a countywide transportation agency to place a measure for a vehicle registration fee before the voters was authorized in 2009 by the passage of Senate Bill 83 (SB83), authored by Senator Loni Hancock. The Alameda County Transportation Commission (Alameda CTC), formerly the Alameda County Congestion Management Agency, placed transportation Measure F (Measure) on the November 2, 2010 ballot to enact a \$10 vehicle registration fee that would be used for local transportation and transit improvements throughout Alameda County. The Alameda County Transportation Improvement Measure Expenditure Plan was determined to be compliant with the requirements of SB83 and the local transportation and transit improvements were included in the ballot measure as the Alameda County Transportation Improvement Measure Expenditure Plan (Expenditure Plan).

The Measure was approved with the support of 62.6% of Alameda County voters. The \$10 per year vehicle registration fee (VRF) will be imposed on each annual motor-vehicle registration or renewal of registration in Alameda County starting in May 2011, six-months following approval of the Measure on the November 2, 2010 election.

Alameda County has significant unfunded transportation needs, and this Fee will provide funding to meet some of those needs. The Measure allows for the collection of the Fee for an unlimited period to implement the Expenditure Plan.

The goal of this program is to support transportation investments in a way that sustains the County's transportation network and reduces traffic congestion and vehicle-related pollution. The VRF is part of an overall strategy to develop a balanced, well thought-out program that improves transportation and transit in Alameda County.

The VRF will fund projects that:

- Repair and maintain local streets and roads in the county.
- Make public transportation easier to use and more efficient.
- Make it easier to get to work or school, whether driving, using public transportation, bicycling or walking.
- Reduce pollution from cars and trucks.

The money raised by the VRF will be used exclusively for transportation in Alameda County, including projects and programs identified in the Expenditure Plan that have a relationship or benefit to the owner's of motor vehicles paying the VRF. The VRF Program will establish a reliable source of funding to help fund critical and essential local transportation programs and provide matching funds for funding made available from other fund sources.

Vehicles subject to the VRF include all motorized vehicles – passenger cars, light-duty trucks, medium-duty trucks, heavy-duty trucks, buses of all sizes, motorcycles and motorized camper homes. The VRF will be imposed on all motorized vehicle types, unless vehicles are expressly exempted from the payment of the registration fee.

Program Categories

The Expenditure Plan identifies four types of programs that will receive funds generated by the VRF. The descriptions of each program and the corresponding percentage of the net annual revenue that will be allocated to each program include:

Local Road Improvement and Repair Program (60%)

This program will provide funding for improving, maintaining and rehabilitating local roads and traffic signals. It will also incorporate the “complete streets” practice that makes local roads safe for all modes, including bicyclists and pedestrians, and accommodates transit. Eligible projects include:

- Street repaving and rehabilitation, including curbs, gutters and drains
- Traffic signal maintenance and upgrades, including bicyclist and pedestrian treatments
- Signing and striping on roadways, including traffic and bicycle lanes and crosswalks
- Sidewalk repair and installation
- Bus stop improvements, including bus pads, turnouts and striping
- Improvements to roadways at rail crossings, including grade separations and safety protection devices
- Improvements to roadways with truck or transit routing

Transit for Congestion Relief Program (25%)

This program will seek to make it easier for drivers to use public transportation, make the existing transit system more efficient and effective, and improve access to schools and jobs. The goal of this program is to decrease automobile usage and thereby reduce both localized and area wide congestion and air pollution. Eligible projects include:

- Transit service expansion and preservation to provide congestion relief, such as express bus service in congested areas
- Development and implementation of transit priority treatments on local roadways

- Employer or school-sponsored transit passes, such as an “EcoPass Program”
- Park-and-ride facility improvements
- Increased usage of clean transit vehicles
- Increased usage of low floor transit vehicles
- Passenger rail station access and capacity improvements

Local Transportation Technology Program (10%)

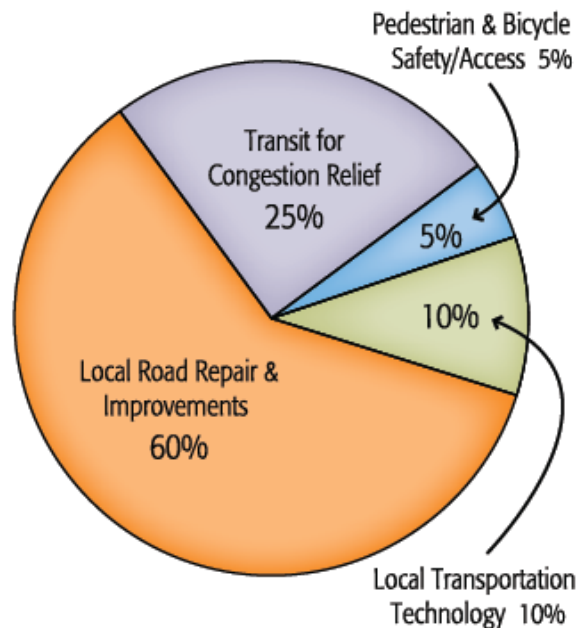
This program will continue and improve the performance of road, transit, pedestrian and bicyclist technology applications, and accommodate emerging vehicle technologies, such as electric and plug-in-hybrid vehicles. Eligible projects include:

- Development, installation, operations, monitoring and maintenance of local street and arterial transportation management technology, such as the “Smart Corridors Program”, traffic signal interconnection, transit and emergency vehicle priority, advanced traffic management systems, and advanced traveler information systems
- Infrastructure for alternative vehicle fuels, such as electric and hybrid vehicle plug-in stations
- New or emerging transportation technologies that provide congestion or pollution mitigation
- Advance signal technology for walking and bicycling
- Development and implementation of flush plans
- Development of emergency evacuation plans

Pedestrian and Bicyclist Access and Safety Program (5%)

This program will seek to improve the safety of bicyclists and pedestrians by reducing conflicts with motor vehicles and reducing congestion in areas such as schools, downtowns, transit hubs, and other high activity locations. It will also seek to improve bicyclist and pedestrian safety on arterials and other locally-maintained roads and reduce occasional congestion that may occur with incidents. Eligible projects include:

- Improved access and safety to schools, such as “Safe Routes to Schools Programs”, “Greenways to Schools Programs”, and other improvements (including crosswalk, sidewalk, lighting and signal improvements) for students, parents and teachers
- Improved access and safety to activity centers (such as crosswalk, sidewalk, lighting and signal improvements)
- Improved access and safety to transit hubs (such as crosswalk, sidewalk, lighting and signal improvements)
- Improved bicyclist and pedestrian safety on arterials, other locally-maintained roads and multi-use trails parallel to congested highway corridors



Administration Costs of the VRF

The Alameda CTC will collect and administer the VRF in accordance with the Expenditure Plan. The Alameda CTC will administer the proceeds of the VRF to carry out the mission described in the Plan. Not more than five percent of the VRF shall be used for administrative costs associated with the programs and projects, including amendments of the Expenditure Plan.

Distribution of VRF Funds

An equitable share of the VRF funds will be distributed among the four geographical sub-areas of the county (Planning Areas 1, 2, 3, and 4). The sub-areas of the county are defined by the Alameda CTC as follows:

- Planning Area 1 / North Area
 - Cities of Oakland, Berkeley, Albany, Piedmont, Emeryville and Alameda, as well as other unincorporated lands in that area
- Planning Area 2 / Central Area
 - Cities of Hayward and San Leandro, and the unincorporated areas of Castro Valley and San Lorenzo, as well as other unincorporated lands in that area
- Planning Area 3 / South Area
 - Cities of Fremont, Newark and Union City
- Planning Area 4 / East Area
 - Cities of Livermore, Dublin and Pleasanton, and all unincorporated lands in that area

The Alameda CTC is authorized to redefine the planning areas limits from time to time.

An equitable share of the VRF funds will be distributed among the four geographical sub-areas, measured over successive five year cycles. Geographic equity is measured by a formula, weighted fifty percent by population of the sub-area and fifty percent of registered vehicles of the sub-area. Population information will be updated annually based on information published by the California Department of Finance. The DMV provides the number of registered vehicles in Alameda County. As part of the creation of the expenditure plan, the amount of registered vehicles in each planning area was determined. This calculation of the registered vehicles per planning area will be used to determine the equitable share for a planning area. The amount of registered vehicles in each planning area may be recalculated in the future, with the revised information becoming the basis for the Planning Area share formula.

The VRF funds will also be tracked by the programmatic expenditure formula of:

- Local Road Improvement and Repair Program (60%),
- Transit for Congestion Relief Program (25%),
- Local Transportation Technology Program (10%), and
- Pedestrian and Bicyclist Access and Safety Program (5%).

Though it is not required to attain Planning Area geographic equity measured by each specific program, it will be monitored and considered a goal.

Strategic Plan Implementation

The Alameda CTC will evaluate and update a multi year Strategic Plan on an annual basis that will include funding targets for programmatic categories identified in the Expenditure Plan for a five year period. The Strategic Plan will project the programming of VRF revenues to meet the geographic equity goals of the program. The Strategic Plan will also project the programming of VRF revenues to meet the programmatic category funding goals identified of the program. Adjustments based on projected compared to actual VRF received will be made in the Strategic Plans.

The Alameda CTC will also adopt an Implementation Plan for the upcoming fiscal year. The one year implementation plan will detail the distribution of VRF funds to each program and/or specific projects in a particular fiscal year. Projects will be monitored by Programmatic Category and Planning Area.

Currently there are no projects programmed through the VRF. Additional information on tracking/monitoring pass-through and discretionary funds will be included in future Strategic Plans.

Strategic Plan

The Alameda CTC Board each year shall adopt a multi-year Strategic Plan. The Strategic Plan will include funding targets for programmatic categories identified in the Expenditure Plan for a five year period. The percentage allocation of Fee revenues to each category will consider the target funding levels, as identified in the Expenditure Plan.

Implementation Plan

In addition to the 5 year Strategic plan the Alameda CTC Board will adopt a shorter term implementation plan that will include the approval of specific projects or discretionary programming cycles to be programmed. Projects will be approved within the eligible categories based on projected funding that will be received. Based on the actual revenue received each year, funding adjustments will be made to ensure geographic equity by

planning area will be met over the 5 year window as well as to ensure funding targets for each programmatic category as identified in the Expenditure Plan are met. Variances from projected to actual will be identified and be considered in future updates of the Strategic Plan.

Initial Costs/Administration

Certain initial costs as well as ongoing administrative costs are allowed for in the program. Approximately \$1.4 million of expenses were incurred to initiate the VRF program. Approximately \$773,000 is allowed to be reimbursed prior to the application of the 5% administration cap, and the remaining \$567,000 that will be applied within the 5% administration fee, though an amortization of multiple years is allowed. These costs will be included in the Strategic Plan and Implementation Plan.

Local Road Improvement and Repair Program (60%)

The Local Road Improvement and Repair category will be administered as a pass through program, with the 14 cities and the County receiving a portion of the Local Road Improvement and Repair Program based on a formula weighted fifty percent by population of the sub-area and fifty percent of registered vehicles of the sub-area. The fund distribution will be based on population within each Planning Area. Agencies will maintain all interest accrued from the VRF Local Road Program pass through funds within the program. These funds are intended to maintain and improve local streets and roads as well as a broad range of facilities in Alameda County (from local to arterial facilities).

Transit for Congestion Relief Program (25%)

The Transit for Congestion Relief category will be administered as a discretionary program that will be programmed approximately every other year. The Alameda CTC Board will approve the projects for programming. Opportunities to coordinate programming with other fund sources will be considered in the scheduling of the call for projects.

Strategic capital investments that will create operating efficiency and effectiveness are proposed to be priorities for this Program. Projects that address regionally significant transit issues and improve reliability and frequency are proposed to be given consideration.

Local Transportation Technology Program (10%)

The Local Transportation Technology category priority will fund the operation and maintenance of ongoing transportation management technology projects such as the “Smart Corridors Program”. The Alameda CTC Board will have the authority to program the Local Transportation Technology funds directly to the operation and maintenance of ongoing transportation management technology projects such as the “Smart Corridors Program”. If programming capacity remains after addressing ongoing operation and maintenance costs of existing corridor operations, the program will be opened to other eligible project categories.

Based on current patterns of the operation and maintenance levels of existing corridor programs, there may be an imbalance between the geographic equity formula and the use of the funds within the Local Transportation Technology category. The expenses incurred by Planning Area will be monitored. The programming assigned to the Local Transportation Technology Program by Planning Area will be considered with programming for all four program categories when overall VRF Program geographic equity is evaluated.

Pedestrian and Bicyclist Access and Safety Program (5%)

The Pedestrian and Bicyclist Access and Safety category will be administered as a discretionary program that will be programmed approximately every other year. The Alameda CTC Board will approve the projects for programming. Opportunities to coordinate programming with other fund sources will be a primary consideration in the scheduling of the call for projects. Projects identified in the Countywide bike and pedestrian plans are proposed to be priorities for this Program.

Schedule

Each year the Draft versions of the Strategic/Implementation Plans will be presented to the Committees and Commission in May. The final plans, incorporating comments received from the Committees and the Commission, will be presented for adoption in June.

FY 2012/2013 Programming

In FY 12/13 it is proposed to align the discretionary VRF programs for Transit for Congestion Relief and Pedestrian and Bicyclist Access Safety Programs with a coordinated call for projects that would also include the Measure B Bicycle and Pedestrian Countywide Discretionary Funds and with the One Bay Area Grant call for projects (federal funding).

The Local Road Improvement and Repair Program funds will be passed through to the cities and county based on the program formula. The Local Transportation Technology Program funds are proposed to be programmed to ongoing Alameda CTC Corridor Operations projects.

FY 2012/13 Implementation Plan

Collection of fees on vehicle registrations started in May 2011. With the execution of Master Program Fund Agreements (MPFA) with agencies, the first VRF funds were distributed in April 2012 as LSR pass through funds. It is projected that approximately \$6.6 Million will be distributed through the LSR pass through program through FY 2011/12.

For FY 2012/13, it is proposed to continue the LSR pass through program, with about \$6.1 Million projected to be distributed. Additional distribution projection information on the LSR program is included in Table 2.

The Bike/Pedestrian and Transit Program are discretionary programs and are proposed to be included in a coordinated programming effort along with the One Bay Area Grant (OBAG) Program. Approximately \$1 Million of Bike/Pedestrian program revenues and \$5 Million of Transit Program revenues are projected to be available (revenue from FY 2011/12 and FY 2012/13). The OBAG programming cycle will begin in late summer / early fall 2012.

Funding for the Technology program is prioritized, consistent with the Commissions intent, to ongoing corridor operations. Approximately \$1.5 Million is proposed to be programmed through FY 2011/12 and approximately \$900,000 in FY 2012/13.

Although the program targets (percentages) for the Bike/ Ped, Transit and Technology programs are not aligned with the targets specified in the Expenditure Plan for each individual year, the year by year funding targets detailed in the Strategic Plan will ensure each programmatic category target is achieved over a 5 year period . Funding adjustment may also be required in the future based on the actual revenue received each year.

Draft 2012/13 Strategic Plan (Multi-Year Projection by Program Category)

Projections of Available Programming Capacity

\$	879,684	FY 10/11
\$	10,193,025	FY 11/12
\$	10,193,025	FY 12/13 and beyond

[illegible]

Cycle Summary	%
\$ 37,222,700	60.0%
\$ 15,509,707	25.0%
\$ 3,101,738	5.0%
\$ 6,203,689	10.0%
\$ 62,037,834	100.0%

Alameda County VRF Program - TABLE 2**Local Streets and Roads - Projected Distribution through FY 2012/13**

	Distribution within Planning Area FY 2010/11	Distribution within Planning Area FY 2011/12	TOTAL Distribution within Planning Area Through FY 2011/12	Distribution within Planning Area FY 2012/13
PA 1				
Alameda	\$ 23,264	\$ 269,564	\$ 292,828	\$ 269,564
Albany	\$ 5,251	\$ 60,845	\$ 66,096	\$ 60,845
Berkeley	\$ 33,355	\$ 386,492	\$ 419,847	\$ 386,492
Emeryville	\$ 3,155	\$ 36,558	\$ 39,713	\$ 36,558
Oakland	\$ 132,862	\$ 1,539,496	\$ 1,672,359	\$ 1,539,496
Piedmont	\$ 3,474	\$ 40,258	\$ 43,733	\$ 40,258
	\$ 201,362	\$ 2,333,213	\$ 2,534,575	\$ 2,333,213
PA 2				
Hayward	\$ 55,043	\$ 637,795	\$ 692,838	\$ 637,795
San Leandro	\$ 29,906	\$ 346,520	\$ 376,426	\$ 346,520
County of Alameda	\$ 47,888	\$ 554,890	\$ 602,779	\$ 554,890
	\$ 132,837	\$ 1,539,205	\$ 1,672,042	\$ 1,539,205
PA 3				
Fremont	\$ 75,011	\$ 869,168	\$ 944,180	\$ 869,168
Newark	\$ 15,262	\$ 176,840	\$ 192,101	\$ 176,840
Union City	\$ 25,810	\$ 299,066	\$ 324,876	\$ 299,066
	\$ 116,083	\$ 1,345,074	\$ 1,461,157	\$ 1,345,074
PA 4				
Dublin	\$ 17,596	\$ 203,890	\$ 221,486	\$ 203,890
Livermore	\$ 30,748	\$ 356,287	\$ 387,035	\$ 356,287
Pleasanton	\$ 25,486	\$ 295,309	\$ 320,795	\$ 295,309
County of Alameda	\$ 3,697	\$ 42,838	\$ 46,535	\$ 42,838
	\$ 77,528	\$ 898,324	\$ 975,851	\$ 898,324
County Total	\$ 527,810	\$ 6,115,815	\$ 6,643,625	\$ 6,115,815

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Memorandum

DATE: May 22, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

SUBJECT: Approval of State Transportation Improvement Program (STIP) At Risk Report

Recommendations:

It is recommended the Commission approve the attached STIP At Risk Report, dated May 31, 2012.

Summary:

The Report includes a total of 37 STIP projects being monitored for compliance with the STIP "Timely Use of Funds" provisions. Red zone projects are considered at a relatively high risk of non-compliance with the provisions. Yellow zone projects are considered at moderate risk and Green zone projects at low risk.

Information:

The report is based on the information made available to the Alameda CTC's project monitoring team. This information stems from the project sponsors as well as other funding agencies such as Caltrans, MTC and the CTC.

The report segregates projects into Red, Yellow, and Green zones. The criteria for determining the project zones are listed near the end of the report. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). The risk zone associated with each risk factor is indicated in the tables following the report. Projects with multiple risk factors are listed in the zone of higher risk.

The Alameda CTC requests copies of certain documents related to the required activities to verify that the deadlines have been met. Typically, the documentation requested are copies of documents submitted by the sponsor to other agencies involved with transportation funding such as Caltrans, MTC, and the CTC. The one exception is the documentation requested for the "Complete Expenditures" deadline which does not have a corresponding requirement from the other agencies. Sponsors must provide documentation supported by their accounting department as proof that the Complete Expenditures deadline has been met.

Attachments:

Attachment A: STIP At Risk Report

STIP At Risk Report
2012 STIP Locally-Sponsored Alameda County Projects

Status Date: May 31, 2012

Red Zone Projects

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
1	2009N RIP	Alameda \$4,000	Tinker Avenue Extension Con	07/08	Final Invoice/Report		R	Extension Req Pending \$4M Allocated 9/25/08 Contract Awd 3/17/09 City desires to use balance on follow on contract	G
2	0139F RIP-TE	Alameda CTC \$350	Rt 580, Landscaping, San Leandro Estudillo Ave - 141st Con	10/11	Award Contract	7/27/12	R	\$350K Allocated 10/27/11 3-Mo Ext for Awd App'd 5/23/12	R
3	1014 RIP	BART \$38,000	BART Transbay Tube Seismic Retrofit Con	07/08	Complete Expend	12/31/12	R	\$38M Allocated 9/5/07 18-Month Ext 6/23/11	Y
4	2009P RIP RIP	BART \$3,000 \$248	Alameda County BART Station Renovation Con PSE	07/08 07/08	Accept Contract	10/30/12	R	\$3M Allocated 12/11/08 4-Mo Ext App'd June 09 \$248 Allocated 9/5/07 Expenditures Complete	Y
5	2100G RIP-TE	Berkeley \$1,928	Berkeley Bay Trail Project, Seg 1 Con	10/11	Award Contract	6/15/12	R	\$1,928 Allocated 12/15/11 Awd scheduled 5/15/12	R
6	2014U RIP	GGBHTD \$12,000	SF Golden Gate Bridge Barrier Con	11/12	Allocate Funds	6/30/12	R	Ext Req Pending	R
7	1022 RIP	Oakland \$5,990	Rte. 880 Access at 42nd Ave./High St., APD R/W	07/08	Complete Expend	Note 1	R	\$5.99M Allocated 12/13/07	R
8	2100E ARRA-TE	Oakland \$1,300	7th St. / West Oakland TOD Con	09/10	Accept Contract	9/30/12	R	\$1,300 Obligated 8/5/09 Contract Awd 2009	Y
9	2110A RIP RIP-TE	Union City \$715 \$3,000	Union City Intermodal Stn, Ped Enhanc PH 2 & 2A Con Con	11/12 10/11	Award Contract	6/30/12	R G	6-mo Ext. appv'd 1/25/12 \$3M Allocated 6/23/11 Transferred to FTA Grant	R R
10	2009A RIP	AC Transit \$3,705	Maintenance Facilities Upgrade Con	06/07	Final Invoice/Report	NA	NA	\$3,705K Allocated 9/7/06	G

Yellow Zone Projects

No Projects in this Zone this Report

STIP At Risk Report
2012 STIP Locally-Sponsored Alameda County Projects

Status Date: May 31, 2012

Green Zone Projects

Index	PP No.	Sponsor	Project Title								
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
11	2009B	AC Transit	SATCOM Expansion								
	RIP	\$1,000	Con	06/07	Accept Contract	Note 3	G	\$1,000K	Allocated 9/7/06	G	
12	2009C	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS								
	RIP	\$2,700	Env	06/07	Final Invoice/Report	Note 3	NA	\$2,700K	Allocated 4/26/07	G	
13	2009D	AC Transit	Bus Component Rehabilitation								
	RIP	\$4,500	Con	06/07	Accept Contract	Note 3	G	\$4.5M	Allocated 7/20/06	G	
14	2009Q	AC Transit	Bus Purchase								
	RIP	\$14,000	Con	06/07	Accept Contract	Note 3	G	\$14M	Allocated 10/12/06	G	
15	2009L	Alameda Co.	Vasco Road Safety Improvements								
	RIP	\$4,600	Con	07/08	Final Invoice/Report		NA	\$4.6M	Allocated 2/14/08 Contract Awd 7/29/08 Final Billing sub'd 2/14/12	G	
16	2100F	Alameda Co.	Cherryland/Ashland/Castro Valley Sidewalk Imps.								
	RIP-TE	\$1,150	Con	10/11	Accept Contract	11/1/14	G	\$1,150	Allocated 5/12/11 Awarded Nov 2011	G	
17	0016O	Alameda CTC	I-680 SB HOT Lane Accommodation								
	RIP	\$8,000	Con	07/08	Accept Contract	6/26/13	G	\$8M	Allocated 6/26/08 42 -Mo Ext for Awd App'd 12-Mo Ext for Accept App'd 5/23/12	R	
18	0044C	Alameda CTC	I-880 Reconstruction, 29th to 23rd								
	RIP	\$2,000	PSE	10/11	Complete Expend	6/30/13	G			G	
19	0062E	Alameda CTC	I-80 Integrated Corridor Mobility								
	RIP	\$954	Env	07/08	Final Invoice/Report		NA	\$954	Allocated 9/5/07 Contra Costa RIP Expenditures Comp	G	
20	0081H	Alameda CTC	RT 84 Expressway Widening (Segment 2)								
	RIP	\$34,851	Con	16/17	Allocate Funds	6/30/17	G	Added in 2012	STIP	G	
	RIP-TE	\$2,179	Con	16/17	Allocate Funds	6/30/17	G				
21	2100K	Alameda CTC	I-880 Landscape/Hardscape Improvements in San Leandro								
	RIP-TE	\$400	PSE	09/10	Complete Expend	6/30/13	G	\$400K	Allocated 6/30/10 12-Mo Ext App'd April 2012	R	
22	2179	Alameda CTC	Planning, Programming and Monitoring (Note 2)								
	RIP	\$1,993	Con	12/13	Allocate Funds	6/30/13	G			G	
	RIP	\$1,948	Con	10/11	Complete Expend	6/30/13	G	\$1,948	Allocated 7/1/10		
	RIP	\$1,947	Con	11/12	Complete Expend	6/30/14	G	\$1,947	Allocated 8/11/11		
	RIP	\$320	Con	13/14	Allocate Funds	6/30/14	G	Added in 2012	STIP		
	RIP	\$886	Con	16/17	Allocate Funds	6/30/17	G	Added in 2012	STIP		
23	0016U	Alameda CTC	I-580 Castro Valley I/C Improvements								
	RIP	\$7,315	Con	07/08	Final Invoice/Report		NA	Contract	Accepted July '11	G	

STIP At Risk Report

Status Date: May 31, 2012

2012 STIP Locally-Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
24	2008B	BART	MacArthur BART renovate & enhance entry plaza						
	RIP-TE	\$954	Con	10/11				\$954 Allocated 6/23/11 Transferred to FTA Grant	G
25	2009Y	BART	Ashby BART Station Concourse/Elevator Imps						
	RIP-TE	\$1,200	Con	07/08	Final Invoice/Report		NA	\$1,200 Allocated 6/26/08	G
26	2103	BART	Oakland Airport Connector						
	RIP	\$20,000	Con	10/11	Accept Contract	9/1/14	G	App'd into STIP and allocated 9/23/10 Awarded Oct 2010	G
27	9051A	BATA	Improved Bike/Ped Connectivity to East Span SFOBB						
	RIP-TE	\$3,063	Con	16/17	Allocate Funds	6/30/17	G	Added in 2012 STIP	NA
28	2009W	Berkeley	Ashby BART Station Intermodal Imps						
	RIP	\$4,614	Con	07/08	Final Invoice/Report		NA	\$4,614 Allocated 6/26/08	R
	RIP	\$1,500	Con	09/10	Final Invoice/Report		NA	AB 3090 App'd 8/28/08 \$1.5M Allocated 9/10/09	
29	0057J	Caltrans	SR-24 Caldecott Tunnel 4th Bore Landscaping						
	RIP	\$400	PSE	12/13	Allocate Funds	6/30/13	G	Added in 2012 STIP	NA
	RIP	\$1,100	ConSup	13/14	Allocate Funds	6/30/14	G		
	RIP	\$500	Con	13/14	Allocate Funds	6/30/14	G		
30	2100H	Dublin	Alamo Canal Regional Trail, Rt 580 undercrossing						
	RIP-TE	\$1,021	Con	10/11	Accept Contract	2/7/15	G	\$1,021 Allocated 8/11/11 Contract Awd 2/7/12	R
31	2140S	LAVTA	Rideo Bus Restoration Project						
	RIP-TE	\$200	Con	10/11	Accept Contract	8/10/14	G	\$200 Allocated 5/12/11 from SM County Reserve Contract Awd 8/10/11	G
32	2009K	LAVTA	Satellite Bus Operating Facility (Phases 1 & 2)						
	RIP	\$4,000	Con	11/12	Accept Contract	11/7/14	G	Note 3 \$4M Allocated 6/23/11 PTA Contract Awd 11/7/11	R
	RIP	\$1,500	Con	06/07	Final Invoice/Report		NA	Contract Accepted	
33	2100	MTC	Planning, Programming and Monitoring ²						
	RIP	\$114	Con	12/13	Allocate Funds	6/30/13	G		G
	RIP	\$113	Con	10/11	Complete Expend	6/30/13	G	\$113 Allocated 7/1/10	
	RIP	\$114	Con	11/12	Complete Expend	6/30/14	G	\$114 Allocated 8/11/11	
	RIP	\$118	Con	13/14	Allocate Funds	6/30/14	G		
	RIP	\$122	Con	14/15	Allocate Funds	6/30/15	G		
	RIP	\$126	Con	15/16	Allocate Funds	6/30/16	G	Added in 2012 STIP	
	RIP	\$131	Con	16/17	Allocate Funds	6/30/17	G	Added in 2012 STIP	
34	New	MTC	I-680 Freeway Performance Initiative Project						
	RIP	\$1,000	ConSup	14/15	Allocate Funds	6/30/14	G	Added in 2012 STIP	NA
	RIP	\$1,000	Con	14/15	Allocate Funds	6/30/14	G	Added in 2012 STIP	

STIP At Risk Report
2012 STIP Locally-Sponsored Alameda County Projects

Status Date: May 31, 2012

Green Zone Projects (cont.)

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
35	2100C1 RIP-TE	Oakland \$193	MacArthur Transit Hub Improvement, 40th St Con	07/08	Final Invoice/Report		NA	\$193 Allocated 7/26/07	G
36	2103A RIP-TE	Oakland \$885	Oakland Coliseum TOD Con	10/11	Accept Contract	11/10/14	G	\$885 Allocated 6/23/11 Contract Awd 11/10/11	R
37	2110 RIP RIP RIP-TE RIP-TE RIP	Union City \$4,600 \$720 \$5,307 \$2,000 \$9,787	Union City Intermodal Station Con Con Con Con Con	07/08 05/06 05/06 06/07 06/07	Final Invoice/Report Final Invoice/Report Final Invoice/Report Final Invoice/Report Final Invoice/Report		NA NA NA NA NA	\$4.6M Allocated 9/5/07 \$720K Allocated 11/9/06 \$5,307K Allocated 11/9/06 \$2,000K Allocated 11/9/06 \$9,787K Allocated 11/9/06 6-Mo Ext App'd 9/23/10 for Accept Contract - Site Imps accepted 11/19/10	G

Notes:

- 1 The "Date Req'd By" for the required activity is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite/complete the required activity and/or satisfy the requirement.
- 2 PPM funds programmed in the Con phase are not subject to the typical construction phase requirements. Once PPM funds are allocated, the next deadline is "Complete Expenditures."
- 3 Transit projects receiving State-only funds are subject to project specific requirements in agreements with Caltrans (Federal funds are typically transferred to FTA grant).

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STIP At Risk Report

Status Date: May 31, 2012

2012 STIP Locally-Sponsored Alameda County Projects

2010 STIP -Timely Use of Funds Provisions

The Timely Use of Funds and At Risk reports monitor the STIP Timely Use of Funds Provisions included in the current STIP Guidelines as adopted by the CTC. The current Timely Use of Funds Provisions are as follows:

Required Activity	Timely Use of Funds Provision
Allocation	For all phases, by the end (June 30th) of the fiscal year identified in the STIP.
Construction Contract Award ¹	Within six (6) months of allocation.
Accept Contract (Construction)	Within 36 months of contract award.
Complete Expenditures	For Env, PSE, & R/W funds, costs must be expended by the end of the second FY following the FY in which the funds were allocated.
Final Invoice/Project Completion (Final Report of Expenditures)	For Env, PSE, & R/W funds, within 180 days (6 months) after the end of the FY in which the final expenditure occurred. For Con funds, within 180 Days (6 months) of contract acceptance.

Zone Criteria

The Timely Use of Funds and At Risk reports utilize the deadlines associated with each required activity of the STIP Timely use of Funds Provisions to assign a zone of risk. The following zone criteria was developed for each of these risk zones (Red, Yellow, & Green). For the Final Invoice, this activity is tracked but no zone of risk is assigned.

Required Activity	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Allocation -Env Phase	within four months	within four to eight months	All conditions other than Red or Yellow Zones
Allocation -PS&E Phase	within six months	within six to ten months	All conditions other than Red or Yellow Zones
Allocation -Right of Way Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Allocation -Construction Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Construction Contract Award	within six months	within six to eight months	All conditions other than Red or Yellow Zones
Accept Contract	within six months	within six to twelve months	All conditions other than Red or Yellow Zones
Complete Expenditures	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Final Invoice/Project Completion (Final Report of Expenditures)	NA	NA	NA

Other Zone Criteria

Yellow Zone	STIP /TIP Amendment pending
Red Zone	Extension Request pending

Notes:

1. Statute requires encumbrance by award of a contract for construction capital and equipment purchase within twelve months of allocation. CTC Policy is six months.



Memorandum

DATE: May 22, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

SUBJECT: Approval of Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report

Recommendations:

It is recommended the Commission approve the attached Federal STP/CMAQ Program At Risk Report, dated May 31, 2012.

Summary:

The report includes 58 locally-sponsored, federally-funded projects segregated by “zone.” Red zone projects are considered at a relatively high risk of non-compliance with the provisions of MTC’s Resolution 3606, the Regional STP/CMAQ Project Delivery Policy. Yellow zone projects are considered at moderate risk and Green zone projects at low risk.

Information:

The report is based on the information made available to the Alameda CTC’s project monitoring team. This information stems from the project sponsors as well as other funding agencies such as MTC and Caltrans Local Assistance.

The report is intended to identify activities required to comply with the requirements set forth in MTC’s Resolution 3606, the Regional STP/CMAQ Project Delivery Policy–Revised (as of July 23, 2008). Per Resolution 3606, for projects programmed with funding in federal FY 2011/12, the deadline to submit the request for authorization was February 1, 2012 and the obligation deadline was April 30, 2012.

The report segregates projects into Red, Yellow, and Green zones. The criteria for determining the project zones are listed in Appendix A of the report. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). A project may have multiple risk factors that indicate multiple zones. The zone associated with each risk factor is indicated in the report tables. Projects with multiple risk factors are listed in the zone of higher risk. Appendix B provides details related to the deadlines associated with each of the Required Activities used to determine the assigned zone of risk. The Resolution 3606 deadline for submitting the environmental package one year in advance of the obligation deadline for right of way or construction capital funding is tracked and reported, but is not affiliated with any zone of risk.

Attachments:

Attachment A: Federal STP/CMAQ Program At Risk Report

Federal At Risk Report

Status Date: May 31, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects

Index	TIP ID	Sponsor	Project Title	Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd By			
1	SRTS1-04-001	Ala County	Fairview Elementary School Vicinity Improvements					
	SRTS	\$508	Con	10/11	Obligate Funds	Note 1	R See Note 2	R
					Complete Closeout	03/31/14	G	
	SRTS	\$77	PE	Prior			Obligated 1/29/09	
2	HSIP2-04-024	Ala County	Castro Valley Blvd - Wisteria St Intersection and Frontage Improvements					
	HSIP	\$577	Con	11/12	Obligate Funds	Note 1	R See Note 2	R
					Complete Closeout	03/31/14	G	
	HSIP	\$59	PE	Prior			Obligated 8/14/09	
	HSIP	\$63	R/W	Prior			Obligated 2/15/11	
3	HSIP2-04-027	Ala. County	Remove Permanent Obstacle along Shoulder (Foothill Road)					
	HSIP	\$427	Con	10/11	Submit Req for Auth	06/30/12	R See Note 2	R
					Complete Closeout	09/30/14	G	
	HSIP	\$59	PE	Prior			Obligated 2/23/09	
4	ALA110030	Albany	Albany - Buchanan Bicycle and Pedestrian Path					
	CMAQ	\$1,702	Con	11/12	Obligate Funds	Note 1	R RFA sub'd to CT	R
5	ALA110007	Berkeley	City of Berkeley Transit Action Plan - TDM					
	CMAQ	\$10	Con	11/12	Obligate Funds	Note 1	R Working with Caltrans and MTC to add to PE	R
	CMAQ	\$1,990	PE	10/11	Liquidate Funds	02/22/17	G \$1,990 Obligated 2/22/11	
6	ALA110022	Berkeley	Berkeley - Sacramento St Rehab - Dwight to Ashby					
	STP	\$955	Con	10/11	Submit First Invoice	Note 1	R \$955 Obligated 3/18/11	R
					Liquidate Funds	03/18/17	G Contract Awd 7/19/11	
7	ALA110024	Dublin	Dublin Citywide Street Resurfacing					
	STP	\$547	Con	11/12	Advertise Contract	09/16/12	R \$547 Obligated 3/16/12	R
					Award Contract	12/16/12	Y	
8	ALA110034	Dublin	West Dublin BART Golden Gate Drive Streetscape					
	CMAQ	\$580	Con	11/12	Obligate Funds	Note 1	R RFA sub'd 2/1/12	R
	CMAQ	\$67	PE	10/11	Liquidate Funds	03/18/17	G \$67 Obligated 3/18/11	
							TIP Amendment Pending	
9	ALA110012	Fremont	Fremont CBD/Midtown Streetscape					
	CMAQ	\$1,007	Con	11/12	Advertise Contract	09/27/12	R \$1,007 Obligated 3/27/12	R
					Award Contract	12/27/12	Y	
	CMAQ	\$540	Con	10/11	Submit First Invoice	Note 1	R \$540 Obligated 4/13/11	
	CMAQ	\$53	Con	10/11	Submit First Invoice	Note 1	R \$53 Obligated 6/13/11	
					Liquidate Funds	04/13/17	G	
10	ALA110018	Fremont	Fremont Various Streets Pavement Rehabilitation					
	STP	\$3,138	Con	10/11	Award Contract	Note 1	R \$3,138 Obligated 2/22/11	R
					Submit First Invoice	Note 1	R	
					Liquidate Funds	02/22/17	G	

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Federal At Risk Report

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Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
11	HSIP1-04-005	Fremont	Install Median Barrier, Install Raised Median and Improve Delineation (Mowry)	HSIP	\$164	Con	11/12	Obligate Funds	Note 1	R	See Note 2	R
								Complete Closeout	03/31/14	G		
				HSIP	\$35	PE	Prior				Obligated 11/28/07	
12	HSIP3-04-006	Fremont	Paseo Padre Parkway - Walnut Ave and Argonaut Way	HSIP	\$458	Con	12/13	Submit Req for Auth	09/01/12	R	See Note 2	G
								Complete Closeout	12/02/14	G		
				HSIP	\$59	PE	Prior				Obligated 11/22/10	
13	ALA110019	Hayward	Hayward Various Arterials Pavement Rehab	STP	\$1,336	Con	10/11	Award Contract	Note 1	R	\$1,336 Obligated 2/23/11	R
								Submit First Invoice	Note 1	R		
								Liquidate Funds	02/23/17	G		
14	ALA110016	Newark	Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	STP	\$682	Con	11/12	Advertise Contract	08/17/12	R	\$682 Obligated 2/17/12	Y
								Award Contract	11/17/12	R		
								Liquidate Funds	02/17/18	G		
15	ALA110006	Oakland	Various Streets Resurfacing and Bikeway Facilities	STP	\$3,492	Con	11/12	Advertise Contract	08/16/12	R	\$3,492 Obligated 2/16/12	R
								Award Contract	11/16/12	R		
				STP	\$560	PE	10/11	Liquidate Funds	02/22/17	G	\$560 Obligated 2/22/11	
16	SRTS2-04-007	Oakland	Multiple School (5 Schools) Improvements Along Major Routes	SRTS	\$802	Con	10/11	Obligate Funds	Note 1	R	To CT HQ 1/30/12	R
								Complete Closeout	03/31/14	G	See Note 2	
				SRTS	\$118	PE	Prior				Obligated 1/26/10	
17	ALA110031	Pleasanton	Pleasanton - Foothill/I-580/IC Bike/Ped Facilities	CMAQ	\$709	Con	11/12	Submit Req for Auth	Note 1	R		R
								Obligate Funds	Note 1	R		
18	ALA110021	Pleasanton	Pleasanton Various Streets Pavement Rehab	STP	\$876	Con	10/11	Submit First Invoice	Note 1	R	\$876 Obligated 4/14/11	R
								Liquidate Funds	04/14/17	G	Contract Awd 6/21/11	
19	ALA110010	Port	Shore Power Initiative	CMAQ	\$3,000	Con	11/12	Advertise Contract	08/16/12	R	\$3,000 Obligated 2/16/12	R
								Award Contract	11/16/12	R		
								Liquidate Funds	02/16/18	G		
20	ALA110027	San Leandro	San Leandro Downtown-BART Pedestrian Interface	CMAQ	\$4,298	Con	11/12	Advertise Contract	08/28/12	R	\$4,298 Obligated 2/28/12	R
								Award Contract	11/28/12	R		
				CMAQ	\$312	PE	10/11	Liquidate Funds	12/21/16	G	\$312 Obligated 12/21/10	

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Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
21	ALA110028	Union City	Union City Blvd Corridor Bicycle Imp. Phase 1							
	CMAQ	\$860	Con	11/12	Advertise Contract	09/22/12	R	\$860 Obligated 3/22/12	R	
					Award Contract	12/22/12	R			
					Liquidate Funds	03/22/18	G			
22	ALA110036	Union City	Union City BART East Plaza Enhancements							
	CMAQ	\$4,450	Con	10/11	Submit First Invoice	Note 1	R	\$4,450 Obligated 2/2/11	R	
					Liquidate Funds	02/02/17	G	Contract Awd 6/28/11		

Yellow Zone Projects

Index	TIP ID	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
23	ALA090069	Ala County	Alameda County: Rural Roads Pavement Rehab							
	STP	\$1,815	Con	11/12	Advertise Contract	10/04/12	Y	\$1,815 Obligated 4/4/12	R	
					Award Contract	01/04/13	Y			
	STP	\$320	PE	10/11	Liquidate Funds	03/16/17	G	\$320 Obligated 3/16/11		
24	ALA110026	Ala County	Alameda Co - Central Unincorporated Pavement Rehab							
	STP	\$1,071	Con	11/12	Advertise Contract	10/04/12	Y	\$1,071 Obligated 4/4/12	R	
					Award Contract	01/04/13	Y			
	STP	\$50	PE	10/11	Liquidate Funds	03/23/17	G	\$50 Obligated 3/23/11		
25	ALA110035	Hayward	South Hayward BART Area/Dixon Street Streetscape							
	CMAQ	\$1,540	Con	11/12	Advertise Contract	10/04/12	Y	\$1,264 Obligated 4/4/12	R	
					Award Contract	01/04/13	Y	Amounts per Phase Adjusted		
	CMAQ	\$260	PE	10/11	Liquidate Funds	01/18/17	G	\$536 Obligated 1/18/11		
26	ALA110013	Livermore	Iron Horse Trail Extension in Downtown Livermore							
	CMAQ	\$1,566	Con	11/12	Advertise Contract	10/04/12	Y	\$1,241 Obligated 4/4/12 Partial amount obligated	R	
					Award Contract	01/04/13	Y	Advertise scheduled for June		
					Liquidate Funds	04/04/18	G	TLC Project Fed Aid (025)		
27	ALA110037	Livermore	Livermore Village Streetscape Infrastructure							
	STP	\$2,500	Con	11/12	Advertise Contract	11/16/12	Y	\$2,500 obligated 5/16/12	R	
					Award Contract	02/16/13	Y	Fed Aid (022)		
					Liquidate Funds	05/16/18	G			
28	ALA110029	Oakland	Oakland Foothill Blvd Streetscape							
	CMAQ	\$2,200	Con	11/12	Advertise Contract	10/04/12	Y	\$2,200 Obligated 4/4/12	R	
					Award Contract	01/04/13	Y			
					Liquidate Funds	04/04/18	G			

Federal At Risk Report

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Federally-Funded Locally-Sponsored Alameda County Projects

Green Zone Projects

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
29	ALA110033	ACCMA	Alameda County Safe Routes to School	CMAQ	\$2,289	Con	10/11	Liquidate Funds	03/29/17	G	\$2,689 Obligated 3/29/11	G
				STP	\$400	Con	10/11	Liquidate Funds	03/29/17	G	Obligated w/ALA110009	
30	ALA110009	ACCMA	Bikemobile - Bike Repair and Encouragement Vehicle	CMAQ	\$500	Con	10/11	Liquidate Funds	03/29/17	G	\$500 Obligated 3/29/11 Obligated w/ALA110033	G
31	ALA110025	Alameda	Alameda - Otis Drive Rehabilitation	STP	\$837	Con	10/11	Accept Contract	05/17/14	G	\$837 Obligated 3/8/11	G
								Liquidate Funds	03/08/17	G	Awarded 5/17/11	
32	HSIP4-04-002	Alameda	Shoreline Dr - Westline Dr - Broadway Improvements	HSIP	\$348	Con	11/12	Submit Req for Auth	10/11/13	G	See Note 2	G
								Complete Closeout	01/12/16	G		
				HSIP	\$68	PE	11/12	Liquidate Funds	07/12/15	G	\$68 Obligated 1/18/12	
33	HSIP4-04-010	Alameda	Park Street Operations Improvements	HSIP	\$607	Con	11/12	Submit Req for Auth	01/12/14	G	See Note 2	G
								Complete Closeout	04/12/16	G		
				HSIP	\$126	PE		Liquidate Funds	10/12/15	G	\$126 Obligated 1/18/12	
34	ALA030002	Ala County	Vasco Road Safety Improvements Phase 1A	STP	\$2,250	Con	07/08	Liquidate Funds	08/31/16	G	Contract awarded 6/7/11 \$2,250 Obligated 8/31/10	G
35	SRTS1-04-002	Ala County	Marshall Elementary School Vicinity Improvements	SRTS	\$450	Con	12/13	Submit Req for Auth	01/01/13	G	See Note 2	G
								Complete Closeout	04/01/15	G		
				SRTS	\$50	PE	Prior			G	Obligated 12/7/10	
36	H3R1-04-031	Ala County	Patterson Pass Road - PM6.4 Widen or Improve Shoulder	HBRR	\$717	Con	12/13	Submit Req for Auth	09/30/13	G	See Note 2	G
								Complete Closeout	12/31/15	G		
				HBRR	\$101	PE	Prior	Liquidate Funds	06/30/15	G		
37	ALA110039	Albany	Albany - Pierce Street Pavement Rehabilitation	STP	\$117	Con	10/11	Liquidate Funds	05/02/17	G	Contract Awd 7/12/11 \$117 Obligated 5/2/11	G
38	ALA090068	BART	MacArthur BART Plaza Remodel	CMAQ	\$626	Con	10/11				\$626 Obligated 3/16/11 Transferred to FTA Grant	G

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Federal At Risk Report

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Federally-Funded Locally-Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
39	ALA110032	BART	Downtown Berkeley BART Plaza/Transit Area Imps.	CMAQ	\$706	PE	10/11				\$706 Obligated 3/16/11	G
				CMAQ	\$1,099	Con	10/11				\$1,099 Obligated 3/16/11 Transferred to FTA Grant	
40	ALA110038	BART	BART - West Dublin BART Station Ped Access Imps	CMAQ	\$21	PE	10/11				\$21 Obligated 2/2/11	G
				CMAQ	\$839	Con	10/11				\$839 Obligated 2/2/11 Transferred to FTA Grant	
41	HSIP2-04-018	Fremont	Replace Concrete Poles with Aluminum in Median (Paseo Parkway)	HSIP	\$299		Prior	Complete Closeout	03/31/14	G	See Note 2	G
								Liquidate Funds	09/30/13	G		
42	HSIP3-04-005	Fremont	Paseo Padre Parkway - Walnut to Washington - Replace Poles	HSIP	\$120	Con	12/13	Complete Closeout	12/02/14	G	\$120 Obligated 2/16/12	
				HSIP	\$23	PE	Prior				Obligated 11/18/10	
43	HSIP4-04-020	Fremont	Fremont Blvd / Eggers Dr	HSIP	\$275	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
								Complete Closeout	01/12/16	G		
					\$41	PE	Prior				Obligated 11/8/11	
44	HSIP4-04-022	Fremont	Fremont Blvd / Alder Ave	HSIP	\$348	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
								Complete Closeout	01/12/16	G		
					\$43	PE	Prior				Obligated 11/8/11	
45	HSIP2-04-009	Hayward	Carlos Bee Blvd between West Loop Rd and Mission Blvd	HSIP	\$725		Prior	Complete Closeout	03/31/14	G	See Note 2	G
								Liquidate Funds	09/30/13	G	Obligated 6/18/10	
46	ALA110015	Livermore	Livermore Downtown Lighting Retrofit	CMAQ	\$176	Con	10/11	Liquidate Funds	04/04/17	G	\$176 Obligated 4/4/11 Billing 1 dated 2/22/12 Fed Aid (024)	R
47	ALA110023	Livermore	Livermore - 2011 Various Arterials Rehab	STP	\$1,028	Con	10/11	Liquidate Funds	03/21/17	G	\$1,028 Obligated 3/21/11 Billing 1 dated 2/22/12 Fed Aid (023)	R
48	ALA110014	Oakland	Oakland - MacArthur Blvd Streetscape	CMAQ	\$1,700	Con	10/11	Liquidate Funds	04/27/17	G	\$1.7M Obligated 4/27/11 Contract Dated 8/19/11	G
49	HSIP2-04-004	Oakland	West Grand at Market, Macarthur at Fruitvale & Market at 55th Improvements	HSIP	\$223	Con	11/12	Complete Closeout	09/30/14	G	See Note 2	G
								Liquidate Funds	03/30/14	G	Obligated 6/30/11	

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Federal At Risk Report

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Federally-Funded Locally-Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
50	HSIP2-04-005	Oakland	Various Intersections Pedestrian Improvements	HSIP	\$81	Con	11/12	Complete Closeout	09/30/14	G	See Note 2	G
								Liquidate Funds	03/30/14	G	Obligated 7/8/11	
51	HSIP4-04-005	Oakland	San Pablo Ave - West St - W. Grand Ave Intersections	HSIP	\$345	Con	13/14	Submit Req for Auth	12/13/13	G	See Note 2	G
								Complete Closeout	03/13/16	G		
					\$71	PE	Prior				Obligated 1/23/12	
52	HSIP4-04-011	Oakland	Bancroft Ave - 94th Ave Improvements	HSIP	\$398	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
								Complete Closeout	01/12/16	G		
					\$87	PE	Prior				Obligated 1/23/12	
53	HSIP4-04-012	Oakland	Hegenberger Rd Intersections	HSIP	\$738	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
								Complete Closeout	01/12/16	G		
					\$162	PE	Prior				Obligated 1/25/12	
54	SRTS1-04-014	Oakland	Intersection Improvements at Multiple School (5 Elem. + 1 Middle)	SRTS	\$700		Prior	Complete Closeout	03/31/14	G	See Note 2	G
								Liquidate Funds	09/30/13	G		
55	ALA110020	San Leandro	San Leandro - Marina Blvd Rehabilitation	STP	\$807	Con	10/11	Liquidate Funds	03/29/17	G	\$807 Obligated 3/29/11	G
											Contract Awd 5/5/11	
56	HSIP4-04-015	San Leandro	Washington Ave / Monterey Blvd	HSIP	\$307	Con	13/14	Submit Req for Auth	01/12/14	G	See Note 2	G
								Complete Closeout	04/12/16	G		
					\$66	PE	Prior				Obligated 12/15/11	
57	HSIP1-04-001	San Leandro	Washington Ave - Estabrook St Intersection	HSIP	\$409		Prior	Liquidate Funds		NA	Revised FROE 10/25/10	G
58	ALA110017	Union City	Union City - Dyer Street Rehabilitation	STP	\$861	Con	10/11	Liquidate Funds	04/13/17	G	\$861 Obligated 4/13/11	G
											Contract Awd 6/14/11	

Notes:

- 1 MTC Reso 3606 deadline or the Safety Program Monitoring date is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite/complete the required activity.
- 2 HSIP, SRTS and HRRR projects may have different timely use of funds provisions than the MTC Reso 3606 requirements. The values for "Date Req'd By" shown in this report are based on the Safety Program Delivery Status Reports - Complete Project Listing available from Caltrans Local Programs at www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm. For the purposes of this monitoring report, the Submit Request for Authorization dates are set to three months prior to the date shown for authorization in the Safety Program Delivery Status Reports, and the Liquidate Funds dates are set to six months prior to the date shown for Complete Closeout shown by Caltrans.

Federal At Risk Report

Status Date: May 31, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Appendix A**Federal At Risk Report Zone Criteria****Required Activities per Resolution 3606 (Revised July 23, 2008)**

Required Activities Monitored by CMA¹	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Request Project Field Review	Project in TIP for more than nine (9) months, or obligation deadline for Con funds within 15 months.	Project in TIP for less than nine (9) months, and obligation deadline for Con funds more than 15 months away.	All conditions other than Red or Yellow Zones
Submit Environmental Package	NA	NA	NA
Approved DBE Program and Methodology	NA	NA	NA
Submit Request for Authorization (PE)	within three (3) months	within three (3) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (R/W)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (Con)	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Advertise Construction	within four (4) months	within four (4) to six (6) months	All conditions other than Red or Yellow Zones
Award Contract	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Submit First Invoice	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Liquidate Funds	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones Move to Appendix D
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones

Other Zone Criteria

Red Zone	Projects with funds programmed in the same FY for both a project development phase (i.e. Env or PSE) and a capital phase (i.e. R/W or Con) without the project development phase(s) obligated.
Yellow Zone	Projects with an Amendment to the TIP pending.

Notes: ¹ See Appendix B for more information about the Required Activities and Resolution 3606.

Federal At Risk Report

Status Date: May 31, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Appendix B**Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)**

Index	Definition	Deadline
1	Req Proj Field Rev	
	Per MTC Resolution 3606-Revised, "Implementing agencies are required to request a field review from Caltrans Local Assistance within 12 months of approval of the project in the TIP ¹ , but no less than 12 months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities. Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures."	12 months from approval in the TIP ¹ , but no less than 12 months prior to the obligation deadline of construction funds.
2	Sub ENV package	
	Per MTC Resolution 3606-Revised, "Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined Programmatic Categorical Exclusion as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities."	12 months prior to the obligation deadline for RW or Con funds. (No change)
3	Approved DBE Prog	
	Per MTC Resolution 3606-Revised, "Obligation of federal funds may not occur for contracted activities (any combination of environmental/ design/ construction/ procurement activities performed outside the agency) until and unless an agency has an approved DBE program and methodology for the current federal fiscal year. Therefore, agencies with federal funds programmed in the TIP must have a current approved DBE Program and annual methodology (if applicable) in place prior to the fiscal year the federal funds are programmed in the TIP. STP/CMAQ funding for agencies without approved DBE methodology for the current year are subject to redirection to other projects after March 1. Agencies should begin the DBE process no later than January 1 to meet the March 1 deadline. Projects advanced under the Expedited Project Selection Process (EPSP) must have an approved DBE program and annual methodology for the current year (if applicable) prior to the advancement of funds."	Approved program and methodology in place prior to the FFY the funds are programmed in the TIP.
4	Sub Req for Auth	
	Per MTC Resolution 3606-Revised, "In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by February 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by February 1 of the programmed year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after February 1 of the programmed year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the February 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming."	February 1 of FY in which funds are programmed in the TIP.

Federal At Risk Report

Status Date: May 31, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Appendix B
Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)

Index	Definition	Deadline
5	Obligate Funds/ Transfer to FTA	
	Per MTC Resolution 3606-Revised, "STP and CMAQ funds are subject to an obligation/FTA transfer deadline of April 30 of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by February 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by April 30 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2007-08 of the TIP have an obligation/FTA transfer request submittal deadline (to Caltrans) of February 1, 2008 and an obligation/FTA transfer deadline of April 30, 2008. Projects programmed in FY 2008-09 have an obligation request submittal deadline (to Caltrans) of February 1, 2009 and an obligation/FTA transfer deadline of April 30, 2009. No extensions will be granted to the obligation deadline."	April 30 of FY in which funds are programmed in the TIP.
6	Execute PSA	
	Per MTC Resolution 3606, "The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans in accordance with Caltrans Local Assistance procedures. The agency must contact Caltrans if the PSA is not received from Caltrans within 60 days of the obligation. This requirement does not apply to FTA transfers. Agencies that do not execute and return the PSA to Caltrans within the required Caltrans deadline will be unable to obtain future approvals for any projects, including obligation and payments, until all PSAs for that agency regardless of fund source, meet the PSA execution requirement. Funds for projects that do not have an executed PSA within the required Caltrans deadline are subject to de-obligation by Caltrans."	Within 60 days of receipt of the PSA from Caltrans, and within six months from the actual obligation date. ²
7	Advertise Contract /Award Contract/Award into FTA Grant	
	Per MTC Resolution 3606-Revised, "For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 6 months of obligation and awarded within 9 months of obligation. However, regardless of the advertisement and award deadlines, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding. Agencies must submit the notice of award to Caltrans in accordance with Caltrans Local Assistance procedures, with a copy also submitted to the applicable CMA. Agencies with projects that do not meet these award deadlines will have future programming and OA restricted until their projects are brought into compliance. For FTA projects, funds must be approved/ awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA"	Advertised within 6 months of obligation and awarded within 9 months of obligation. FTA Grant Award: Within 1 year of transfer to FTA.
8	Submit First Invoice / Next Invoice Due	
	Per MTC Resolution 3606-Revised, "Funds for each federally funded (Environmental (ENV/ PA&ED), Preliminary Engineering (PE), Final Design (PS&E) and Right of Way (R/W) phase and for each federal program code within these phases, must be invoiced against at least once every six months following obligation. Funds that are not invoiced at least once every 12 months are subject to de-obligation. There is no guarantee that funds will be available to the project once de-obligated. Funds for the Construction (CON) phase, and for each federal program code within the construction phase, must be invoiced and reimbursed against at least once within 12 months of the obligation, and then invoiced at least once every 6-months there after. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee that funds will be available to the project once de-obligated. If a project does not have eligible expenses within a 6-month period, the agency must provide a written explanation to Caltrans Local Assistance for that six-month period and submit an invoice as soon as practicable to avoid missing the 12-month invoicing and reimbursement deadline. Agencies with projects that have not been invoiced against and reimbursed within a 12-month period, regardless of federal fund source, will have restrictions placed on future programming and OA until the project is properly invoiced. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de-obligation by FHWA."	For Con phase: Once within 12 months of Obligation and then once every 6 months thereafter, for each federal program code. For all other phases: Once within 6 months following Obligation and then once every 6 months thereafter, for each phase and federal program code.

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Federal At Risk Report

Status Date: May 31, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Appendix B**Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)**

Index	Definition	Deadline
8a	Inactive Projects	
	Per MTC Resolution 3606-Revised, "Most projects can be completed well within the state's deadline for funding liquidation or FHWA's ten-year proceed-to-construction requirement. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than twelve months. It is expected that funds for completed phases will be invoiced immediately for the phase, and projects will be closed out within six months of the final project invoice. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated."	Funds must be invoiced and reimbursed against once every 12 months to remain active.
9	Liquidate Funds	
	Per MTC Resolution 3606-Revised, "Funds must be liquidated (fully expended, invoiced and reimbursed) within six years of obligation. California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 6 state fiscal years following the fiscal year in which the funds were appropriated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not re-appropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance. This requirement does not apply to FTA transfers."	Funds must be liquidated within six years of obligation.
10	Estimated Completion Date/Project Closeout	
	Per MTC Resolution 3606-Revised, "Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans. At the time of obligation, the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any un-reimbursed federal funds remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA. Projects must be properly closed out within six months of final project invoice. Projects must proceed to construction within 10 years of federal authorization of the initial phase. Federal regulations require that federally funded projects proceed to construction within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in 10 years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds. Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC."	Est. Completion Date: For each phase, fully expend federal funds 1 year prior to date provided to Caltrans. Project Close-out: Within 6 months of final project invoice.

Notes:

- ¹ Approval in the TIP: For administrative/ minor TIP Amendments it is the date of Caltrans approval. For formal TIP Amendments, it is the date of FHWA approval.
- ² Per DOT letter from Caltrans Local Assistance to MPOs, regarding "Procedural Changes in Managing Obligations", dated 9/15/05.

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Memorandum

DATE: May 22, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

SUBJECT: Approval of CMA Exchange Program Quarterly Status Monitoring Report

Recommendations

It is recommended the Commission approve the attached Quarterly Status Report for CMA Exchange projects, dated May 31, 2012.

Information

The CMA Exchange Program provides funding for the projects programmed in the CMA Transportation Improvement Program (CMATIP), a local fund source administered by the Alameda CTC. The report contains a listing of all of the projects in the CMA Exchange Program, along with the current status of each exchange. A total of \$7.5 million of revenue has been received from Union City CMA Exchange project number 11 since the March 2012 report.

Attachments

Attachment A – CMA Exchange Projects Quarterly Status Report

CMA Exchange Program - Status Report

May 31, 2012

Index	CMA Exchange Project Number	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 4/19/12)	Amount to be received	Estimated Payback Date (full amount)	Agreement Status ¹
1	Ex 1	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 20,182,514	\$ 20,182,514	\$ -	Done	E
2	EX 2	AC Transit	Bus Component Rehab	STP	\$ 4,000,000	\$ 4,000,000	\$ -	Done	E
3	Ex 3	AC Transit	Bus Component Rehab	STIP-RIP	\$ 4,500,000	\$ 4,500,000	\$ -	Done	E
4	Ex 15	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 6,378,000	\$ 6,378,000	\$ -	Done	E
5	Ex 18	Ala. County	Vasco Rd. Safety Imps	STP	\$ 7,531,000	\$ -	\$ 7,531,000	12/31/15	D
6	Ex 19	Ala. County	ARRA LSR Project	ARRA	\$ 1,503,850	\$ -	\$ 1,503,850	6/30/12	D
7	Ex 16	ACTIA	I-580 Castro Valley I/C Imps	STP	\$ 1,000,000	\$ 1,000,000	\$ -	Done	E
8	Ex 17	ACTIA	I-580 Castro Valley I/C Imps	STIP-RIP	\$ 1,300,000	\$ 1,147,545	\$ 152,455	12/31/12	E
9	Ex 4	BART	Seismic Retrofit	STIP-RIP	\$ 8,100,000	\$ 8,100,000	\$ -	Done	E
10	Ex 5	Berkeley	Street Resurfacing	STP	\$ 259,560	\$ 259,560	\$ -	Done	E
11	Ex 6	Dublin	Tassajara Interchange	STIP-RIP	\$ 4,230,000	\$ 4,230,000	\$ -	Done	E
12	Ex 7	Fremont	Street Rehabilitation	STIP-RIP	\$ 2,196,900	\$ 2,196,900	\$ -	Done	E
13	Ex 8	Fremont	Street Resurfacing	STP	\$ 858,000	\$ 858,000	\$ -	Done	E
14	Ex 14	Fremont	Street Overlay -13 Segments	STP	\$ 1,126,206	\$ 1,126,206	\$ -	Done	E
15	Ex 20	Fremont	ARRA LSR Project	ARRA	\$ 1,802,150	\$ 1,802,150	\$ -	Done	E
16	Ex 21	Fremont	Federal Block Grant LSR	STP	\$ 207,900	\$ -	\$ 207,900	12/31/12	N
17	Ex 9	Livermore	Isabel Interchange	STIP-RIP	\$ 3,600,000	\$ 3,600,000	\$ -	Done	E
18	Ex 10	MTC	East Dublin County BART	STP	\$ 750,000	\$ 750,000	\$ -	Done	E
19	Ex 11	Union City	UC Intermodal Station	STIP-RIP	\$ 9,314,000	\$ 9,314,000	\$ -	Done	E
Totals:					\$ 78,840,080	\$ 69,444,875	\$ 9,395,205		

Notes:

- 1) E = Agreement Executed
 A = Agreement Amendment in Process
 D = Agreement Draft Form
 N = Agreement Not Initiated



Memorandum

DATE: May 22, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

SUBJECT: Approval of Transportation Fund for Clean Air (TFCA) Program
At Risk Report

Recommendation:

It is recommended the Commission approve the TFCA At Risk Report, dated May 31, 2012.

Summary:

The report includes currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates the active projects into “Red”, “Yellow”, and “Green” zones based on upcoming project delivery milestones. The three projects in the Red Zone are in the final stages of executing the funding agreement.

Information:

The report includes currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates the active projects into “Red”, “Yellow”, and “Green” zones based on upcoming project delivery milestones. For this reporting cycle, there are a total of 33 active projects, 16 of which are listed under the report’s Green Zone and do not have required activities due for eight months or more. Most of the 14 projects in the Yellow Zone have expenditure deadlines between October and December 2012. The three projects in the Red Zone have FY 11/12 funding agreements that remain to be executed. Of the three, two have been received from the sponsor for final signature. As noted at the end of the report, two projects have been completed and will be removed from the next At Risk report.

Attachments:

Attachment A: TFCA Program Manager Fund At Risk Report

TFCA County Program Manager Fund

At Risk Report

Report Date: May 31, 2012

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
RED ZONE (Milestone deadline within 4 months)							
11ALA01	Alameda	Park Street Corridor Operations Improvement	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 230,900	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA03	Albany	Buchanan Bike Path	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 100,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA07	Hayward	Post-project Monitoring/ Retiming activities for Arterial Mgmt project 10ALA04	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 50,300.00	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
YELLOW ZONE (Milestone deadline within 5-7 Months)							
07ALA06	BART	Multi-Jurisdiction Bike Locker Project	TFCA Award	Agreement Executed	1/1/08	3/8/08	2nd deadline extension approved 10/28/10 Expenditures complete FMR received Final Invoice to be received
			\$ 275,405	Project Start	2/1/08	Feb-08	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ 6,403	FMR	Mar-12	Mar-12	
				Expend Deadline Met?	12/22/11	Yes	
08ALA01	ACCMA	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	Expenditure deadline Dec '12 2nd extension approved 10/27/11 Expenditures not complete FMR Due Mar '13
			\$ 420,000	Project Start	Jan-09	Jun-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 231,161	FMR	Mar-13		
				Expend Deadline Met?	12/22/12		
08ALA02	BART	Castro Valley BART Station Bicycle Lockers	TFCA Award	Agreement Executed	1/31/09	2/12/09	1st deadline extension approved 10/28/10 Expenditures complete FMR received Final Invoice to be received
			\$ 66,500	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ -	FMR	Mar-12	Mar-12	
				Expend Deadline Met?	12/22/11	Yes	
09ALA01	ACCMA	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditure deadline Dec '12 Expenditures not complete FMR Due Mar '13 1st extension approved 10/27/11
			\$ 400,000	Project Start	Oct-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 241,071	FMR	Mar-13		
				Expend Deadline Met?	12/22/12		
10ALA01	Alameda County	Fairmont Campus to BART Shuttle (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	02/08/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 110,000	Project Start	Mar-11	Jan-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 46,041	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA02	Alameda CTC	I-80 Corridor Arterial Management	TFCA Award	Agreement Executed	2/17/11	07/09/10	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 100,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 92,245	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		

TFCA County Program Manager Fund

At Risk Report

Report Date: May 31, 2012

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
YELLOW ZONE (Milestone deadline within 5-7 Months), continued							
10ALA03	Fremont	Signal Retiming: Paseo Padre parkway and Auto Mall Parkway	TFCA Award	Agreement Executed	2/17/11	02/24/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 210,000	Project Start	Mar-11	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	TFCA Award	Agreement Executed	2/17/11	01/26/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 614,000	Project Start	Mar-11	Dec-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 262,250	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA05	Oakland	Broadway Shuttle - Extended Service	TFCA Award	Agreement Executed	2/17/11	01/21/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 166,880	Project Start	Mar-11	Feb-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 125,800	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA06	Oakland	Webster/Franklin Bikeway Project	TFCA Award	Agreement Executed	2/17/11	01/20/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 90,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA07	Pleasanton	Pleasanton Trip Reduction Program (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 52,000	Project Start	Mar-11	Aug-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA08	AC Transit	TravelChoice- New Residents (TCNR)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 165,000	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 2,583	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA11	LAVTA	ACE Shuttle Service - Route 53 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 70,677	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 52,859	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA12	LAVTA	ACE/BART Shuttle Service - Route 54 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 72,299	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 56,519	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
GREEN ZONE (Milestone deadline beyond 7 months)							
08ALA05	ACCMA	Oakland San Pablo Avenue TSP/Transit Improvement Project	TFCA Award	Agreement Executed	NA	8/22/08	Expenditures complete Final Invoice paid FMR Due Feb '13 (Required 2-year post-project reporting due Feb 2013)
			\$ 174,493	Project Start	Apr-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11	07/29/11	
			\$ 174,493	FMR	Feb-13		
				Expend Deadline Met?	12/22/10	Yes	

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GREEN ZONE (Milestone deadline beyond 7 months), continued							
09ALA07	AC Transit	Easy Pass Transit Incentive Program	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditure deadline Jan '13 Expenditures not complete FMR Due Mar '13 1st extension approved 10/27/11
			\$ 350,000	Project Start	Sep-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 141,061	FMR	Mar-13		
				Expend Deadline Met?	01/13/13		
09ALA08	ACCMA	Guaranteed Ride Home Program (FYs 09/10 & 10/11)	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures complete FMR received Final Invoice to be paid
			\$ 280,000	Project Start	Nov-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12	Apr-12	
				Expend Deadline Met?	01/13/12	Yes	
09ALA10	ACCMA	Bike to Work Day Marketing and Survey	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures complete FMR received Final Invoice to be paid
			\$ 96,000	Project Start	Mar-10	Mar-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12	Apr-12	
				Expend Deadline Met?	01/13/12	Yes	
11ALA02	Alameda County	Mattox Road Bike Lanes	TFCA Award	Agreement Executed	1/5/12	01/24/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 40,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA04	Cal State - East Bay	CSUEB - 2nd Campus to BART Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 194,000	Project Start	Dec-12	Aug-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 41,786	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA05	Cal State - East Bay	Transportation Demand Management Pilot Program (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 52,000	Project Start	Dec-12	Sep-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA06	Fremont	North Fremont Arterial Management	TFCA Award	Agreement Executed	1/5/12	01/04/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 256,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA08	Hayward	Clawiter Road Arterial Management	TFCA Award	Agreement Executed	1/5/12	02/27/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 190,000.00	Project Start	Dec-12	Feb-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA09	Oakland	Traffic Signal Synchronization along Martin Luther King Jr. Way	TFCA Award	Agreement Executed	1/5/12	03/08/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 125,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		

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GREEN ZONE (Milestone deadline beyond 7 months), continued							
11ALA10	Oakland	Broadway Shuttle - 2012 Daytime Operations	TFCA Award	Agreement Executed	1/5/12	05/07/12	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 52,154	Project Start	Dec-12	Jan-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 13,039	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA11	Pleasanton	Pleasanton Trip Reduction Program (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 52,816	Project Start	Dec-12	Sep-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA12	San Leandro	San Leandro LINKS Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 59,500	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA13	Alameda CTC	Alameda County Guaranteed Ride Home (GRH) Program (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	07/05/11	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 245,000	Project Start	Dec-12	Jan-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA14	LAVTA	Route 9 Shuttle BART/Hacienda Business Park (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 42,947	Project Start	Dec-12	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 37,328	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA15	LAVTA	Route 10 - Dublin/Pleasanton BART to Livermore ACE Station (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 141,542	Project Start	Dec-12	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 92,710	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
Completed Projects (will be removed from the next monitoring report)							
09ALA04	Berkeley	Citywide Bicycle Parking Program	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditures complete FMR received Final Invoice paid \$1,470 relinquished
			\$ 45,417	Project Start	Mar-10	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13	Apr-12	
			\$ 45,417	FMR	Mar-12	Mar-12	
				Expend Deadline Met?	01/13/12	Yes	
08ALA03	Berkeley	9th Street Bicycle Boulevard	TFCA Award	Agreement Executed	1/8/09	1/14/09	Expenditures complete FMR received Final Invoice paid \$2,044 relinquished
			\$ 245,272	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/12	Apr-12	
			\$ 245,272	FMR	Mar-12	Mar-12	
				Expend Deadline Met?	12/22/11	Yes	

Report Milestone Notes

Agmt Executed = Date TFCA Agreement executed

Project Start = Date of project initiation

FMR = Date Final Monitoring Report (Final Project Report) received by Alameda CTC

Exp. Deadline Met? = Expenditures completed by deadline (Yes/No)

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RED ZONE (Milestone deadline within 4 months)							
11ALA01	Alameda	Park Street Corridor Operations Improvement	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 230,900	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA03	Albany	Buchanan Bike Path	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 100,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA07	Hayward	Post-project Monitoring/ Retiming activities for Arterial Mgmt project 10ALA04	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 50,300.00	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
YELLOW ZONE (Milestone deadline within 5-7 Months)							
07ALA06	BART	Multi-Jurisdiction Bike Locker Project	TFCA Award	Agreement Executed	1/1/08	3/8/08	2nd deadline extension approved 10/28/10 Expenditures complete FMR received Final Invoice to be received
			\$ 275,405	Project Start	2/1/08	Feb-08	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ 6,403	FMR	Mar-12	Mar-12	
				Expend Deadline Met?	12/22/11	Yes	
08ALA01	ACCMA	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	Expenditure deadline Dec '12 2nd extension approved 10/27/11 Expenditures not complete FMR Due Mar '13
			\$ 420,000	Project Start	Jan-09	Jun-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 231,161	FMR	Mar-13		
				Expend Deadline Met?	12/22/12		
08ALA02	BART	Castro Valley BART Station Bicycle Lockers	TFCA Award	Agreement Executed	1/31/09	2/12/09	1st deadline extension approved 10/28/10 Expenditures complete FMR received Final Invoice to be received
			\$ 66,500	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ -	FMR	Mar-12	Mar-12	
				Expend Deadline Met?	12/22/11	Yes	
09ALA01	ACCMA	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditure deadline Dec '12 Expenditures not complete FMR Due Mar '13 1st extension approved 10/27/11
			\$ 400,000	Project Start	Oct-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 241,071	FMR	Mar-13		
				Expend Deadline Met?	12/22/12		
10ALA01	Alameda County	Fairmont Campus to BART Shuttle (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	02/08/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 110,000	Project Start	Mar-11	Jan-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 46,041	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA02	Alameda CTC	I-80 Corridor Arterial Management	TFCA Award	Agreement Executed	2/17/11	07/09/10	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 100,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 92,245	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		

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YELLOW ZONE (Milestone deadline within 5-7 Months), continued							
10ALA03	Fremont	Signal Retiming: Paseo Padre parkway and Auto Mall Parkway	TFCA Award	Agreement Executed	2/17/11	02/24/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 210,000	Project Start	Mar-11	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	TFCA Award	Agreement Executed	2/17/11	01/26/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 614,000	Project Start	Mar-11	Dec-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 262,250	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA05	Oakland	Broadway Shuttle - Extended Service	TFCA Award	Agreement Executed	2/17/11	01/21/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 166,880	Project Start	Mar-11	Feb-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 125,800	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA06	Oakland	Webster/Franklin Bikeway Project	TFCA Award	Agreement Executed	2/17/11	01/20/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 90,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA07	Pleasanton	Pleasanton Trip Reduction Program (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 52,000	Project Start	Mar-11	Aug-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA08	AC Transit	TravelChoice- New Residents (TCNR)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 165,000	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 2,583	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA11	LAVTA	ACE Shuttle Service - Route 53 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 70,677	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 52,859	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA12	LAVTA	ACE/BART Shuttle Service - Route 54 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 72,299	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 56,519	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
GREEN ZONE (Milestone deadline beyond 7 months)							
08ALA05	ACCMA	Oakland San Pablo Avenue TSP/Transit Improvement Project	TFCA Award	Agreement Executed	NA	8/22/08	Expenditures complete Final Invoice paid FMR Due Feb '13 (Required 2-year post-project reporting due Feb 2013)
			\$ 174,493	Project Start	Apr-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11	07/29/11	
			\$ 174,493	FMR	Feb-13		
				Expend Deadline Met?	12/22/10	Yes	

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GREEN ZONE (Milestone deadline beyond 7 months), continued							
09ALA07	AC Transit	Easy Pass Transit Incentive Program	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditure deadline Jan '13 Expenditures not complete FMR Due Mar '13 1st extension approved 10/27/11
			\$ 350,000	Project Start	Sep-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 141,061	FMR	Mar-13		
				Expend Deadline Met?	01/13/13		
09ALA08	ACCMA	Guaranteed Ride Home Program (FYs 09/10 & 10/11)	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures complete FMR received Final Invoice to be paid
			\$ 280,000	Project Start	Nov-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12	Apr-12	
				Expend Deadline Met?	01/13/12	Yes	
09ALA10	ACCMA	Bike to Work Day Marketing and Survey	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures complete FMR received Final Invoice to be paid
			\$ 96,000	Project Start	Mar-10	Mar-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12	Apr-12	
				Expend Deadline Met?	01/13/12	Yes	
11ALA02	Alameda County	Mattox Road Bike Lanes	TFCA Award	Agreement Executed	1/5/12	01/24/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 40,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA04	Cal State - East Bay	CSUEB - 2nd Campus to BART Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 194,000	Project Start	Dec-12	Aug-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 41,786	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA05	Cal State - East Bay	Transportation Demand Management Pilot Program (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 52,000	Project Start	Dec-12	Sep-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA06	Fremont	North Fremont Arterial Management	TFCA Award	Agreement Executed	1/5/12	01/04/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 256,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA08	Hayward	Clawiter Road Arterial Management	TFCA Award	Agreement Executed	1/5/12	02/27/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 190,000.00	Project Start	Dec-12	Feb-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA09	Oakland	Traffic Signal Synchronization along Martin Luther King Jr. Way	TFCA Award	Agreement Executed	1/5/12	03/08/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 125,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		

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GREEN ZONE (Milestone deadline beyond 7 months), continued							
11ALA10	Oakland	Broadway Shuttle - 2012 Daytime Operations	TFCA Award	Agreement Executed	1/5/12	05/07/12	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 52,154	Project Start	Dec-12	Jan-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 13,039	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA11	Pleasanton	Pleasanton Trip Reduction Program (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 52,816	Project Start	Dec-12	Sep-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA12	San Leandro	San Leandro LINKS Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 59,500	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA13	Alameda CTC	Alameda County Guaranteed Ride Home (GRH) Program (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	07/05/11	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 245,000	Project Start	Dec-12	Jan-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA14	LAVTA	Route 9 Shuttle BART/Hacienda Business Park (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 42,947	Project Start	Dec-12	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 37,328	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA15	LAVTA	Route 10 - Dublin/Pleasanton BART to Livermore ACE Station (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 141,542	Project Start	Dec-12	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 92,710	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
Completed Projects (will be removed from the next monitoring report)							
09ALA04	Berkeley	Citywide Bicycle Parking Program	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditures complete FMR received Final Invoice paid \$1,470 relinquished
			\$ 45,417	Project Start	Mar-10	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13	Apr-12	
			\$ 45,417	FMR	Mar-12	Mar-12	
				Expend Deadline Met?	01/13/12	Yes	
08ALA03	Berkeley	9th Street Bicycle Boulevard	TFCA Award	Agreement Executed	1/8/09	1/14/09	Expenditures complete FMR received Final Invoice paid \$2,044 relinquished
			\$ 245,272	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/12	Apr-12	
			\$ 245,272	FMR	Mar-12	Mar-12	
				Expend Deadline Met?	12/22/11	Yes	

Report Milestone Notes

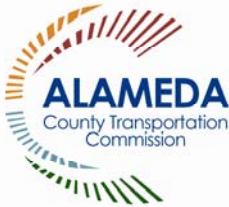
Agmt Executed = Date TFCA Agreement executed

Project Start = Date of project initiation

FMR = Date Final Monitoring Report (Final Project Report) received by Alameda CTC

Exp. Deadline Met? = Expenditures completed by deadline (Yes/No)

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Memorandum

DATE: May 29, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming
Jacki Taylor, Program Analyst

RE: Approval of Draft FY 2012/13 Transportation Fund for Clean Air (TFCA) Program

Recommendation:

It is recommended the Commission approve the draft FY 2012/13 TFCA program. Attachment A summarizes the applications received and funding requested. A draft program recommendation will be distributed at the meeting.

Summary:

A total of \$364,982 in TFCA funding is available to program to projects for FY 2012/13. Staff is currently evaluating the projects proposed for TFCA funding to confirm project eligibility and cost effectiveness. Attached is a summary of the six applications received requesting a total of \$451,484.

Information:

TFCA is a local fund source of the Bay Area Air Quality Management District (Air District). As the TFCA program manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the four dollar vehicle registration fee that is collected in Alameda County for this program. Eligible projects are those that conform to the provisions of the TFCA Guidelines and meet the requirement of achieving a cost-effectiveness, on an individual project basis, of equal to or less than \$90,000 of TFCA funds per ton of total reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter 10 microns in diameter and smaller (PM10) emissions reduced (\$TFCA/ton emissions reduced). Additionally, TFCA funded projects are required to collect data for monitoring requirements and submit annual and final project reports.

Per the current Alameda CTC TFCA Guidelines, 70% of the available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30% of the funds are to be allocated to transit-related projects on a discretionary basis. A city or the county, with approval from the Alameda CTC Board, may choose to roll its annual "70%" allocation into a future program year. Since all available TFCA funds are to be programmed each year, a jurisdiction may borrow against its projected future year share in order to use rolled over funds in the current year. The preferred minimum TFCA request is \$50,000.

The Fund Estimate for the FY 2012/2013 program includes approximately \$1,775,000 in new programming capacity. This amount includes the five percent of available funding that is reserved for program administration. A total of \$1,430,000 of the FY 12/13 funding was previously programmed by the Alameda CTC in January 2012. The remaining \$364,982 available to program has been prioritized for transit and program operations. Consistent with this prioritization, all of the received funding requests are from current TFCA projects.

Staff continues to work with Sponsors and Air District staff to collect information to confirm project eligibility and cost effectiveness and a draft program will be distributed at the meeting. A primary consideration in the amount of TFCA funding recommended for each project is the result of a project's cost-effectiveness evaluation.

The FY 2012/13 Expenditure Plan, which determines the amount of TFCA funding available to program was adopted by the Air District May 2, 2012. The Air District's programming guidelines allow up to 6 months from the date of the Air District's approval of the Expenditure Plan to approve additional projects if a balance of funds remains. Any remaining balance not programmed by the end of the 6-month period, November 2, 2012, will be returned to the Air District. A final FY 12/13 program recommendation is scheduled to be considered in July.

Attachments:

Attachment A: Summary of FY 2012/13 TFCA applications received

**2012-2013 TFCA County Program Manager Fund
Summary of Applications Received**

Sponsor	Project Name	Project Description	Total Project Cost	TFCA Requested
30% Transit Discretionary Share				
California State University, East Bay	CSUEB Second (Peak Hours) Shuttle - Increased Service Hours	The shuttle connects the Cal State University East Bay campus to the Hayward BART station. TFCA currently funds a second shuttle bus for peak hour service from 7am-10am and 3pm-7pm. TFCA request is for expansion of service hours for the second shuttle to include operations during 10am - 3pm, allowing for continuous operations from 7am - 7pm for FY12/13.	\$313,350	\$56,350
City of Oakland	Broadway Shuttle - Fri and Sat evening Extended Service	The Free Broadway Shuttle operates between the Jack London Oakland Amtrak Station and Broadway at 27th Street at 11-16 minute frequencies Monday-Thursday 7:00am-7:00pm; Friday 7:00am-1:00am; and Saturday 6:00pm-1:00am. The requested TFCA funding is for a second year of Fri-Sat evening service operations.	\$166,148	\$166,148
City of Pleasanton	Pleasanton Trip Reduction Program	The project consists of a three-pronged approach to reducing trips including employer-based, residential-based and school-based programs. The project includes monitoring efforts through surveys. TFCA request is for FY 12/13 program operations.	\$179,000	\$57,507
LAVTA	Route 53 ACE Shuttle Service	Local feeder bus service that provides service to the Altamont Commuter Express (ACE) Pleasanton Station and the West Dublin/ Pleasanton BART Station, and the Stoneridge mall. TFCA request is for FY 12/13 operations.	\$136,718	\$34,180
LAVTA	Route 54 ACE Shuttle Service	Local feeder bus service that provides service between the Altamont Commuter Express (ACE) Pleasanton Station, the Dublin/Pleasanton BART Station and major employment centers including Stoneridge Mall, Bernal Business Park and Hacienda Business Park. TFCA request is for FY 12/13 operations.	\$149,198	\$37,299
LAVTA	Route 10 Service - BART to ACE to LLNL	Route 10 provide service between Dublin/Pleasanton BART, Livermore ACE and Lawrence Livermore Lab (LLNL). Route operates 7 days/week. TFCA request is for FY 2/13 operations.	\$4,301,183	\$100,000
Subtotal			\$ 5,245,597	\$451,484
TFCA Balance Available				\$364,982
Amount Requested over Available				(\$86,502)

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Memorandum

DATE: May 24, 2012

TO: Alameda County Technical Advisory Committee

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

SUBJECT: **Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan and Update on Development of a Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP)**

Recommendation

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

Summary

This item provides information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Sales Tax Transportation Expenditure Plan (CWTP-TEP) as well as the Regional Transportation Plan (RTP) and the development of the Sustainable Community Strategy (SCS).

Discussion

Ten separate committees receive monthly updates on the progress of the CWTP-TEP and RTP/SCS, including ACTAC, the Planning, Policy and Legislation Committee (PPLC), the Alameda CTC Board, the CWTP-TEP Steering Committee, the Citizen's Watchdog Committee, the Paratransit Advisory and Planning Committee, the Citizen's Advisory Committee, the Bicycle and Pedestrian Advisory Committee, and the Technical and Community Advisory Working Groups. The purpose of this report is to keep various Committee and Working Groups updated on regional and countywide planning activities, alert Committee members about issues and opportunities requiring input in the near term, and provide an opportunity for Committee feedback in a timely manner. CWTP-TEP Committee agendas and related documents are available on the Alameda CTC website. RTP/SCS related documents are available at www.onebayarea.org.

June 2012 Update:

This report focuses on the month of June 2012. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachments B and C, respectively. Highlights at the regional level include adoption of the Combined Preferred Land Use and Transportation

Agenda Item 5A

Investment Scenario and the One Bay Area Grant (OBAG) Program/Resolution 4035 by the MTC Commission and ABAG Executive Board and approval of the RHNA methodology and sub-regional housing shares by the ABAG Executive Board. At the county level, highlights include the approval of the Final Transportation Expenditure Plan and Ordinance and request by the Alameda CTC Commission to the Alameda County Board of Supervisors to place the Transportation Expenditure Plan on the November 2012 ballot. The Steering Committee also approved the Final Countywide Transportation Plan and recommended its approval to the Commission at its June 2012. Staff will present an update at the meeting on the status of all items.

1) SCS/RTP/OBAG

MTC and ABAG adopted the Combined Preferred Land Use and Transportation Investment Scenario and the One Bay Area Grant Program/Resolution 4035 on May 17, 2012 with a few changes. For the Preferred Scenario, \$70 million was redirected from the Smart Driving initiative to PDA Planning Grants for a total of \$170 million in TLC grants and \$660 million New and Small Starts reserve language was modified to the following:

The \$660 million New and Small Starts reserve, or a regional investment equivalent, is proposed to support transit projects that are located in or enhance transit service in the East and North Bay counties before additional investment policy commitments are considered for projects in San Francisco, San Mateo, and/or Santa Clara counties, provided that the proposed New Starts investment in the Peninsula counties actually is appropriated. All projects are subject to detailed alternatives assessment of all fundable and feasible alternatives, evaluation for cost-effectiveness and for performance against the TOD Policy. Projects seeking New Starts funding will be required to meet the FTA criteria in effect at that time.

There was discussion on this item about the EIR alternatives. The draft alternatives will be brought to the Joint MTC Planning and ABAG Administrative Committee on June 8, 2012 for discussion and for final approval on July 13, 2012. Both Boards will take action on approving the alternatives at another joint meeting of the MTC Commission and ABAG Executive Board on July 19, 2012.

For OBAG, both the MTC Commission and the ABAG Executive Board adopted the OBAG Program with the following changes:

- Added language to the PDA Planning Grant section that MTC will work with state and federal government to create private sector economic incentives to increase housing production;
- Added language to the PDA Investment and Growth Strategy section to extend the deadline to May 1, 2013 and recognize existing investment and growth strategies already adopted by counties as meeting the requirement if it satisfies the terms in Appendix A-6: PDA Investment and Growth Strategy;
- Added language to expand TLC eligibility to include projects that incentivize local PDA Transit Oriented Development Housing; and
- Added language to Appendix A-6 PDA Investment and Growth Strategy to extend and revise dates and state that MTC will consult with the CMAs and amend the scope of activities as necessary to minimize administrative workload and to avoid duplication of effort. These changes may result in specific work elements shifting to MTC and ABAG and will be formalized through a future amendment to the Appendix.

The ABAG Executive Board also approved the RHNA Methodology and will take further action at its meeting on July 19. Additional information on this item will be presented at the meeting.

2) *CWTP-TEP*

On May 24, 2012, the Alameda CTC, based on the CWTP-TEP Steering Committee recommendation, adopted the final Transportation Expenditure Plan and Ordinance and recommended that the Board of Supervisors place the TEP on the November 2012 ballot. The Transportation Expenditure Plan is being taken to each city council and the Board of Supervisors for approval by May 2012 as well as AC Transit and BART. As of the writing of this staff report, thirteen City Councils and the Board of Supervisors have approved the TEP: Fremont, Livermore, Union City, Emeryville, Hayward, San Leandro, Oakland, Piedmont, Albany, Dublin, Pleasanton, Newark, Alameda and the Alameda County Board of Supervisors. AC Transit and the BART Board also took action in support of the TEP. The TEP is included on all city council agendas through May. The Draft CWTP was presented to ACTAC and PPLC in April 2012 as well as BPAC. The Final CWTP was approved by the Steering Committee and forwarded to the Alameda CTC Commission for approval at its June 2012 meeting. Staff will provide additional information at the meeting.

3) *Upcoming Meetings Related to Countywide and Regional Planning Efforts:*

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	Typically the 4 th Thursday of the month, noon Location: Alameda CTC offices	No meetings are scheduled at this time.
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	No meetings are scheduled at this time.
CWTP-TEP Community Advisory Working Group	Typically the 1 st Thursday of the month, 2:30 p.m. Location: Alameda CTC	No meetings are scheduled at this time.
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	June 5, 2012 July 3, 2012
SCS/RTP Equity Working Group	2 nd Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland	June 13, 2012 July 11, 2012
SCS Housing Methodology Committee	Typically the 4 th Thursday of the month, 10 a.m. Location: BCDC, 50 California St., 26 th Floor, San Francisco	TBD
Joint MTC Planning and ABAG Administrative Committee	2 nd Friday of the month, 9:30 a.m. Location: MetroCenter, Oakland	June 8, 2012 July 13, 2012
Joint MTC Commission and ABAG Executive Board meeting	Special Joint Meeting Location: TBD	July 19, 2012

Fiscal Impact

None.

Attachments

Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities
Attachment B: CWTP-TEP-RTP-SCS Development Implementation Schedule
Attachment C: OneBayArea SCS Planning Process (revised October 2011)

**Summary of Next Quarter Countywide and Regional Planning Activities
(June 2012 through August 2012)**

Countywide Planning Efforts (CWTP-TEP)

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment B. Major milestone dates are presented at the end of this memo. During the June 2012 through August 2012 time period, the CWTP-TEP Committees will be focusing on:

- Requesting the Board of Supervisors to place the TEP on the November 6, 2012 ballot;
- Conducting outreach on the TEP;
- Coordinating with MTC and ABAG to meet OBAG requirements;
- Coordinating with MTC and ABAG to make the CWTP consistent with Preferred Scenario, if necessary.

Regional Planning Efforts (RTP-SCS)

Staff continues to coordinate the CWTP-TEP with planning efforts at the regional level including the Regional Transportation Plan (MTC), the Sustainable Communities Strategy (ABAG), Climate Change Bay Plan and amendments (San Francisco Bay Conservation and Development Commission (BCDC)) and CEQA Guidelines (Bay Area Air Quality Management District (BAAQMD)).

In the three month period for which this report covers, MTC and ABAG are or will be:

- Beginning the environmental review process and defining the EIR alternatives for Plan Bay Area/RTP/SCS.

Staff will be coordinating with the regional agencies and providing feedback on these issues, through:

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG).

Key Dates and Opportunities for Input¹

The key dates shown below are indications of where input and comment are desired. The major activities and dates are highlighted below by activity:

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed

Initial Vision Scenario Released: March 11, 2011: Completed

Draft Alternative Land Use Scenarios Released: Completed

Draft Preferred SCS Released: Completed

Preferred SCS Scenario Released/Approved: Completed

RHNA

RHNA Process Begins: January 2011

Draft RHNA Methodology Adopted: July 2012

Draft RHNA Plan released: July 2012

Final RHNA Plan released/Adopted: April/May 2013

RTP

Develop Financial Forecasts and Committed Funding Policy: Completed

Call for RTP Transportation Projects: Completed

Conduct Performance Assessment: Completed

Release draft Transportation Investment Strategy: Completed

Prepare SCS/RTP EIR: May 2012 – October 2012

Release Draft RTP/SCS EIR: November 2012

Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Alameda County Land Use Scenario Concept: Completed

Administer Call for Projects: Completed

Release Administrative Draft CWTP: Completed

Release Preliminary TEP Program and Project list: Completed

Adopt Final TEP: Completed

Obtain TEP approvals from jurisdictions: February – May 2012

Release Draft CWTP: Completed

Conduct TEP Outreach: January 2011 – June 2012

Adopt Final Draft CWTP and Final TEP: Completed

Submit TEP Ballot to County: July 2012

Calendar Year 2010

Task	Meeting											
	2010						FY2010-2011					
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
Alameda CTC Committee/Public Process												
Steering Committee			Establish Steering Committee	Working meeting to establish roles/responsibilities, community working group	RFP feedback, tech working group	Update on Transportation/Finance issues	Approval of Community working group and steering committee next steps	No Meetings		Feedback from Tech comm. working groups	No Meetings	Expand vision and goals for County?
Technical Advisory Working Group								No Meetings		Roles, resp. schedule, vision discussion/ feedback	No Meetings	Education: Trans statistics, issues, financials overview
Community Advisory Working Group								No Meetings		Roles, resp. schedule, vision discussion/ feedback	No Meetings	Education: Transportation statistics, issues, financials overview
Public Participation								No Meetings			Stakeholder outreach	
Agency Public Education and Outreach												
Alameda CTC Technical Work												
Technical Studies/RFP/Work (timelines: All this work will be done in relation to SCS work at the regional level)						Board authorization for release of RFPs	Pre-Bid meetings	Proposals reviewed	ALF/ALC approves shortlist and interview. Board approves top limited, select to negotiate or NTP.		Technical Work	
Polling												
Sustainable Communities Strategy/Regional Transportation Plan												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Local Land Use Update P2009 begins & FPA Assessment begins						Green House Gas Targets approved by CARR.	Start Vision Scenario Discussions		Projections 2011 Base Case Adopt Voluntary Performance Targets

Calendar Year 2011

Task	2011					FY2011-2012					2011		
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec	
Alameda CTC Committee/Public Process													
Steering Committee	Adopt vision and goals; begin discussion on performance measures, key needs	Performance measures, costs guidelines, call for projects, approve funding request, develop scenario	Review workshop outcomes, papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update (draft list approval), project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes, outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Meeting moved to December due to holiday conflict	Review 2nd draft CWTP; 1st draft TEP	
Technical Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, funding book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes, outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP; 1st draft TEP; poll results update	No Meetings	
Community Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes, outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP; 1st draft TEP; poll results update	No Meetings	
Public Participation	Public Workshops in two areas of County: vision and needs; Central County Transportation Forum	Public Workshops in all areas of County: vision and needs		East County Transportation Forum			South County Transportation Forum	No Meetings		2nd round of public workshops in County; feedback on CWTP; TEP; North County Transportation Forum		No Meetings	
Agency Public Education and Outreach													
Alameda CTC Technical Work													
Technical Studies/RFP/Work timelimes: All this work will be done in relation to SCS work at the regional level	Feedback on Technical Work, Modified Vision, Preliminary projects lists					Work with feedback on CWTP and financial scenarios							
Polling	Conduct baseline poll												
Sustainable Communities Strategy/Regional Transportation Plan													
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013													
	Discuss Call for Projects		Release Initial Vision Scenario	Detailed SCS Scenario Development			Release Detailed SCS Scenarios; Adopting Needs Allocation Methodology	Technical Analysis of SCS Scenarios; Adopting Needs Allocation Methodology	SCS Scenario Results and funding discussions			Release Preferred SCS Scenario	
	Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy		Call for Transportation Projects and Project Performance Assessment		Project Evaluation		Draft Regional Housing Needs Allocation Methodology						

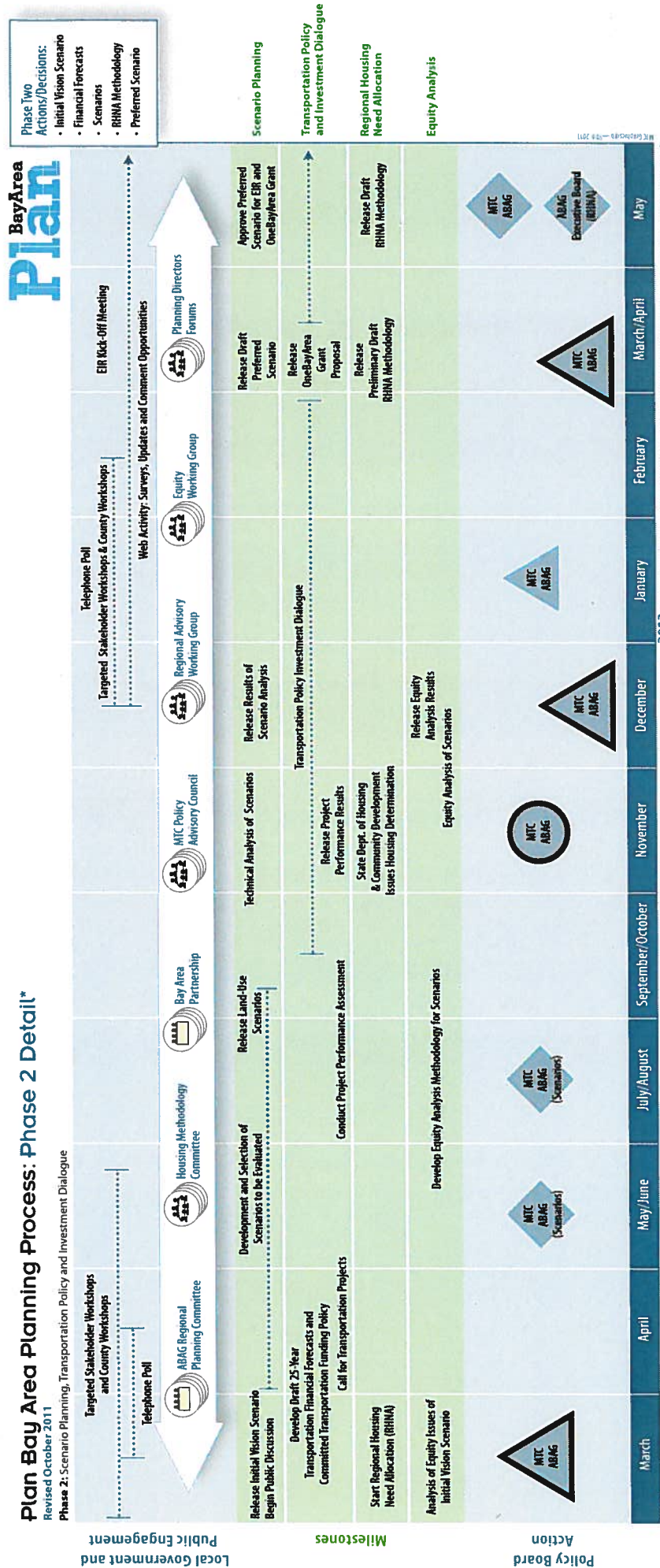
Calendar Year 2012

Task	2012										
	January	February	March	April	May	June	July	August	Sept	Oct	November
FY2011-2012											
Alameda CTC Committee/Public Process											
Steering Committee	Adopt TEP		Review polling questions, Update on TEP progress through councils, Review final draft CWTTP		Adopt Final Plans	TEP to BOS to approve for placement on ballot	Expenditure Plan on Ballot				VOTE: November 6, 2012
Technical Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings		Review polling questions, Update on TEP progress through councils, Review final draft CWTTP		Review Final Plans						VOTE: November 6, 2012
Community Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings		Review polling questions, Update on TEP progress through councils, Review final draft CWTTP		Review Final Plans						VOTE: November 6, 2012
Public Participation				Expenditure Plan City Council/BOS Adoption							VOTE: November 6, 2012
Agency Public Education and Outreach											
Alameda CTC Technical Work											
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level											
Polling											
Sustainable Communities Strategy/Regional Transportation Plan											
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013	Approval of Preferred SCS, Release of Regional Housing Needs Allocation Plan	Begin RTP Technical Analysis & Document Preparation									Release Draft SCS/RTP for review

Plan Bay Area Planning Process: Phase 2 Detail*

Revised October 2011

Phase 2: Scenario Planning, Transportation Policy and Investment Dialogue



***Subject to change**

Policy Board
Meeting for Discussion/
Public Comment

JOINT meeting of the ABAG Administrative Committee and the MTC Planning Committee for Discussion/Public Comment

Document Release

 JOINT document release by
ABAG and MTC

ABAG - ABAG Administrative Committee
NTC-MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit OneBayArea.org





Memorandum

DATE: May 29, 2012

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: Update on MTC One Bay Area Grant Program

Recommendation

This item is for information only to provide an update on the MTC One Bay Area Grant Program approved on May 17.

Summary

This item provides an update on the final One Bay Area Grant (OBAG) program approved by MTC on May 17, 2012, regarding allocation of the Cycle 2 Federal Surface Transportation Program and Congestion Mitigation Air Quality (STP/CMAQ) funds for next four fiscal years (2012/2013, 2013/2014, 2014/2015, 2015/2016). OBAG includes funding objectives, funding distributions, policy outcomes and implementation issues, as further described below. The purpose of this memorandum is to provide an update on the approved MTC OBAG grant program.

Discussion

The OBAG grant program is linked to the development of the Sustainable Communities Strategy (SCS) in the Bay Area. Per requirements of SB 375, an unfunded mandate, to reduce greenhouse gas emissions and to house the region's population by all income sectors, the OBAG program aims to provide flexible funding to support implementation of the SCS, which will primarily be implemented through focused growth in Priority Development Areas (PDAs), protection of Priority Conservation Areas (PCAs) and linking transportation investments with these land uses. Significant regional work has been underway in developing the region's first SCS, which is scheduled to be adopted in April 2013 along with the Regional Transportation Plan (RTP) for a planning and funding horizon through 2040.

As planning progressed on the SCS, MTC developed the OBAG framework to financially support and reward jurisdictions that help in fulfilling the state's mandates as well as many of the additional targets established in the region for the SCS. The OBAG program was under development since summer of 2011 and there were several versions released for review to the CMAs and the public; each revision tried to be responsive to issues and concerns raised throughout the region.

Each iteration of the OBAG grant included significant policy, financial and inventory requirements that have a strong focus on supporting a Sustainable Communities Strategy (linking transportation and housing), which the region has been working toward in the current Plan Bay Area update of the RTP and development of the SCS over the past 18 months.

Final Changes to OBAG Program Adopted on May 17, 2012

The OBAG program was adopted on May 17, 2012. The MTC May 4th iteration of OBAG was heard on May 11th at the Joint MTC and ABAG planning meeting, and the final approval took place at a joint MTC/ABAG meeting on May 17, 2012.

Cycle 2 Overview:

- Overall funding for Cycle 2: \$795 million
- 60/40 split to regional and county
- 40% is a county program known as OBAG
 - Cycle 2 was extended to four years and included increasing funding by \$67 million, for a total OBAG program of \$320 million.
 - It is a flexible program, which eliminated required investment targets and can be used on the following types of investments:
 - Local streets and roads preservation on the MTS
 - Bike/Pedestrian investments
 - Transportation for Livable Communities
 - Safe Routes to Schools
 - Priority Conservation Areas
 - CMA planning
 - In counties over 1 million, the OBAG funds have to have 70% spent in PDAs (or PDA-serving) and 30% anywhere else
- For Alameda County, total Cycle 2 funding is \$71 million as follows:
 - OBAG funding is \$63 million to Alameda CTC
 - Safe Routes to Schools remains a regional program with direct county distributions, including \$4.29 million for Alameda County
- The final OBAG program includes the following:
 - **Allows flexibility for projects that are PDA** – serving, not solely located within PDAs. This requires CMAs to map projects that are PDA - serving and to provide policy justifications as to why the funding has not been spent directly in a PDA, which must be done through a public process.
 - **Expands the PCA eligibility** to all counties with priority for North Bay counties. This allows all areas to compete for PCA funding; however North Counties will have highest priority and matching funds of 3:1 are required for others outside North Counties.
 - **Requires a PDA Investment and Growth Strategy that** addresses affordable housing production and preservation. This requires substantial inventory requirements, including of affordable housing policies, strategies, zoning and ordinances, as well as assessments of future housing needs; development of community and agency stakeholder involvement processes; and participation on a technical advisory committee. Development of the PDA Investment and Growth Strategy must be completed by May 1, 2013.
 - One change in the final adopted program was to work with CMAs on this section of the OBAG program, which could potentially result in changes to the PDA Investment

Agenda Item 5B

and Growth Strategy; however, barring those changes, the due date for the first level inventory is May 1, 2013.

- There are two levels of activities for the PDA Investment and Growth Strategy
 - By May 1, 2013, analyze progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization. Alameda CTC has initiated this effort in working with an ad hoc group of planners from the cities of Oakland, Fremont, Hayward and Dublin, and will work further on this effort with ACTAC.
 - By Jan 2014 and thereafter, assess performance in producing sufficient housing for all income levels and assist local jurisdictions in implementing local policy changes to facilitate achieving OBAG goals.
- **Requires Complete Streets Resolutions.** This requires that all jurisdictions adopt resolutions by January 31, 2013, or already have a general plan that meets that complies with the Complete Streets Act of 2008.
 - Alameda CTC will work with MTC and jurisdictions in developing this policy to complete it within the timeframe required and will work to make it the same as the requirement for the Alameda CTC Master Program Funding Agreements.
- **Requires a RHNA Compliant General Plan.** A jurisdiction is required to have its general plan housing element adopted and certified by the State prior to January 31, 2013.

Extensive public outreach and involvement processes will be required to perform the work of the OBAG program.

Fiscal Impact

Approximately \$67 million will be available for Alameda County through the OBAG program

Attachments:

Attachment A: MTC OneBayArea Grant Program Summary

Attachment B: MTC Resolution 4035: OBAG

New Surface Transportation Authorization Act:

Cycle 2 OneBayArea Grant Program

Funding Overview

MTC receives federal funding for local programming through the State from federal surface transportation legislation currently known as SAFETEA (the Safe, Accountable, Flexible, Efficient Transportation Equity Act). This includes Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Transportation Enhancement Program (TE) funds. Every two to three years MTC develops policies about how the region will use this funding for projects and programs.

Anticipating the reauthorization of the federal program, on September 30, 2009, MTC approved funding commitments to address a new authorization act (Cycle 1). However, the successor to SAFETEA has not yet been enacted, and SAFETEA has been extended through continuing resolutions. Cycle 1 covers the first three years of SAFETEA extensions through FY 2011-12.

Consistent with Cycle 1, MTC will program multiple years of funding in Cycle 2 (FY2012-13, FY 2013-14, FY 2014-2015, and FY 2015-2016) pending the enactment of a new federal authorization. MTC may program funds "forward" based on reasonable estimates of revenues. Roughly \$795 million is available for the Cycle 2 OneBayArea Grant (OBAG) program. Of this amount, \$475 million will fund the continuation and enhancement of programs implemented at the regional level and \$320 million will be directed to the counties for local project selection.

Cycle 2 Funding Commitments Overview

(Millions \$, rounded)

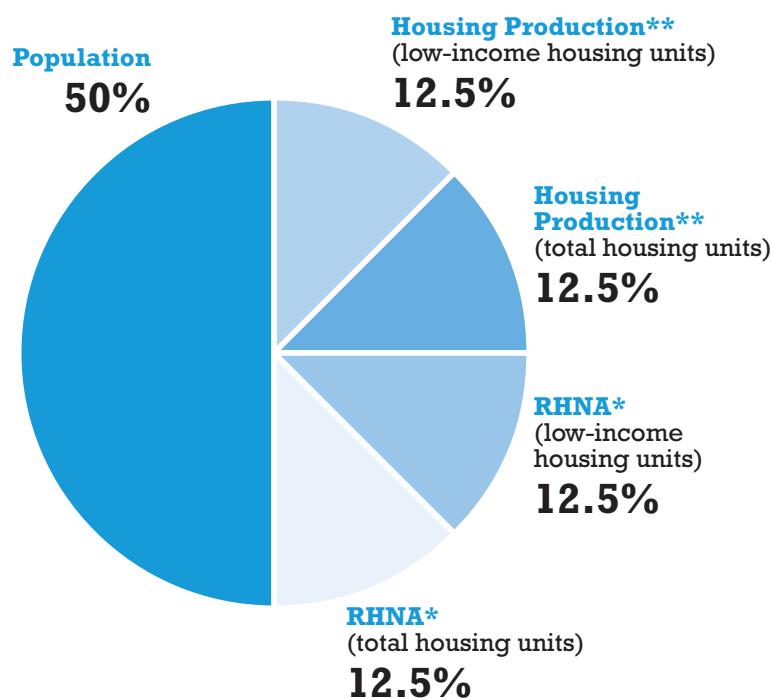
Program Categories	4-Year Total Funding
Regional Program	
Regional Planning	\$7
Regional Operations	\$95
Freeway Performance Initiative	\$96
Pavement Technical Assistance Program	\$7
Priority Development Area Planning Program	\$40
Climate Initiatives	\$20
Safe Routes To School	\$20
Transit Capital Rehabilitation	\$150
Transit Performance Initiative	\$30
Priority Conservation Areas Pilot	\$10
County Program	
One Bay Area Grant	\$320
TOTAL	\$795

OneBayArea Grant Program: A New Funding Approach

For Cycle 2, the OneBayArea Grant (OBAG) Program is a new funding approach that better integrates the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Funding distribution to the counties will consider progress toward achieving local land-use and housing policies by:

- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing using transportation dollars as incentives.
- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs) and by initiating a pilot program that will support open space preservation in Priority Conservation Areas (PCA).
- Providing a higher proportion of funding to local agencies and additional investment flexibility by eliminating required program investment targets. The OBAG program allows flexibility to invest in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

OBAG Distribution Formula



ACTAC Meeting - 06/05/12

Agenda Item 5B

OBAG County Attachment A Fund Distribution

(Millions \$, rounded)

County	Total Funds
Alameda	\$63
Contra Costa	\$44
Marin	\$10
Napa	\$6
San Francisco	\$38
San Mateo	\$26
Santa Clara	\$87
Solano	\$18
Sonoma	\$23
Regional Total	\$320

The OneBayArea Grant distribution formula is based on the following factors: population, past housing production and future housing commitments. This includes weighting to acknowledge jurisdiction efforts to produce low-income housing. The county Congestion Management Agencies (CMA) are responsible for local project solicitation, evaluation, and selection.

* RHNA 2014-2022

** Housing Production Report 1999-2006, ABAG

OBAG Policies

Priority Development Area Focus

Priority Development Areas (PDAs) are infill development opportunity areas within existing communities identified by local jurisdictions. They are generally areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a bicycle and pedestrian-friendly environment served by transit.

PDA Investment Minimums

The CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa

Clara) shall direct at least 70% of their OBAG investments to the PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) the threshold is 50%. A project lying outside the limits of a PDA may count towards the minimum provided that it directly connects to or provides proximate access to a PDA. Refer to <http://geocommons.com/maps/141979>, which provides a GIS overlay of the PDAs in the Bay Area. The counties will be expected to have an open decision process to justify projects that geographically fall outside of a PDA but are considered directly connected to or providing proximate access to a PDA.

PDA Investment and Growth Strategy

By May 1, 2013, CMAs shall prepare and adopt a PDA Investment and Growth Strategy to guide transportation investments that are supportive of PDA infill development.

Affordable Housing Production and Preservation

As part of the PDA Investment and Growth Strategy, CMAs will need to consider strategies for the production of affordable housing. By May 2013, CMAs will have analyzed housing production progress and completed an inventory of existing and planned housing units by income category in PDAs and affordable housing

Priority Development Area Focus

► *continued from previous page*

policies currently enacted for those respective jurisdictions. By May 2014, CMAs will work with PDA based jurisdictions to identify which, if any, policies/ ordinances are recommended to promote and preserve affordable housing in PDAs. Based on this information and recommendations in the PDA Growth Strategy, MTC will link the release of future cycle funding (after FY 2015–16) to the implementation of affordable housing policies around which local officials reach consensus. Additionally, the regional PDA Planning Program will assist jurisdictions to develop and implement PDA investment plans.

Eligible OBAG Projects

Each county CMA may program OBAG funds to projects that meet the eligibility requirements of any one of the following six transportation improvement categories:

- Local Streets and Roads Preservation
- Bicycle and Pedestrian Improvements
- Transportation for Livable Communities
- Safe Routes to School
- Priority Conservation Areas
- CMA Planning Activities



MTC Graphics/pb — 5.11.12

Additional Information

For additional information about Cycle 2 investments, policies and the OneBayArea Grant Program, go to <http://www.mtc.ca.gov/funding/onebayarea/> or contact **Craig Goldblatt** at cgoldblatt@mtc.ca.gov or 510.817.5837.

OneBayArea

ACTAC Meeting - 06/05/12 Performance and Accountability Agenda Item 5B Attachment A

Jurisdictions receiving OBAG funds need to comply with the following:

Complete Streets Policy Resolution

Aside from meeting MTC's complete streets policy, a jurisdiction will need to adopt a complete streets resolution by January 31, 2013. A jurisdiction can also meet this requirement through a general plan that complies with the California Complete Streets Act of 2008.

RHNA Compliant General Plan

A jurisdiction is required to have its general plan housing element adopted and certified by the State Department of Housing and Community Development (HCD) for 2007-14 RHNA prior to January 31, 2013. If a jurisdiction submitted its housing element to the state but the state's comment letter identifies deficiencies that the local jurisdiction must address in order to receive HCD certification, then the local jurisdiction may submit a request to the Joint MTC Planning/ABAG Administrative Committee for a time extension to address the deficiencies and resubmit its revised draft housing element to HCD for re-consideration and certification.

Note that jurisdictions will be required to have general plans with approved housing elements and that comply with the Complete Streets Act of 2008 by October 31, 2014 to be eligible for the OBAG cycle subsequent to FY 2015-16.

Report to the Commission

After OBAG programming is completed at the county level, MTC staff will present a report to the Commission in late 2013 on the performance and project selection outcomes of the OBAG program. The CMAs will also present their PDA Investment and Growth Strategies to the Joint MTC Planning/ABAG Administrative Planning Committee.

ABSTRACT

Resolution No. 4035

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG) Project List

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012.

Date: May 17, 2012

W.I.: 1512

Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4035

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments, (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

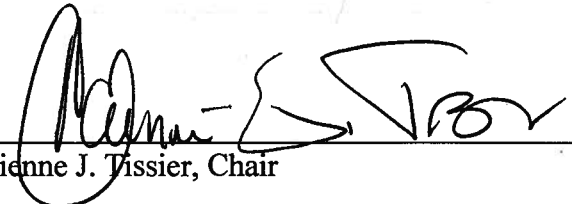
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected and included in the federal TIP; and be it further

RESOLVED that the Executive Director shall make available a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

Attachment A

Resolution No. 4035

Cycle 2 Program Project Selection Criteria and Programming Policy

For FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16

Cycle 2 Program Policy and Programming

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Appendix A-4	OBAG County Fund Distribution
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May 17, 2012

Attachment A, MTC Resolution No. 4035

BACKGROUND

Anticipating the end of the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) on September 30, 2009, MTC approved Cycle 1 commitments (Resolution 3925) along with an overall framework to guide upcoming programming decisions for Cycle 2 to address the new six-year surface transportation authorization act funding. However, the successor to SAFETEA has not yet been enacted, and SAFETEA has been extended through continuing resolutions. Without the new federal surface transportation act, MTC may program funds forward based on reasonable estimates of revenues. It is estimated that roughly \$795 million is available for programming over the upcoming four-year Cycle 2 period.

Cycle 2 covers the four years from FY 2012-13 to FY 2015-2016 pending the enactment of the new authorization and/or continuation of SAFETEA.

This attachment outlines how the region will use Cycle 2 funds for transportation needs in the MTC region. Funding decisions continue to implement the strategies and objectives of the Regional Transportation Plan (RTP), Transportation 2035, which is the Bay Area's comprehensive roadmap to guide transportation investments in surface transportation including mass transit, highway, local road, bicycle and pedestrian projects over the long term. The program investments recommended for funding in Cycle 2 are an outgrowth of the transportation needs identified by the RTP and also take into consideration the preferred transportation investment strategy of the Sustainable Communities Strategy (SCS).

Appendix A-1 provides an overview of the Cycle 2 Program commitments which contain a regional program component managed by MTC and a county program component to be managed by the counties.

CYCLE 2 REVENUE ESTIMATES AND FEDERAL PROGRAM ARCHITECTURE

MTC receives federal funding for local programming from the State for local programming in the MTC region. Among the various transportation programs established by SAFETEA, this includes regional Surface Transportation Program (STP) Congestion Mitigation and Air Quality Improvement (CMAQ) Program and to a lesser extent, Regional Transportation Improvement Program (RTIP) and Transportation Enhancement (TE) funds. The STP/CMAQ/RTIP/TE programming capacity in Cycle 2 amounts to \$795 million. The Commission programs the STP/CMAQ funds while the California Transportation Commission programs the RTIP and TE Funds. Furthermore, the Bay Area Air Quality Management District (BAAQMD) is contributing Transportation Fund for Clean Air (TFCA) funding to Cycle 2. Below are issues to be addressed as the region implements Cycle 2 programming, particularly in light that approval of Cycle 2 will precede approval of the new federal transportation act.

Revenues: A revenue growth rate of 3% over prior federal apportionments is assumed for the first year – FY 2012-13. Due to continued uncertainties with federal funding, the estimated revenues for the later years of the program, FY 2013-14 through FY 2015-16, have not been escalated, but held steady at the estimated FY 2012-13 apportionment amount. If there are significant reductions in federal apportionments over the Cycle 2 time period, as in the past, MTC will reconcile the revenue levels following enactment of the New Act by making adjustments later if needed, by postponement of projects or adjustments to subsequent programming cycles.

Fund Sources: Development of the new federal surface transportation authorization will need to be closely monitored. New federal programs, their eligibility rules, and how funding is distributed to the states and regions could potentially impact the implementation of the Cycle 2 Regional and One Bay Area Grant (OBAG) Programs. It is anticipated that any changes to the federal programs would likely overlap to a large extent with projects that are currently eligible for funding under Title 23 of the United States Code, though the actual fund sources will likely no longer be referred to as STP/CMAQ/TE in the manner we have grown accustomed. Therefore, reference to specific fund sources in the Cycle 2 programming is a proxy for replacement fund sources for which MTC has programming authority.

NEW FUNDING APPROACH FOR CYCLE 2—THE ONEBAYAREA GRANT

For Cycle 2, the OneBayArea Grant (OBAG) is a new funding approach that better integrates the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Funding distribution to the counties will encourage land-use and housing policies that support the production of housing with supportive transportation investments. This is accomplished through the following policies:

- Using transportation dollars to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing.
- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs) and by initiating a pilot program in the North Bay counties that will support open space preservation in Priority Conservation Areas (PCA).
- Providing a higher proportion of funding to local agencies and additional investment flexibility by eliminating required program targets. A significant amount of funding that was used for regional programs in Cycle 1 is shifted to local programs (the OneBayArea Grant). The OBAG program allows investments in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities, while also providing targeted funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

Project List

Attachment B of Resolution 4035 contains the list of projects to be programmed under the Cycle 2 Program. Attachments B-1 and B-2 are listings of projects receiving Cycle 2 funding, and reflects the programs and projects included in the regional and OBAG programs respectively. The listing is subject to project selection actions (conducted by MTC for most of the regional programs and by the CMAs for funds distributed to them). MTC staff will update Attachments B-1 and B-2 as projects are selected by the Commission and CMAs and are included in the federal TIP.

OneBayArea Grant Fund Distribution Formula

The formula used to distribute OneBayArea Grant funding to the counties takes into consideration the following factors: population, past housing production, future housing commitments as determined by the Association of Bay Area Governments (ABAG) Regional Housing Needs

Assessment (RHNA) and added weighting to acknowledge very low and low income housing. The formula breakdown is as follows with distributions derived from each jurisdiction's proportionate share of the regional total for each factor:

OBAG Fund Distribution Factors

Factor Weighting	Percentage
Population	50%
RHNA* (total housing units)	12.5%
RHNA (low/very low income housing units)	12.5%
Housing Production** (total housing units)	12.5%
Housing Production (low/very low income housing units)	12.5%

* RHNA 2014-2022

**Housing Production Report 1999-2006

The objective of this formula is to provide housing incentives to complement the region's Sustainable Community Strategy (SCS) which together with a Priority Development Area (PDA) focused investment strategy will lead to transportation investments that support focused development. The proposed One Bay Area Grant formula also uses actual housing production data from 1999-2006, which has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles will be based on housing production from ABAG's next housing report to be published in 2013. The formula also recognizes jurisdictions' RHNA and past housing production (uncapped) contributions to very low and low income housing units. The resulting OBAG fund distribution for each county is presented in Appendix A-4. Funding guarantees are also incorporated in the fund distribution to ensure that all counties receive as much funding under the new funding model as compared to what they would have received under the Cycle 1 framework.

The Commission, working with ABAG, will revisit the funding distribution formula for the next cycle (post FY2015-16) to further evaluate how to best incentivize housing production across all income levels and other Plan Bay Area performance objectives.

CYCLE 2 GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in Cycle 2:

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission's adoption of the Cycle 2 program, including policy and procedures meet the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay

Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities to comment have been provided to other stakeholders and members of the public.

Furthermore, investments made in the Cycle 2 program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when CMAs select projects for funding at the county level, they must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements (as set forth in Appendix A-5).

2. **Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the Cycle 2 Program must be amended into the federal TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area surface transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is the project sponsor's responsibility to ensure their project is properly programmed in the TIP in a timely manner. Where CMAs are responsible for project selection the Commission will revise the TIP to include the resulting projects and Attachment B to this Resolution may be amended by MTC staff to reflect these revisions. Where responsibility for project selection in the framework of a Cycle 2 funding program is assigned to MTC, TIP amendments and a revision to Attachment B will be reviewed and approved by the Commission.

3. **Minimum Grant Size.** The objective of a grant minimum requirement is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CMAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff. Funding grants per project must therefore be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties).

To provide flexibility, alternatively an averaging approach may be used. A CMA may program grant amounts no less than \$100,000 for any project, provided that the overall average of all grant amounts within their OBAG program meets the county minimum grant amount threshold.

Given the typical smaller scale of projects for the Safe Routes to School (SRTS) program, a lower threshold applies to the regional Safe Routes to School Program projects which have a minimum grant size of \$100,000.

4. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2011 air quality conformity finding has been completed for the 2011 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 2 Program until

the development of the 2013 TIP during spring 2013. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for PM 2.5.

Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed “Projects of Air Quality Concern” must complete a hot-spot analysis required by the Transportation Conformity Rule. Generally Projects of Air Quality Concern (POAQC) are those projects that result in significant increases in the number of or emissions from diesel vehicles.

5. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with federal funds.
6. **Application, Resolution of Local Support.** Project sponsors must submit a completed project application for each project proposed for funding through MTC’s Funding Management System (FMS). The project application consists of two parts: 1) an application submittal and/or TIP revision request to MTC staff, and 2) Resolution of Local Support approved by the project sponsor’s governing board or council. A template for the resolution of local support can be downloaded from the MTC website using the following link:
http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc
7. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for the Cycle 2 Program to ensure 1) eligibility; 2) consistency with the RTP; and 3) project readiness. In addition, project sponsors must adhere to directives such as “Complete Streets” (MTC Routine Accommodations for Bicyclists and Pedestrians); and the Regional Project Funding Delivery Policy as outlined below; and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.
 - **Federal Project Eligibility:** STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, Inspection and maintenance

programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the *CMAQ Program Guidance* (FHWA, November 2008).

In the event that the next surface transportation authorization materially alters these programs, MTC staff will work with project sponsors to match projects with appropriate federal fund programs. MTC reserves the right to assign specific fund sources based on availability and eligibility requirements.

- **RTP Consistency:** Projects included in the Cycle 2 Program must be consistent with the adopted Regional Transportation Plan (RTP), according to federal planning regulations. Each project included in the Cycle 2 Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.
- **Complete Streets (MTC Routine Accommodations of Pedestrians and Bicyclists) Policy:** Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets policy (Resolution No. 3765) created a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers are considered at the earliest conception or design phase. The county Congestion Management Agencies (CMAs) ensure that project sponsors complete the checklist before projects are considered by the county for funds and submitted to MTC. CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions for Cycle 2.

Other state policies include, Caltrans Complete Streets Policy Deputy Directive 64 R1 which stipulates: pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products and SB 1358 California Complete Streets Act, which requires local agency general plan circulation elements to address all travel modes.

- **Project Delivery and Monitoring.** Cycle 2 funding is available in the following four federal fiscal years: FY 2012-13, 2013-14, 2014-15, and FY 2015-16. Funds may be programmed in any one of these years, conditioned upon the availability of federal apportionment and obligation authority (OA). This will be determined through the development of an annual obligation plan, which is developed in coordination with the Partnership and project sponsors. However, funds **MUST** be obligated in the fiscal year programmed in the TIP, with all Cycle 2 funds to be obligated no later than March 31, 2016. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP.

All Cycle 2 funding is subject to the Regional Project Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606 at http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf) . Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by

the MTC Regional Project Funding Delivery Policy. All funds are subject to obligation, award, invoicing, reimbursement and project close out requirements. The failure to meet these deadlines may result in the de-programming and redirection to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of Cycle 2 funding will need to identify a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate if requested in a consultation meeting with the county CMA, MTC and Caltrans prior to MTC approving future Cycle programming or including any funding revisions for the agency in the federal TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

By applying for and accepting Cycle 2 funding, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the funding timeframe.

- Local Match. Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is currently 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the required match, which is subject to change.
- Fixed Program and Specific Project Selection. Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The Cycle 2 program is project specific and the funds programmed to projects are for those projects alone. The Cycle 2 Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional Cycle 2 funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project including contingencies.

REGIONAL PROGRAMS

The programs below comprise the Regional Program of Cycle 2, administered by the Commission. Funding amounts for each program are included in Attachment A-1. Individual projects will be added to Attachment B as they are selected and included in the federal TIP.

1. Regional Planning Activities

This program provides funding to the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development Commission (BCDC), and MTC to support regional planning activities. (Note that in the past this funding category included planning funding for the CMAs. Starting with Cycle 2, CMAs will access their OneBayArea Grant to fund their planning activities rather than from this regional program category). Appendix A-2 details the fund distribution.

2. Regional Operations

This program includes projects which are administered at the regional level by MTC, and includes funding to continue regional operations programs for Clipper®, 511 Traveler information (including 511 Rideshare, 511 Bicycle, 511 Traffic, 511 Real-Time Transit and 511 transit), Freeway Service Patrol / SAFE and Incident Management. Information on these programs is available at <http://www.mtc.ca.gov/services/>.

3. Freeway Performance Initiative

This program builds on the proven success of recent ramp metering projects that have achieved significant delay reduction on Bay Area freeways and arterials at a fraction of the cost of traditional highway widening projects. Several corridors are proposed for metering projects, targeting high congestion corridors. These projects also include Traffic Operations System elements to better manage the system as well as implementing the express lane network. This category also includes funding for performance monitoring activities, regional performance initiatives implementation, Regional Signal Timing Program, Program for Arterial System Synchronization (PASS), freeway and arterial performance initiative projects and express lanes.

4. Pavement Management Program

This continues the region's Pavement Management Program (PMP) and related activities including the Pavement Technical Assistance Program (PTAP). MTC provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems which is a requirement to receive certain funding. MTC also assists local jurisdictions in conducting associated data collection and analysis efforts including local roads needs assessments and inventory surveys and asset management analysis that feed into regional planning efforts. MTC provides, training, research and development of pavement and non-pavement preservation management techniques, and participates in the state-wide local streets and roads needs assessment effort.

5. Priority Development Area (PDA) Activities

Funding in this regional program implements the following three regional programs:

Affordable TOD fund: This is a continuation of MTC's successful Transit Oriented Development (TOD) fund into Cycle 2 which successfully has leveraged a significant amount of outside funding. The TOD fund provides financing for the development of affordable housing and other vital

community services near transit lines throughout the Bay Area. Through the Fund, developers can access flexible, affordable capital to purchase or improve available property near transit lines for the development of affordable housing, retail space and other critical services, such as child care centers, fresh food outlets and health clinics.

PDA Planning Grants: MTC and ABAG's PDA Planning Grant Program will place an emphasis on affordable housing production and preservation in funding agreements with grantees. Grants will be made to jurisdictions to provide support in planning for PDAs in areas such as providing housing, jobs, intensified land use, promoting alternative modes of travel to the single occupancy vehicle, and parking management. These studies will place a special focus on selected PDAs with a greater potential for residential displacement and develop and implement community risk reduction plans. Also program funds will establish a new local planning assistance program to provide staff resources directly to jurisdictions to support local land-use planning for PDAs.

MTC will commence work with state and federal government to create private sector economic incentives to increase housing production.

PDA Planning Assistance: Grants will be made to local jurisdictions to provide planning support as needed to meet regional housing goals.

6. Climate Change Initiatives

The proposed funding for the Cycle 2 Climate Initiative Program is to support the implementation of strategies identified in Plan Bay Area to achieve the required CO2 emissions reductions per SB375 and federal criteria pollutant reductions. Staff will work with the Bay Area Air Quality Management District to implement this program.

7. Safe Routes to Schools

Within the Safe Routes to School Program (SR2S program) funding is distributed among the nine Bay Area counties based on K-12 total enrollment for private and public schools as reported by the California Department of Education for FY 2010-11. Appendix A-3 details the county fund distribution. Before programming projects into the TIP the CMAs shall provide the SR2S recommended county program scope, budget, schedule, agency roles, and federal funding recipient. CMAs may choose to augment this program with their own Cycle 2 OBAG funding.

8. Transit Capital Rehabilitation

The program objective is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs, consistent with the FTA Transit Capital Priorities program. This includes a set-aside of \$1 million to support the consolidation and transition of Vallejo and Benicia bus services to Soltrans

9. Transit Performance Initiative: This new pilot program implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. Specific projects are included in Attachment B.

10. Priority Conservation Area: This \$10 million program is regionally competitive. The first \$5 million would be dedicated to the North Bay counties of Marin, Napa, Solano, and Sonoma.

Eligible projects would include planning, land/easement acquisition, open space access projects, and farm-to-market capital projects. Priority would be given to projects that can partner with state agencies, regional districts and private foundations to leverage outside funds, particularly for land acquisition and open space access. An additional \$5 million will be available outside of the North Bay counties for sponsors that can provide a 3:1 match. Program guidelines will be developed over the next several months. Prior to the call for projects, a meeting will be held with stakeholders to discuss the program framework and project eligibility. The program guidelines will be approved by the Commission following those discussions. Note that tribal consultation for Plan Bay Area highlighted the need for CMAs in Sonoma and Contra Costa counties to involve tribes in PCA planning and project delivery.

ONEBAYAREA GRANT PROGRAMMING POLICIES

The policies below apply to the OneBayArea Grant Program, administered by the county Congestion Management Agencies (CMAs) or substitute agency:

- ▶ Program Eligibility: The congestion management agency may program funds from its One Bay Area Grant fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
 - Local Streets and Roads Preservation
 - Bicycle and Pedestrian Improvements
 - Transportation for Livable Communities
 - Safe Routes To School/Transit
 - Priority Conservation Area
 - Planning and Outreach Activities

- ▶ Fund Source Distribution: OBAG is funded primarily from three federal fund sources: STP, CMAQ and TE. Although the new federal surface transportation authorization act now under consideration may alter the actual fund sources available for MTC's programming discretion it is anticipated that any new federal programs would overlap to a large extent with existing programs. The CMAs will be provided a breakdown of specific OBAG fund sources, with the understanding that actual fund sources may change as a result of the new federal surface transportation act. In this situation, MTC staff will work with the CMAs to realign new fund sources with the funding commitments approved by the Commission. Furthermore, due to strict funding availability and eligibility requirements, the CMAs must adhere to the fund source limitations provided. Exceptions may be granted by MTC staff based on actual fund sources available and final apportionment levels.

In determining the fund source distribution to the counties, each county was first guaranteed at least what they would otherwise received in Cycle 2 under the original Cycles 1 & 2 framework as compared to the original July 8, 2011 OBAG proposal. This resulted in the county of Marin receiving an additional \$1.1 million, county of Napa receiving \$1.3 million each, and the county of Solano receiving \$1.4 million, for a total of \$3.8 million (in CMAQ funds) off the top to hold these counties harmless. The Transportation Enhancement (TE) funds were then distributed based on the county TE shares available for OBAG as approved in the 2012 Regional Transportation Improvement Program (RTIP). STP funds were then assigned to the CMA planning and outreach activities. The remaining STP funds assigned to OBAG were then distributed to each county based on the OBAG distribution formula. The remaining funds were distributed as CMAQ per the OBAG distribution formula. The hold harmless clause resulted in a slight deviation in the OBAG formula distribution for the overall funding amounts for each county.

- ▶ Priority Development Area (PDA) Policies
 - PDA minimum: CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their OBAG

investments to the PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) this minimum target is 50% to reflect the more rural nature of these counties. A project lying outside the limits of a PDA may count towards the minimum provided that it directly connects to or provides proximate access to a PDA. Depending on the county, CMA planning costs would partially count towards PDA targets (70% or 50%) in line with its PDA funding target. At MTC staff discretion, consideration may be given to counties that provided higher investments in PDAs in Cycle 1 as part of an overall Cycle 1 and 2 investment package. Priority Conservation Area (PCA) investments do not count towards PDA targets and must use “anywhere” funds. The PDA/’anywhere’ funding split is shown in Appendix A-4.

- PDA Boundary Delineation: Refer to <http://geocommons.com/maps/141979> which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. As ABAG considers and approves new PDA designations this map will be updated.
 - Defining “proximate access to PDAs”: The CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA. For projects not geographically within a PDA, CMAs are required to map projects and designate which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions. This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum target. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle.
 - PDA Investment & Growth Strategy: By May 1, 2013, CMAs shall prepare and adopt a PDA Investment & Growth Strategy to guide transportation investments that are supportive of PDAs. An existing Investment and Growth Strategy adopted by the County will be considered as meeting this requirement if it satisfies the general terms in Appendix A-6. See Appendix A-6 for details.
- Performance and Accountability Policies: Jurisdictions need to comply with the following policies in order to be eligible recipients of OBAG funds.
- To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets policy resolution no later than January 31, 2013. A jurisdiction can also meet this requirement through a general plan that complies with the Complete Streets Act of 2008. Staff will provide minimum requirements based on best practices for the resolution. As discussed below, jurisdictions will be expected to have a general plan that complies within the Complete Streets Act of 2008 to be eligible for the next round of funding.

- A jurisdiction is required to have its general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2007-14 RHNA prior to January 31, 2013. If a jurisdiction submits its housing element to the state on a timely basis for review, but the State's comment letter identifies deficiencies that the local jurisdictions must address in order to receive HCD certification, then the local jurisdiction may submit a request to the Joint MTC Planning / ABAG Administrative Committee for a time extension to address the deficiencies and resubmit its revised draft housing element to HCD for re-consideration and certification.
- For the OBAG cycle subsequent to FY 2015-16, jurisdictions must adopt housing elements by October 31, 2014 (based on an April 2013 SCS adoption date); therefore, jurisdictions will be required to have General Plans with approved housing elements and that comply with the Complete Streets Act of 2008 by that time to be eligible for funding. This schedule allows jurisdictions to meet the housing and complete streets policies through one general plan amendment.
- OBAG funds may not be programmed to any jurisdiction out of compliance with OBAG policies and other requirements specified in this attachment. The CMA will be responsible for tracking progress towards these requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG funds to its projects in the TIP.
- For a transit agency project sponsor under a JPA or district (not under the governance of a local jurisdiction), the jurisdiction where the project (such as station/stop improvements) is located will need to comply with these policies before funds may be programmed to the transit agency project sponsor. However, this is not required if the project is transit/rail agency property such as, track, rolling stock or transit maintenance facility.
- CMAs will provide documentation for the following prior to programming projects in the TIP:
 - The approach used to select OBAG projects including outreach and a board adopted list of projects
 - Compliance with MTC's complete streets policy
 - A map delineating projects selected outside of PDAs indicating those that are considered to provide proximate access to a PDA including their justifications as outlined on the previous page. CMA staff is expected to use this exhibit when it presents its program of projects to explain the how "proximate access" is defined to their board and the public.
- MTC staff will report on the outcome of the CMA project selection process in late 2013. This information will include, but not be limited to, the following:
 - Mix of project types selected;
 - Projects funded within PDAs and outside of PDAs and how proximity and direct connections were used and justified through the county process;
 - Complete streets elements that were funded;
 - Adherence to the performance and accountability requirements;

- Amount of funding to various jurisdictions and how this related to the distribution formula that includes population, RHNA housing allocations and housing production, as well as low-income housing factors.
 - Public participation process.
 - The CMAs will also be required to present their PDA Growth Strategy to the Joint MTC Planning / ABAG Administrative Committee.
- **Project Selection:** County congestion management agencies or substitute agencies are given the responsibility to develop a project selection process along with evaluation criteria, issue a call for projects, conduct outreach, and select projects
- **Public Involvement:** The decision making authority to select projects for federal funding accompanies responsibilities to ensure that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG is in compliance, CMAs are required to lead a public outreach process as directed by Appendix A-5.
 - **Unified Call for Projects:** CMAs are requested to issue one unified call for projects for their One Bay Area grant, with a final project list due to MTC by June 30, 2013. CMA staff need to ensure that all projects are submitted using the Fund Management System (FMS) no later than July 30, 2013. The goal of this process is to reduce staff time, coordinate all programs to respond to larger multi-modal projects, and provide project sponsors the maximum time to deliver projects.
 - **Project Programming Targets and Delivery Deadlines:** CMAs must program their block grant funds over the four-year period of Cycle 2 (FY 2012-13 through FY 2015-16). The expectation is that the CMA planning activities \ project would use capacity of the first year to provide more time for delivery as contrasted to other programs which tend to have more complex environmental and design challenges, but this is not a requirement. The funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606 or its successor) including the Request for Authorization (RFA) submittal deadline and federal authorization/obligation deadline. Furthermore the following funding deadlines apply for each county, with earlier delivery strongly encouraged:
 - Half of the OBAG funds, including all funds programmed for the PE phase, must be obligated (federal authorization/E-76) by March 31, 2015.
 - All remaining OBAG funds must be obligated by March 31, 2016.

CYCLE 2 COUNTY ONE BAY AREA GRANT PROJECT GUIDANCE

The categories below comprise the Cycle 2 County One Bay Area Grant Program, administered by the county congestion management agencies. Project selection should ensure that all of the eligibility requirements below are met. MTC staff will work with CMAs and project sponsors to resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

1. CMA Planning and Outreach

This category provides funding to the nine county Congestion Management Agencies (CMAs) to support regional planning, programming and outreach activities. Such efforts include: county-based planning efforts for development of the RTP/SCS; development of PDA growth strategies; development and implementation of a complete streets compliance protocol; establishing land use and travel forecasting process and procedures consistent with ABAG/MTC; ensuring the efficient and effective delivery of federal-aid local projects; and undertaking the programming of assigned funding and solicitation of projects. The base funding level reflects continuing the Transportation 2035 commitment level by escalating at 3% per year from the base amount in FY 2011-12. In addition, the CMAs may request additional funding from their share of OBAG to enhance or augment additional activities at their discretion. All funding and activities will be administered through an interagency agreement between MTC and the respective CMA. Actual amounts for each CMA as augmented, are shown in Appendix A-2

2. Local Streets and Roads Preservation

This category is for the preservation of local streets and roads on the federally-eligible system. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction must have a certified Pavement Management Program (StreetSaver® or equivalent). The needs analysis ensures that streets recommended for treatment are cost effective. Pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. MTC is responsible for verifying the certification status. The certification status can be found at www.mtcpms.org/ptap/cert.html. Specific eligibility requirements are included below:

Pavement Rehabilitation:

Pavement rehabilitation projects including pavement segments with a PCI below 70 should be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP.

Preventive Maintenance: Only projects where pavement segments have a Pavement Condition Index (PCI) of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's Pavement Management Program (PMP) must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

Non-Pavement:

Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps and features that bring the facility to current standards. The jurisdiction must still have a certified PMP to be eligible for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), capacity expansion, new roadways, roadway extensions, right of way acquisition (for future expansion), operations, routine maintenance, spot application, enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to

current standards), and any pavement application not recommended by the Pavement Management Program unless otherwise allowed above.

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(5) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

Federal Aid Secondary (FAS) Program Set-Aside: While passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 dissolved the Federal Aid Secondary (FAS) program, California statutes provide the continuation of minimum funding to counties, guaranteeing their prior FAS shares. The first three years of Cycle 2 were covered up-front under the Cycle 1 FAS program (covering a total 6-year period). The fourth year of Cycle 2 will be covered under the OBAG. Funding provided to the counties by the CMAs under OBAG will count toward the continuation of the FAS program requirement.

3. Bicycle and Pedestrian Improvements

The Bicycle and Pedestrian program may fund a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities, bicycle education, outreach, sharing and parking, sidewalks, ramps, pathways and pedestrian bridges, user safety and supporting facilities, and traffic signal actuation.

According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and reduce vehicle trips resulting in air pollution reductions. Also to meet the needs of users, hours of operation need to be reasonable and support bicycle / pedestrian needs particularly during commute periods. For example the policy that a trail be closed to users before sunrise or after sunset limits users from using the facility during the peak commute hours, particularly during times of the year with shorter days. These user restrictions indicate that the facility is recreational rather than commute oriented. Also, as contrasted with roadway projects, bicycle and pedestrian projects may be located on or off the federal-aid highway system.

4. Transportation for Livable Communities

The purpose of Transportation for Livable Communities (TLC) projects is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile.

General project categories include the following:

- Station Improvements such as plazas, station access pocket parks, bicycle parking
- Complete streets improvements that encourage bicycle and pedestrian access
- Transportation Demand Management projects including carsharing, vanpooling traveler coordination and information or Clipper®-related projects

- Connectivity projects connecting high density housing/jobs/mixed use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Density Incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations)
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit (bulb outs, sidewalk widening , cross walk enhancements, audible signal modification, mid block crossing and signal, new stripping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refugees, way finding signage, pedestrian scaled street furniture including bus shelters, tree grates, benches, bollards, magazine racks, garbage and recycling bins, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on- site storm water management, permeable paving)
- Funding for TLC projects that incentivize local PDA Transit Oriented Development Housing

5. Safe Routes to School

The county Safe Routes to School Program continues to be a regional program. The funding is distributed directly to the CMAs by formula through the Cycle 2 regional program (see Appendix A-3). However, a CMA may use OBAG funding to augment this amount. Eligible projects include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. It is important to note that CMAQ is used to fund this program which is targeted towards air quality improvement rather than children's health or safety. Nevertheless CMAQ eligibility overlaps with Safe Routes to School Program projects that are eligible under the federal and state programs with few exceptions which are noted below. Refer to the following link for detailed examples of eligible projects which is followed by CMAQ funding eligibility parameters:

http://mtc.ca.gov/funding/STPCMAQ/7_SR2S_Eligibility_Matrix.pdf

Non-Infrastructure Projects

Public Education and Outreach Activities

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices.
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options.
- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely.
- Non-construction outreach related to safe bicycle use
- Travel Demand Management Activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

Infrastructure Projects

Bicycle/Pedestrian Use:

- Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas new construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest
- Traffic calming measures

Exclusions found to be ineligible uses of CMAQ funds:

- Walking audits and other planning activities (STP based on availability will be provided for these purposes upon CMA's request)
- Crossing guards and vehicle speed feedback devices, traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians
- Material incentives that lack an educational message or exceeding a nominal cost.

6. Priority Conservation Areas

This is an outgrowth of the new regional program pilot for the development of Priority Conservation Area (PCA) plans and projects to assist counties to ameliorate outward development expansion and maintain their rural character. A CMA may use OBAG funding to augment grants received from the regionally competitive program or develop its own county PCA program. Generally, eligible projects will include planning, land / easement acquisition, open space access projects, and farm-to-market capital projects.

PROGRAM SCHEDULE

Cycle 2 spans apportionments over four fiscal years: FY 20012-13, FY 2013-14, FY 2014-15 and FY 2015-16. Programming in the first year will generally be for the on-going regional operations and regional planning activities which can be delivered immediately, allowing the region to meet the obligation deadlines for use of FY 2012-13 funds. This strategy, at the same time, provides several months during FY 2012-13 for program managers to select projects and for MTC to program projects into the TIP to be obligated during the remaining second, third and fourth years of the Cycle 2 period. If CMAs wish to program any OBAG funds in the first year, MTC will try to accommodate requests depending on available federal apportionments and obligation limitations, as long as the recipient has meet the OBAG requirements.

Appendix A-1

May 17, 2012

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Cycle 2

Regional and County Programs

FY 2012-13 through FY 2015-16

May 2012

Proposed Cycle 2 Funding Commitments

Regional Program (millions \$ - rounded)		4-Year Total
Regional Categories		
1	Regional Planning Activities	\$7
2	Regional Operations	\$95
3	Freeway Performance Initiative	\$96
4	Pavement Management Program	\$7
5	Priority Development Activities	\$40
6	Climate Initiatives	\$20
7	Safe Routes To School	\$20
8	Transit Capital Rehabilitation	\$150
9	Transit Performance Initiative	\$30
10	Priority Conservation Area	\$10
Regional Program Total:*		\$475
		60%

One Bay Area Grant (OBAG) (millions \$ - rounded)		4-Year Total
Counties		
1	Alameda	\$63
2	Contra Costa	\$44
3	Marin	\$10
4	Napa	\$6
5	San Francisco	\$38
6	San Mateo	\$26
7	Santa Clara	\$87
8	Solano	\$18
9	Sonoma	\$23
OBAG Total:*		\$320
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Cycle 2 Total Total:*	\$795
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* Amounts may not total due to rounding

* OBAG amounts are draft estimates until final adoption of RHNA, expected July 2012.

Appendix A-2

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Cycle 2 Planning & Outreach FY 2012-13 through FY 2015-16 May 2012

OBAG - County CMA Planning

		Cycle 2 OBAG County CMA Planning				STP
County	Agency	2012-13	2013-14	2014-15	2015-16	Total
Alameda	ACTC	\$916,000	\$944,000	\$973,000	\$1,003,000	\$3,836,000
Contra Costa	CCTA	\$725,000	\$747,000	\$770,000	\$794,000	\$3,036,000
Marin	TAM	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Napa	NCTPA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
San Francisco	SFCTA	\$667,000	\$688,000	\$709,000	\$731,000	\$2,795,000
San Mateo	SMCCAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Santa Clara	VTA	\$1,014,000	\$1,045,000	\$1,077,000	\$1,110,000	\$4,246,000
Solano	STA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Sonoma	SCTA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
County CMAs Total:		\$6,512,000	\$6,714,000	\$6,919,000	\$7,133,000	\$27,278,000

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Regional Agency Planning

		Cycle 2 Regional Agency Planning				STP
Regional Agency		2012-13	2013-14	2014-15	2015-16	Total
ABAG	ABAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
BCDC	BCDC	\$320,000	\$330,000	\$340,000	\$351,000	\$1,341,000
MTC	MTC	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Regional Agencies Total:		\$1,596,000	\$1,646,000	\$1,696,000	\$1,749,000	\$6,687,000

\$33,965,000

Appendix A-3

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Cycle 2 Safe Routes to School County Distribution FY 2012-13 through FY 2015-16 May 2012

Safe Routes To School County Distribution

County	Public School Enrollment (K-12) *	Private School Enrollment (K-12) *	Total School Enrollment (K-12) *	Percentage	Total Funding
					\$20,000,000
Alameda	214,626	24,537	239,163	21%	\$4,293,000
Contra Costa	166,956	16,274	183,230	16%	\$3,289,000
Marin	29,615	5,645	35,260	3%	\$633,000
Napa	20,370	3,036	23,406	2%	\$420,000
San Francisco	56,454	23,723	80,177	7%	\$1,439,000
San Mateo	89,971	16,189	106,160	10%	\$1,905,000
Santa Clara	261,945	38,119	300,064	27%	\$5,386,000
Solano	67,117	2,855	69,972	6%	\$1,256,000
Sonoma	71,049	5,787	76,836	7%	\$1,379,000
Total:	978,103	136,165	1,114,268	100%	\$20,000,000

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* From California Department of Education for FY 2010-11

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Cycle 2**OBAG County Fund Distribution****FY 2012-13 through FY 2015-16****May 2012****OBAG Geographic Funding Distribution**

County	OBAG Funds	PDA/Anywhere Split	PDA	Anywhere
Alameda	\$63,732,000	70/30	\$44,612,000	\$19,120,000
Contra Costa	\$44,787,000	70/30	\$31,351,000	\$13,436,000
Marin	\$10,047,000	50/50	\$5,024,000	\$5,023,000
Napa	\$6,653,000	50/50	\$3,327,000	\$3,326,000
San Francisco	\$38,837,000	70/30	\$27,186,000	\$11,651,000
San Mateo	\$26,246,000	70/30	\$18,372,000	\$7,874,000
Santa Clara	\$87,284,000	70/30	\$61,099,000	\$26,185,000
Solano	\$18,801,000	50/50	\$9,401,000	\$9,400,000
Sonoma	\$23,613,000	50/50	\$11,807,000	\$11,806,000
Total:	\$320,000,000		\$212,179,000	\$107,821,000

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OBAG amounts are draft estimates until final adoption of RHNA, expected July 2012.

Appendix A-5: One Bay Area Grant Call for Projects Guidance

The Metropolitan Transportation Commission (MTC) has delegated OBAG project selection to the nine Bay Area Congestion Management Agencies (CMAs) as they are best suited for this role because of their existing relationships with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their respective counties. In order to meet federal requirements that accompany the decision-making process regarding federal transportation funding, MTC expects the CMAs to plan and execute an effective public outreach and local engagement process to solicit candidate projects to be submitted to MTC for consideration for inclusion in the Cycle 2 One Bay Area Grant Program. CMAs will also serve as the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the 2013 Transportation Improvement Program.

CMAs will conduct a transparent process for the Call for Projects while complying with federal regulations by carrying out the following activities:

1. Public Involvement and Outreach

- **Conduct countywide outreach to stakeholders and the public to solicit project ideas.** CMAs will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), which can be found at http://www.onebayarea.org/get_involved.htm. CMAs are expected at a minimum to:
 - Execute effective and meaningful local engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process.
 - Explain the local Call for Projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
 - Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
 - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at http://www.mtc.ca.gov/get_involved/lep.htm
 - Hold public meetings in central locations that are accessible for people with disabilities and by public transit;
 - Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- **Document the outreach effort undertaken for the local call for projects.** CMAs are to provide MTC with:
 - A description of how the public was involved in the process for nominating and/or commenting on projects selected for OBAG funding. Specify whether public input was gathered at forums held specifically for the OBAG project solicitation or as part of a separate planning or programming outreach effort;

- A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
- A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA.

2. Agency Coordination

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the OBAG Program.*** CMAs will assist with agency coordination by:
 - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders

3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
 - Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding;
 - Remove barriers for persons with limited-English proficiency to have access to the project submittal process;
 - For Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: http://www.onebayarea.org/get_involved.htm
 - Additional resources are available at
 - i. <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>
 - ii. http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI
 - iii. http://www.mtc.ca.gov/get_involved/rights/index.htm

Appendix A-6: PDA Investment & Growth Strategy

MTC shall consult with the CMAs and amend the scope of activities identified below, as necessary, to minimize administrative workload and to avoid duplication of effort. This consultation may result in specific work elements shifting to MTC and/or ABAG. Such changes will be formalized through a future amendment to this appendix.

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

(1) Engaging Regional/Local Agencies

- Develop or continue a process to regularly engage local planners and public works staff. Encourage community participation throughout the planning process and in determining project priorities
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans.
- Help develop protocols with MTC, ABAG and Air District staff to assess toxic-air contaminants and particulate matter, as well as related mitigation strategies, as part of regional PDA Planning Program.

(2) Planning Objectives – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
 - *Short-term:* By May 1, 2013, analyze progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization.
 - *Long-term:* Starting in May 2014 and for subsequent updates, PDA Investment & Growth Strategies will assess performance in producing sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals¹. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

(3) Establishing Local Funding Priorities - Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

¹ Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, “just cause eviction” policies, policies or investments that preserve existing deed-restricted or “naturally” affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.

- **Projects located in high impact project areas.** Key factors defining high impact areas include:
 - a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production
 - b. Jobs in proximity to housing and transit (both current levels and those included in the SCS),
 - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
 - d. Consistency with regional TLC design guidelines or design that encourages multi-modal access: http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf
 - e. Project areas with parking management and pricing policies
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC see: <http://geocommons.com/maps/110983>
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap with Air District CARE Communities and/or are in proximity to freight transport infrastructure** – Favorably consider projects located in PDAs with highest exposure to particulate matter and toxic air contaminants where jurisdictions employ best management practices to mitigate exposure.

Process/Timeline

CMAs develop PDA Investment & Growth Strategy	June 2012 – May 2013
PDA Investment & Growth Strategy Presentations by CMAs to Joint MTC Planning and ABAG Administrative Committee	Summer/Fall 2013
CMAs amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2014
CMAs submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	May 2014, Ongoing

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Attachment B-1

MTC Resolution No. 4035, Attachment B-1
Adopted: 05/17/12-C
Revised:

Cycle 2
Regional Programs Project List
FY 2012-13 through FY 2015-16
May 2012

Regional Programs Project List

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TE/TFCA	Total Cycle 2				
CYCLE 2 PROGRAMMING			\$435,187,000	\$40,000,000	\$475,187,000				
1. REGIONAL PLANNING ACTIVITIES (PL)									
ABAG Planning	Region-Wide	ABAG	\$2,673,000	\$0	\$2,673,000				
BCDC Planning	Region-Wide	BCDC	\$1,341,000	\$0	\$1,341,000				
MTC Planning	Region-Wide	MTC	\$2,673,000	\$0	\$2,673,000				
1. REGIONAL PLANNING ACTIVITIES (PL)			TOTAL:	\$6,687,000	\$0	\$6,687,000			
2. REGIONAL OPERATIONS (RO)									
Clipper® Fare Media Collection	Region-Wide	MTC	\$21,400,000	\$0	\$21,400,000				
511 - Traveler Information	Region-Wide	MTC	\$48,770,000	\$0	\$48,770,000				
SUBTOTAL			\$70,170,000	\$0	\$70,170,000				
FSP/Incident Management	Region-Wide	MTC/SAFE	\$25,130,000	\$0	\$25,130,000				
SUBTOTAL			\$25,130,000	\$0	\$25,130,000				
2. REGIONAL OPERATIONS (RO)			TOTAL:	\$95,300,000	\$0	\$95,300,000			
3. FREEWAY PERFORMANCE INITIATIVE (FPI)									
Regional Performance Initiatives Implementation	Region-Wide	MTC	\$5,750,000	\$0	\$5,750,000				
Regional Performance Initiatives Corridor Implementation	Region-Wide	MTC	\$8,000,000	\$0	\$8,000,000				
Program for Arterial System Synchronization (PASS)	Region-Wide	MTC	\$5,000,000	\$0	\$5,000,000				
SUBTOTAL			\$18,750,000	\$0	\$18,750,000				
Ramp Metering and TOS Elements									
FPI - Specific projects TBD by Commission	TBD	TBD	\$43,250,000	\$34,000,000	\$77,250,000				
SUBTOTAL			\$43,250,000	\$34,000,000	\$77,250,000				
3. FREEWAY PERFORMANCE INITIATIVE (FPI)			TOTAL:	\$62,000,000	\$34,000,000	\$96,000,000			
4. PAVEMENT MANAGEMENT PROGRAM (PMP)									
Pavement Technical Advisory Program (PTAP)	Region-Wide	MTC	\$6,000,000	\$0	\$6,000,000				
Pavement Management Program (PMP)	Region-Wide	MTC	\$1,200,000	\$0	\$1,200,000				
4. PAVEMENT MANAGEMENT PROGRAM (PMP)			TOTAL:	\$7,200,000	\$0	\$7,200,000			
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA)									
PDA Planning									
Specific projects TBD by Commission	TBD	TBD	\$25,000,000	\$0	\$25,000,000				
SUBTOTAL			\$25,000,000	\$0	\$25,000,000				
Transit Oriented Affordable Development (TOD)									
Specific projects TBD by Commission	Region-Wide	MTC	\$15,000,000	\$0	\$15,000,000				
SUBTOTAL			\$15,000,000	\$0	\$15,000,000				
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA)			TOTAL:	\$40,000,000	\$0	\$40,000,000			
6. CLIMATE CHANGE INITIATIVES (CCI)									
Climate Strategies	TBD	TBD	\$14,000,000	\$6,000,000	\$20,000,000				
6. CLIMATE CHANGE INITIATIVES (CCI)			TOTAL:	\$14,000,000	\$6,000,000	\$20,000,000			
7. SAFE ROUTES TO SCHOOL (SR2S)									
Specific projects TBD by CMAs									
SR2S - Alameda	Alameda	ACTC	\$4,293,000	\$0	\$4,293,000				
SR2S - Contra Costa	Contra Costa	CCTA	\$3,289,000	\$0	\$3,289,000				
SR2S - Marin	Marin	TAM	\$633,000	\$0	\$633,000				
SR2S - Napa	Napa	NCTPA	\$420,000	\$0	\$420,000				
SR2S - San Francisco	San Francisco	SFCTA	\$1,439,000	\$0	\$1,439,000				
SR2S - San Mateo	San Mateo	SMCCAG	\$1,905,000	\$0	\$1,905,000				
SR2S - Santa Clara	Santa Clara	SCVTA	\$5,386,000	\$0	\$5,386,000				
SR2S - Solano	Solano	STA	\$1,256,000	\$0	\$1,256,000				
SR2S - Sonoma	Sonoma	SCTA	\$1,379,000	\$0	\$1,379,000				
7. SAFE ROUTES TO SCHOOL (SR2S)			TOTAL:	\$20,000,000	\$0	\$20,000,000			
8. TRANSIT CAPITAL PROGRAM (TCP)									
Specific projects TBD by Transit Operators			\$149,000,000	\$0	\$149,000,000				
SolTrans - Preventive Maintenance	Solano	SolTrans	\$1,000,000	\$0	\$1,000,000				
8. TRANSIT CAPITAL PROGRAM (TCP)			TOTAL:	\$150,000,000	\$0	\$150,000,000			
9. TRANSIT PERFORMANCE INITIATIVE (TPI)									
AC Transit - Line 51 Corridor Speed Protection and Restoration	Alameda	AC Transit	\$10,515,624	\$0	\$10,515,624				
SFMTA - Mission Mobility Maximization	San Francisco	SFMTA	\$7,016,395	\$0	\$7,016,395				
SFMTA - N-Judah Mobility Maximization	San Francisco	SFMTA	\$3,750,574	\$0	\$3,750,574				
SFMTA - Bus Stop Consolidation and Roadway Modifications	San Francisco	SFMTA	\$4,133,031	\$0	\$4,133,031				
SCVTA - Light Rail Transit Signal Priority	Santa Clara	SCVTA	\$1,587,176	\$0	\$1,587,176				
SCVTA - Steven Creek - Limited 323 Transit Signal Priority	Santa Clara	SCVTA	\$712,888	\$0	\$712,888				
Unprogrammed Transit Performance Initiative Reserve	TBD	TBD	\$2,284,312	\$0	\$2,284,312				
9. TRANSIT PERFORMANCE INITIATIVE (TPI)			TOTAL:	\$30,000,000	\$0	\$30,000,000			
10. PRIORITY CONSERVATION AREA (PCA)									
Specific projects TBD by Commission	TBD	TBD	\$10,000,000	\$0	\$10,000,000				
10. PRIORITY CONSERVATION AREA (PCA)			TOTAL:	\$10,000,000	\$0	\$10,000,000			
Cycle 2 Total						TOTAL:	\$435,187,000	\$40,000,000	\$475,187,000

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Attachment B-2

Cycle 2

OBAG Project List

FY 2012-13 through FY 2015-16

May 2012

OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP-TE	Total Cycle 2
CYCLE 2 COUNTY OBAG PROGRAMMING		\$301,964,000	\$18,036,000	\$320,000,000
ALAMEDA COUNTY				
<i>Specific projects TBD by Alameda CMA</i>	TBD	\$56,170,000	\$3,726,000	\$59,896,000
CMA Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
ALAMEDA COUNTY	TOTAL:	\$60,006,000	\$3,726,000	\$63,732,000
CONTRA COSTA COUNTY				
<i>Specific projects TBD by Contra Costa CMA</i>	TBD	\$39,367,000	\$2,384,000	\$41,751,000
CMA Planning Activities - Contra Costa	CCTA	\$3,036,000	\$0	\$3,036,000
CONTRA COSTA COUNTY	TOTAL:	\$42,403,000	\$2,384,000	\$44,787,000
MARIN COUNTY				
<i>Specific projects TBD by Marin CMA</i>	TBD	\$6,667,000	\$707,000	\$7,374,000
CMA Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
MARIN COUNTY	TOTAL:	\$9,340,000	\$707,000	\$10,047,000
NAPA COUNTY				
<i>Specific projects TBD by Napa</i>	TBD	\$3,549,000	\$431,000	\$3,980,000
CMA Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
NAPA COUNTY	TOTAL:	\$6,222,000	\$431,000	\$6,653,000
SAN FRANCISCO COUNTY				
<i>Specific projects TBD by San Francisco CMA</i>	TBD	\$34,132,000	\$1,910,000	\$36,042,000
CMA Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
SAN FRANCISCO COUNTY	TOTAL:	\$36,927,000	\$1,910,000	\$38,837,000
SAN MATEO COUNTY				
<i>Specific projects TBD by San Mateo CMA</i>	TBD	\$21,582,000	\$1,991,000	\$23,573,000
CMA Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
SAN MATEO COUNTY	TOTAL:	\$24,255,000	\$1,991,000	\$26,246,000
SANTA CLARA COUNTY				
<i>Specific projects TBD by Santa Clara CMA</i>	TBD	\$78,688,000	\$4,350,000	\$83,038,000
CMA Planning Activities - Santa Clara	SCVTA	\$4,246,000	\$0	\$4,246,000
SANTA CLARA COUNTY	TOTAL:	\$82,934,000	\$4,350,000	\$87,284,000
SOLANO COUNTY				
<i>Specific projects TBD by Solano CMA</i>	TBD	\$14,987,000	\$1,141,000	\$16,128,000
CMA Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
SOLANO COUNTY	TOTAL:	\$17,660,000	\$1,141,000	\$18,801,000
SONOMA COUNTY				
<i>Specific projects TBD by Sonoma CMA</i>	TBD	\$19,544,000	\$1,396,000	\$20,940,000
CMA Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
SONOMA COUNTY	TOTAL:	\$22,217,000	\$1,396,000	\$23,613,000
Cycle 2 Total	TOTAL:	\$301,964,000	\$18,036,000	\$320,000,000

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Memorandum

Date: May 29, 2012

To: Alameda County Technical Advisory Committee

From: Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation
Beth Walukas, Deputy Director of Planning
Stewart Ng, Deputy Director of Projects and Programming

Subject: **Review Policy, Planning and Programming Activities Implementation Timeline**

Recommendation

This is an informational item to provide an implementation timeline for Policy, Planning and Programming activities in FY 2012/2013.

Summary

The next fiscal year will continue many activities conducted in the current year; however, a new approach will be implemented to more closely align the integration of policy development with the updated Countywide Transportation Plan (CWTP) and the 2012 Transportation Expenditure Plan (TEP) priorities, and the programming of funding that will support the projects and programs included in the CWTP and TEP. Further, the TEP, if approved by voters in November 2012, will allocate funding through strategic plans that fold into the Alameda CTC's Capital Improvement Program (CIP), which is updated every two years as part of the Congestion Management Program (CMP). This overview and implementation timeline for policy development, planning and programming is intended to share the extent and timeline of activities expected in FY 2012-2013 to further Alameda CTC's work in delivering effective and efficient transportation investments to the public. Attachment A includes the implementation timeline for these activities.

Background

Policy, planning and programming are integrally related as elements that ultimately guide the delivery of projects and programs throughout the County. Alameda CTC staff is coordinating the implementation of several different policies for development with planning and programming efforts.

Policies: In the coming year, several policies will be developed that will address administrative, planning and programming efforts. These include the following:

- **Funding:** Develop in coordination with multi-disciplinary staff a policy on funding that establishes a comprehensive program aimed at strategically integrating local, state and

federal funding sources to support the funding needs of the county as identified in the CWTP and TEP. This will include policies to focus the CIP development and implementation as part of the CMP.

- **Administrative Code:** Evaluate and bring recommendations for changes to the administrative code to reflect necessary changes to the agency that support current administrative and legislative needs (i.e. ACTAC structure must reflect transportation and land use integration).
- **Complete Streets:** Develop a process for preparation of a complete streets policy and implementation guidelines for Alameda CTC that meets the current Measure B contract requirements and proposed future programs, such as the One Bay Area Grant Program (OBAG) proposal. Establish a timeline for implementation in coordination with planning and programming to develop a policy statement and guidelines by December 2012. This effort will include technical information, resources, and technical expert presentations and will be done in a collaborative way to increase the overall technical expertise in the County for effective implementation of policies developed and adopted through this process.
- **Transit Oriented Development/Priority Development Area Transportation Investment Strategy:** Similar to complete streets above, establish a process for development of a TOD/PDA policy that can be integrated into the current MPFAs as well as to use for the new sales tax measure and OBAG proposal requirements. Issues that will need to be addressed include affordable housing and displacement and economic development/jobs.
- **Procurement Policy:** Develop in coordination with finance and contracts administration (as well as planning, projects and programming) an agency procurement process that addresses the contracting policies for local and small local businesses with local funds (Measure B and VRF), as well as the general contracting for all fund sources.
- **Legislative Program:** Each year, the Alameda CTC adopts a Legislative Program to provide direction for its legislative and policy activities for the year. The purpose of the Legislative Program is to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. The coming year anticipates closer working relationships with Alameda County jurisdictions during the development of the legislative program.

Planning: In the coming year, several planning studies will be undertaken as identified through the Countywide Transportation Plan and the Regional Transportation Plan, and requirements established by MTC for the OBAG proposal, anticipated to be adopted by MTC in May 2012.

Several of these planning studies are directly linked to the policy development efforts identified above and include the following:

Ongoing Planning Activities to complete Major Plans

- Develop and adopt the Countywide Transportation Plan in tandem with Transportation Expenditure Plan (May 2012)
- Develop and adopt the Countywide Bicycle and Pedestrian Plans as part of CWTP (July/September 2012)
- Coordinate Alameda CTC plans with the development of the Regional Transportation Plan and Sustainable Communities Strategy
- Conduct and adopt the 2012 LOS Monitoring Study
- Produce the Annual Performance Report and Guaranteed Ride Home Annual Report

New Planning Activities in FY 2012-2013

- Develop a Comprehensive Countywide Transit Plan that tiers from the on-going regional Transit Sustainability Project
- Building on Guaranteed Ride Home Program, develop a Comprehensive TDM Program, including parking management
- Develop a Goods Movement Plan that tiers from the regional Good Movement Plan and the Alameda County Truck Parking Feasibility Study recommendations
- Conduct a multimodal Corridor Study to maximize mobility and management of regionally significant arterial corridors
- Develop Complete Streets guidelines with policy development noted above
- Develop a TOD /PDA Transportation Investment Strategy in conjunction with policy development noted above that includes a feasibility study to design a Community Design Transportation Program similar to VTA's to incentivize the integration of transportation and land use, short and long-term policies to promote infill development, and development of a CEQA mitigation toolkit and area/sub-region Community Risk Reduction Plans
- Develop a Countywide Community Based Transportation program that includes updating current CBTPs and incorporating new Communities of Concern
- Update the countywide travel demand model to incorporate a 2010 base year, 2010 census data and the SCS adopted land uses
- Conduct a feasibility study to explore implementing an impact analysis measure that supports alternative modes such as SFCTA's Automobile Trip Generated measure
- Begin 2013 Congestion Management Program update

Programming: In the coming year, Alameda CTC will continue work on programming efforts for the various fund sources managed by the agency. Programming efforts will be directly linked to the policy direction as noted above and per the priorities identified in the adopted planning documents. Programming at Alameda CTC includes the following fund sources:

- **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:

- Bicycle and Pedestrian Safety Funds
 - Local Streets and Roads/Local Transportation
 - Mass Transit
 - Paratransit
 - Transit Center Development Funds
- **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.
- **2012 Transportation Expenditure Plan:** Passage of the 2012 Expenditure Plan in November will bring significant new funding amounts that will be programmed through new methods. Programming all of the new Measure funds will be through the CIP process and will also include several new programs, such as a Student Transit Pass Program, Major Commute Corridors, Sustainable Transportation and Land Use Linkages, Freight and Economic Development, and Innovation and Technology. Many of the policy and planning activities described above will flow into the funding allocation methods for the new TEP.
- **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)

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). In the coming years, MTC will implement the OBAG program which will combine both STP and CMAQ funds also described below. MTC adopted the OBAG program in May 2012 which will guide over \$63 million of federal funds over a four year period in Alameda County.

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. These funds have primarily been programmed to bicycle and pedestrian projects and Transportation for Livable Communities (TLC) projects. These funds will also be allocated through the adopted OBAG program. CMAQ will be part of the \$63 million in federal funds in Alameda County.

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. In the coming year, Alameda CTC will begin working on the 2014 STIP.

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). The 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 program is made up of multiple fund sources including: State Transit Account, Job Access Reverse Commute, Surface Transportation Funds and State Proposition 1B funds.

Implementation Timeline

The Alameda CTC Policy, Planning and Programming staff have developed specific timelines for implementation of all the policies, plans and programming efforts described above in FY 2012-13. These activities will be done in close coordination with ACTAC. Staff brought an overview of these activities to ACTAC and the Commission in May to receive feedback and have developed a timeline and share Alameda CTC's implementation schedule at the ACTAC and Commission meetings in June as described below.

- May 2012: ACTAC, PPC, PPLC review and discussion of policy, planning and programming activities
- June 2012: Release of implementation timeline resulting from actions pursuant to adoption of the Alameda CTC budget and OBAG
- July 1 through June 30, 2013: Implementation of policy, planning and programming efforts

Fiscal Impact

There is no fiscal impact at this time.

Attachments

Attachment A: Policy, Planning and Programming Implementation Timeline – *to be distributed to ACTAC under separate cover prior to the meeting.*

Preliminary Draft Results for 2012 LOS Monitoring Study for Freeways - PM Peak Period												
CMP Route	Segment Limits		Jurisdiction	Plan Area	Length (miles)	No of Lanes	Prior LOS 'F' (Years)	2010 LOS Results		2012 LOS Results		LOS
	From	To						Speed	LOS	Speed	# Runs	
1 I-80 - EB	SF County Line	Toll Plaza	Oak	1	2.06	10	06	53.4	C	49.3	2	C
2 I-80 - EB	Toll Plaza	I-580 SB Merge	Oak	1	1.15	10	93-02,06,08	54.2	C	21.9	2	(F30)
3 I-80 - EB	I-80/I-580 (Merge)	Powell	Emery - Berk	1	0.79	10	91-95, 97-10	16.58	(F20)	12.34	2	(F20)
4 I-80 - EB	Powell	Ashby	Emery - Berk	1	0.67	10	91-95, 97-10	11.68	(F20)	12.50	2	(F20)
5 I-80 - EB	Ashby	University	Emery - Berk	1	1.34	10	91-95, 97-08	31.74	E	25.19	2	(F30)
6 I-80 - EB	University	Jct I-580 (off)	Berk - Alb	1	1.51	10	91-92, 96-97,02,06	44.8	D	34.5	2	E
7 I-80 - EB	Jct I-580 (off)	Central (on)	Berk - Alb	1	1.12	10	91-92, 96-97,02,06-08	39.1	E	35.5	2	E
8 I-80 - WB	Central	Jct I-580	Berk - Alb	1	0.70	10		46.7	D	57.9	2	B
9 I-80 - WB	Jct I-580	University	Berk - Alb	1	1.49	10	10	23.7	(F30)	21.0	2	(F30)
10 I-80 - WB	University	Ashby	Emery - Berk	1	1.36	10	91-92, 94-06,10	24.7	(F30)	23.8	2	(F30)
11 I-80 - WB	Ashby	Powell	Emery - Berk	1	0.64	10	91-92, 94-08,10	16.6	(F20)	17.0	2	(F20)
12 I-80 - WB	Powell	I-80/I-580 (Split)	Emery - Berk	1	0.42	10	91-92, 94-06	31.7	E	23.1	2	(F30)
13 I-80 - WB	I-580 Split	Toll Plaza	Oak	1	1.20	10	91-93, '97-00,04,06	41.7	D	46.5	2	D
14 I-80 - WB	Toll Plaza	SF County	Oak	1	2.00	10		41.5	D	39.3	2	E
15 I-238 - EB	I-880		Uninc-San L	2	2.28	6	91-92, 94, 96-97,02,06	62.3	A	41.1	4	D
16 I-238 - WB	I-580		Uninc-San L	2	1.60	6	97-08	61.8	A	51.1	5	C
17 I-580 - EB	I-238/Fthl Off	Grove	Unincorp	2	2.88	8		56.4	B	55.5	6	B
18 I-580 - EB	Grove	Eden Canyon	Uninc - Pleas	4	2.17	8		72.9	A	54.0	6	C
19 I-580 - EB	Eden Canyon	San Ramon/ Foothill	Uninc - Pleas	4	4.80	8		38.3	E	48.3	6	D
20 I-580 - EB	San Ramon/ Foothill	I-680	Uninc - Pleas	4	0.77	8	08-10	13.6	(F20)	6	35.5	E
21 I-580 - EB	I-680	Hopyard	Plea	4	0.76	8	98-02,06-10	8.7	(F10)	3	56.6	B
22 I-580 - EB	Hopyard	Santa Rita	Plea	4	1.96	8	98-02,06-10	10.8	(F20)	3	38.1	E
23 I-580 - EB	Santa Rita	El Charro	Uninc-Pleas	4	1.24	8	02, 08-10	22.3	(F30)	3	46.8	D
24 I-580 - EB	El Charro	SR 84/Airway Blvd.	Liv	4	1.52	8	02	41.1	D	60.1	3	A
25 I-580 - EB	SR 84/Airway Blvd	Portola	Liv	4	1.71	8	02	53.5	C	59.1	5	B
26 I-580 - EB	Portola	1st St	Liv	4	2.70	8	02	66.3	A	65.3	5	A
27 I-580 - EB	1st St	Greenville	Liv-Uninc	4	1.98	8		56.0	B	42.2	5	D
28 I-580 - EB	Greenville	N.Flynn	Uninc	4	1.50	8		35.4	E	24.7	5	(F30)
29 I-580 - EB	N.Flynn	Grant Line	Uninc	4	3.19	8		47.2	D	36.4	5	E
30 I-580 - EB	Grant Line	I-205 (SJ Co) Off	Uninc	4	1.11	8		45.6	D	42.1	5	D
31 I-580 - WB	I-205 (SJ Co)	Grant Line	Liv - Uninc	4	0.89	8		38.0	E	37.7	5	E
32 I-580 - WB	Grant Line	N Flynn	Liv - Uninc	4	4.56	8		68.3	A	69.7	5	A
33 I-580 - WB	N Flynn	Greenville Rd	Liv - Uninc	4	2.34	8		66.8	A	68.6	5	A
34 I-580 - WB	Greenville Rd	1st St	Liv - Uninc	4	2.30	8		66.6	A	66.6	5	A
35 I-580 - WB	1st St	Portola Ave	Liv	4	2.52	8		63.7	A	63.8	5	A
36 I-580 - WB	Portola	SR 84/Airway Blvd	Liv	4	1.76	8		70.1	A	69.8	5	A
37 I-580 - WB	SR 84/Airway Blvd	Fallon Rd/EI Charro	Liv	4	1.78	8		72.1	A	69.9	3	A
38 I-580 - WB	Fallon Rd/EI Charro	Tassajara	Plea	4	1.16	8		64.8	A	61.1	3	A
39 I-580 - WB	Tassajara Rd	I-680	Plea	4	2.87	8		67.2	A	62.2	3	A
40 I-580 - WB	I-680	San Ramon Rd	Plea - Uninc	4	0.69	8		62.7	A	64.9	4	A
41 I-580 - WB	San Ramon Rd	Eden Canyon	Plea - Uninc	4	4.75	8		67.2	A	63.9	4	A
42 I-580 - WB	Eden Canyon	Center St	Plea - Uninc	4	2.28	8		70.5	A	69.0	4	A
43 I-580 - WB	Center	I-580/238	Unincorp	2	1.94	8	00	60.3	A	57.7	4	B

Preliminary Draft Results for 2012 LOS Monitoring Study for Freeways - PM Peak Period												
CMP Route	Segment Limits		Jurisdiction	Plan Area	Length (miles)	No of Lanes	Prior LOS "F" (Years)	2010 LOS Results		2012 LOS results		LOS
	From	To						Speed	LOS	# Runs	Speed	
44	I-580 - EB	I-980	Oak	1	1.24	8	91-92, 08-10	25.7	(F30)	2	45.4	D
45	I-580 - EB	Harrison	Oak	1	0.95	8	91-92	41.1	D	2	69.1	A
46	I-580 - EB	Lakeshore	Oak	1	0.69	8	08-10	27.0	(F30)	2	40.4	E
47	I-580 - EB	Coolidge	Oak	1	2.25	8		36.6	E	2	41.6	D
48	I-580 - EB	SH 13 Off	Oak	1	2.15	8	10	31.4	(F30)	2	58.6	B
49	I-580 - EB	MacArthur	Foothill	1	4.09	8		50.8	C	2	60.5	A
50	I-580 - EB	I-580/238	SL - Hay	2	4.33	8		67.4	A	3	70.2	A
51	I-580 - WB	Foothill/MacArthur	Oak - SL	2	4.42	8		70.9	A	4	69.6	A
52	I-580 - WB	SH 13 Off	Oak - SL	1	3.89	8		61.9	A	4	62.4	A
53	I-580 - WB	Fruitvale	Oak	1	2.36	8		61.4	A	3	59.6	B
54	I-580 - WB	Harrison	Oak	1	2.21	8		56.0	B	3	52.9	C
55	I-580 - WB	SH 24 On-ramp	Oak	1	1.16	8		52.6	C	3	54.3	C
56	I-580 - WB	SH-24 On-ramp	Oak	1	0.69	8	06	56.7	B	3	14.8	(F20)
57	I-580 - EB	Central	Alb	1	0.77	4		45.9	D	2	49.3	C
58	I-580 - WB	I-80 Jct	Alb	1	1.07	4		64.8	A	3	67.7	A
59	I-680 - NB	Scott Creek Rd	Fre	3	2.20	6		58.0	B	7	51.4	C
60	I-680 - NB	Rt 262/Mission	Fre	3	1.34	6	08-10	16.5	(F20)	7	20.1	(F30)
61	I-680 - NB	Durham Rd	Fre	3	1.54	6	08-10	20.4	(F30)	7	23.4	(F30)
62	I-680 - NB	Washington Blvd	Fre	3	0.89	6		36.9	E	7	38.7	E
63	I-680 NB	Rt 238/Mission	Unincorp	3	0.82	6		44.0	D	7	53.7	C
64	I-680 NB	Vargas Rd	Unincorp	3	2.64	6	10	28.1	(F30)	7	28.9	(F30)
65	I-680 NB	Andrade Rd	Unincorp	3	1.13	6		33.3	E	7	39.3	E
66	I-680 NB	Calaveras	Unincorp	3	0.30	6		59.2	B	6	63.7	A
67	I-680 NB	Rt 84/Vallecitos	Plea - Uninc	4	3.45	6		67.0	A	6	64.7	A
68	I-680 NB	Sunol Blvd	Plea - Uninc	4	1.52	6		64.3	A	6	62.5	A
69	I-680 NB	Bernal Ave	Plea	4	2.39	6		65.7	A	6	60.8	A
70	I-680 NB	Stoneridge Dr	Plea	4	0.84	6		70.1	A	6	63.4	A
71	I-680 - SB	I-580	Dub	4	1.83	6		62.4	A	6	55.8	B
72	I-680 - SB	Alcosta	Dub	4	1.84	6		69.0	A	5	68.4	A
73	I-680 SB	I-580	Plea	4	0.76	6		62.9	A	5	62.5	A
74	I-680 SB	Stoneridge Dr	Plea	4	2.55	6		66.6	A	5	65.5	A
75	I-680 SB	Bernal Ave.	Unincorp	4	1.31	6		61.1	A	5	59.8	B
76	I-680 SB	Sunol Blvd.	Unincorp	4	3.82	6		68.6	A	5	67.9	A
77	I-680 SB	SR 84	Unincorp	3	1.32	6		64.7	A	5	65.1	A
78	I-680 SB	Andrade Rd	Unincorp	3	1.39	6		61.5	A	5	61.9	A
79	I-680 SB	Sheridon Rd	Unincorp	3	0.81	6		66.5	A	5	63.9	A
80	I-680 SB	Vargas Rd	Unincorp	3	1.08	6		63.2	A	5	63.9	A
81	I-680 - SB	Rt 238/Mission	Fre	3	1.04	6		65.9	A	5	63.7	A
82	I-680 - SB	Washington Blvd	Fre	3	1.52	6		67.8	A	5	67.6	A
83	I-680 - SB	Durham Rd	Fre	3	1.67	6		70.7	A	5	70.7	A
84	I-680 - SB	Rt 262/Mission	Fre	3	2.19	6		62.3	A	5	64.6	A

Preliminary Draft Results for 2012 LOS Monitoring Study for Freeways - PM Peak Period													
	CMP Route	Segment Limits		Jurisdiction	Plan Area	Length (miles)	No of Lanes	Prior LOS "F" (Years)	2010 LOS Results		2012 LOS results		
	From	To	Speed						LOS	#Runs	Speed	LOS	
85	I-880 - NB	Dix Landing	SR 262/Mission	Fre	3	2.08	8	91-'92	52.1	C	3	70.9	A
86	I-880 - NB	SR 262/Mission	AutoMall Pkwy	Fre	3	2.44	8	96	42.0	D	3	53.0	C
87	I-880 - NB	AutoMall Pkwy	Stevenson	Fre	3	1.54	8	96	49.6	C	3	49.9	C
88	I-880 - NB	Stevenson	Decoto	Fre	3	4.04	8	96-'98	49.7	C	3	64.3	A
89	I-880 - NB	Decoto	Alvarado Blvd	Fre - Un Cty	3	1.17	8	02,10	28.6	(F30)	3	55.2	B
90	I-880 - NB	Alcarado Blvd	Fre- Uni Cty	Fre- Uni Cty	3	1.17	8	02,10	26.8	(F30)	3	48.8	D
91	I-880 - NB	Alv-Niles	Tennyson	Un Cty - Hay	3	2.65	8	00-02,06-10	17.7	(F20)	3	32.8	E
92	I-880 - NB	Tennyson	SR 92	Hay	2	1.14	8	91-'92	37.7	E	4	25.3	(F30)
93	I-880 - NB	SR 92	A St	Hay	2	1.52	8	91-'92	38.4	E	4	35.7	E
94	I-880 - NB	A St	I-238	Unincorp	2	1.82	8	94-'95	62.7	A	4	60.7	A
95	I-880 - NB	I-880/I238 (split)	Marina Blvd	Oak - SL	2	2.66	8		66.8	A	4	68.2	A
96	I-880 - NB	Marina Blvd	SR 112/Davis	Oak - SL	2	0.79	8		62.1	A	4	62.5	A
97	I-880 - NB	SR 112/Davis	Hegenberger	Oak - SL	2	1.88	8		56.5	B	4	67.7	A
98	I-880 - NB	Hegenberger	High/42nd	Oak	1	2.47	8		52.7	C	3	55.3	B
99	I-880 - NB	High/42nd	23rd (1st on)	Oak	1	1.06	8		64.5	A	3	66.6	A
100	I-880 - NB	23RD (1ST on)	Jct 980 (off)	Oak	1	2.64	8		57.7	B	3	61.6	A
101	I-880 - NB	Jct 980 (off)	I-880/I-80 split	Oak	1	2.38	8		60.8	A	3	66.2	A
102	I-880 - NB	I-880/I 80 (split)	I-880/I-80 (merge)	Oak	1	1.40	8		31.5	E	3	22.6	(F30)
103	I-880 - SB	I-880/I-80 split	I-880/I-80 merge	Oak	1	3.17	6						
104	I-880 - SB	I-880/I-80 merge	Jct 980	Oak	1	1.63	8		65.3	A	5	65.1	A
105	I-880 - SB	I-980	23rd	Oak	1	2.65	8		64.0	A	5	85.2	A
106	I-880 - SB	23rd St	High/42nd	Oak	1	2.79	8	06	30.2	E	5	50.0	C
107	I-880 - SB	High/42nd	Hegenberger	Oak	1	1.35	8		67.9	A	5	50.2	C
108	I-880 - SB	Hegenberger	SR 112/Davis	Oak - SL	1	2.27	8	06	36.8	E	5	35.1	E
109	I-880 - SB	SR 112/Davis	Marina Blvd	Oak - SL	1	1.69	8	91-'92,08	37.6	E	6	52.0	C
110	I-880 - SB	Marina Blvd	SR 238 WB (merge)	Oak - SL	1	0.87	8	91-'92	57.1	B	6	54.5	C
111	I-880 - SB	I-238	A St	SL-Uninc	2	2.41	8	91-'92	59.5	B	6	63.5	A
112	I-880 - SB	A St	Rt 92	Hay	2	2.03	8	91-'92, '00-02	32.3	E	6	52.7	C
113	I-880 - SB	Rt 92	Tennyson	Hay	2	1.81	8		37.2	E	6	38.1	E
114	I-880 - SB	Tennyson	Alv-Niles	Hay - UC	2	0.96	8	00	35.0	E	6	31.9	E
115	I-880 - SB	Alv-Niles	Alvarado	UC - Fre	2	2.49	8		43.4	D	4	43.4	D
116	I-880 - SB	Alvarado	Decoto	UC - Fre	3	57.9	8		55.9	B	4	52.9	C
117	I-880 - SB	Decoto	Stevenson	Fre	3	58.9	8		58.9	B	4	47.3	D
118	I-880 - SB	Stevenson	AutoMall Pkwy	Fre	3	4.07	8		58.9	B	4	56.6	B
119	I-880 - SB	AutoMall Pkwy	Rt 262/Mission	Fre	2	1.26	8		64.8	A	4	65.7	A
120	I-880 - SB	SR 262/Mission	Dix Landing(off)	Fre	2	3.04	8		62.4	A	4	62.4	A
121	I-880 - WB	SR 24 @ 580	I-880	Fre	3	1.27	8	92,'06	64.1	A	4	68.0	A
122	I-880 - EB	SR 24 @ 580	SR 24 @ 580	Oak	1	2.27	8		64.8	A	3	65.5	A
123	I-880 - EB	SR 24 @ 580	SR 24 @ 580	Oak	1	2.32	8	'91,10	29.7	F	2	39.6	F

Preliminary Draft Results for 2012 LOS Monitoring Study for Freeways - PM Peak Period													
CMP Route	Segment Limits		Jurisdiction	Plan Area	Length (miles)	No of Lanes	Prior LOS "F" (Years)	2010 LOS Results		2012 LOS Results	2012 LOS results		LOS
	From	To						Speed	LOS		# Runs	Speed	
123 SR 13 - NB	Mountain On	Carson/Redwood (1) (off)	Oak	1	1.20	4		88.8	A	3	3	81.0	A
124 SR 13 - NB	Carson/Redwood	Joaquin Miller	Oak	1	1.09	4		44.4	D	3	3	42.3	D
125 SR 13 - NB	Joa Miller/Linc	Moraga Ave	Oak	1	1.77	4		61.4	A	3	3	53.5	C
126 SR 13 - NB	Moraga Ave	Hiller (Sig)	Oak	1	1.57	4	06.10	24.2	(F30)	3	3	17.7	(F20)
127 SR 13 - SB	Hiller Sig	Moraga Ave	Oak	1	1.66	4		57.2	B	2	2	52.7	C
128 SR 13 - SB	Moraga Ave	Joa Miller/Linc	Oak	1	2.04	4		71.2	A	2	2	69.6	A
129 SR 13 - SB	Joaq Miller/Linc	Redwood	Oak	1	1.34	4		61.4	A	2	2	62.2	A
130 SR 13 - SB	Redwood	Jct I-580 (EB Merge)	Oak	1	0.89	4	.10	12.5	(F20)	2	2	13.0	(F20)
131 SR 24 - EB	I-580 (on ramp)	Broadway/SR 13	Oak	1	2.08	8	91-'97, '02, 06-10	15.8	(F20)	2	2	15.8	(F20)
132 SR 24 - EB	Broadway/SR 13	Caldecott (enter)	Oak	1	1.41	8	91-'97, '02, 06-10	14.5	(F20)	2	2	14.3	(F20)
133 SR 24 - EB	Caldecott (enter)	Fish Ranch Road	Oak	1	1.03	8	91-'97, '02, 06	34.6	E	2	2	38.8	E
134 SR 24 - WB	Fish Ranch Road	Caldecott (exit)	Oak	1	0.99	8		50.9	C	3	3	52.9	C
135 SR 24 - WB	Caldecott (exit)	Broadway	Oak	1	1.77	8		69.4	A	3	3	69.5	A
136 SR 24 - WB	Broadway	Jct I-580 (on)	Oak	1	2.19	8		59.3	B	3	3	58.0	B
137 SR 84 - EB	San M CL	Toll Plaza	Fremont	3	2.97	6		56.2	B	5	5	52.6	C
138 SR 84 - EB	Toll Plaza	Thornton	Fremont	3	0.27	6	06	58.9	B	5	5	57.9	B
139 SR 84 - EB	Thornton	Newark Blvd/Ardenwood	Newark	3	1.23	6	08	65.8	A	5	5	43.4	D
140 SR 84 - EB	Newark Blvd/Ardenwood	I-880 NB (off)	Newark	3	0.97	6	08-10	26.9	(F30)	5	5	18.3	(F20)
141 SR 84 - WB	I-880 NB (off)	Ardenwood/Newark	Newark	3	0.99	6		45.9	D	5	5	46.9	D
142 SR 84 - WB	Ardenwood/Newark	Paseo Padre Pkwy		3	1.15	6		60.2	A	5	5	62.7	A
143 SR 84 - WB	Paseo Padre Pkwy	Toll Gate		3	0.75	6		51.4	C	5	5	42.1	D
144 SR 84 - WB	Toll Plaza	San M CL	Fremont	2	3.17	6		64.8	A	5	5	63.5	A
145 SR 92 - EB	San M CL	Toll Plaza	Uninc - Hay	2	2.61	6	97-'02	65.9	A	4	4	59.2	B
146 SR 92 - EB	Toll Plaza	Clawiter	Uninc - Hay	2	1.76	6	91-'94, '96-'02	37.6	E	4	4	57.0	B
147 SR 92 - EB	Clawiter	I-880	Hay	2	2.10	6	91-'92, 94-'95, 97-'02, 06-'10	10.0	(F20)	4	4	56.0	B
148 SR 92 - WB	I-880	Clawiter	Hay	2	2.01	6		52.4	C	4	4	60.2	A
149 SR 92 - WB	Clawiter	Toll Plaza	Uninc - Hay	2	1.87	6	91-'92	45.6	D	4	4	45.3	D
150 SR 92 - WB	Toll Plaza	San M CL	Uninc - Hay	2	2.61	6		61.7	A	4	4	61.9	A
	Shaded area indicates runs completed on these segments												

Preliminary Draft Results for 2012 LOS Monitoring Study for Arterials - PM Peak Period													
#	CMP Route	Segment Limits		Length (miles)	Arterial	Plan	No of Lanes	Prior LOS "F"	2010 LOS Results		2012 LOS Results		LOS
		From	To						Speed	LOS	# of runs	Speed	
1	150th St - EB	Hesperian	I-580	SL	II	2	2		17.0	D	2	18.5	C
2	150th St - WB	I-580	Hesperian	SL	II	2	2		16.5	D	4	18.6	C
3	A Street - EB	I-880	Western	Hay	II	2	2		23.3	C	2	18.7	C
4	A Street - EB	Western	SR 238	Hay	III	2	2		7.6	E	2	5.9	(F)
5	A Street - WB	SR 238	Western	Hay	III	2	2		13.5	C	3	9.9	D
6	A Street - WB	Western	I-880	Hay	II	2	2		21.8	C	3	16.5	D
7	Atlantic - EB	Main	Webster	Ala	II	1	2		20.7	C	8	18.3	C
8	Atlantic - WB	Webster	Main	Ala	II	1	2		23.7	C	4	19.6	C
9	Hegenberger - EB	SR 61	Edgewater	Oak					17.5	D	4	16.3	E
10	Hegenberger - EB	Edgewater	Baldwin	Oak	I	1	3		27.8	C	4	21.1	D
11	Hegenberger - EB	Baldwin	E 14th	Oak	I	1	3		25.1	C	4	26.4	C
12	Hegenberger - WB	E 14th	Baldwin	Oak	I	1	3		35.9	A	4	31.2	B
13	Hegenberger - WB	Baldwin	Edgewater	Oak	I	1	3		25.3	C	4	21.4	D
14	Hegenberger - WB	Edgewater	SR 61	Oak					20.0	D	4	19.9	D
15	Hesperian - NB	Tennyson	SH 92 - WB	Hay	I	2	3	06-08	15.0	E	4	15.6	E
16	Hesperian - NB	SH 92	La Playa	Hay	II	2	3	92	19.2	C	4	19.6	C
17	Hesperian - NB	La Playa	W.Winton Ave.	Hay	II	2	3	92,08-10	5.6	(F)	4	14.9	D
18	Hesperian - NB	W.Winton Ave	A St	Hay	II	2	3	92	18.1	C	4	18.5	C
19	Hesperian - NB	A St	Hacienda	Unin	II	2	2		19.5	C	4	15.0	D
20	Hesperian - NB	Hacienda	Grant	Unin	II	2	2		29.4	B	4	16.6	D
21	Hesperian - NB	Grant	Llewelling	Unin	II	2	2	00,04,06-10	8.1	(F)	4	7.8	(F)
22	Hesperian - NB	Llewelling	Springlake	Unin	II	2	2		23.3	C	4	20.5	C
23	Hesperian - NB	Springlake	Fairmont	SL	II	2	2		14.8	D	4	12.6	E
24	Hesperian - NB	Fairmont	14th	SL	II	2	2		13.7	E	4	18.2	C
25	Hesperian - SB	14th	Fairmont	SL	II	2	2	'91, '95, '97,08	12.4	E	4	17.0	D
26	Hesperian - SB	Fairmont	Springlake	SL	II	2	2	'91 - '92	18.8	C	4	16.5	D
27	Hesperian - SB	Springlake	Llewelling	Unin	II	2	2	'00, 10	8.1	(F)	4	8.9	(F)
28	Hesperian - SB	Llewelling	Grant	Unin	II	2	2		13.8	E	4	17.2	D
29	Hesperian - SB	Grant	Hacienda	Unin	II	2	2		21.8	C	4	24.8	B
30	Hesperian - SB	Hacienda	A St	Unin	II	2	2		19.6	C	4	18.1	C
31	Hesperian - SB	A St	W.Winton Ave.	Hay	II				18.6	C	4	23.0	C
32	Hesperian - SB	W.Winton Ave	La Playa	Hay	II				24.8	B	4	18.0	D
33	Hesperian - SB	La Playa	SH 92	Hay	II				17.2	D	4	17.7	D
34	Hesperian - SB	SH 92 - WB	Tennyson	Hay	I	2	3	08-10	11.0	(F)	3	11.3	(F)

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#	CMP Route	Segment Limits		Length (miles)	Arterial	Plan	No of Lanes	Prior LOS "F"	2010 LOS Results		2012 LOS Results		LOS
		From	To						Speed	LOS	# of runs	Speed	
35	Mowry - EB	I-880	Farwell	Fre	II	3	2	'91 - '92	14.1	D	6	16.6	D
36	Mowry - EB	Farwell	SH 84	Fre	II	3	2		25.1	B	6	25.9	B
37	Mowry - WB	SH 84	Farwell	Fre	II	3	2		22.6	C	7	22.7	C
38	Mowry - WB	Farwell	I-880	Fre	II	3	2		20.9	C	7	23.9	C
39	Park/23rd - EB	Encinal	Santa Clara	Ala	III	1	2		21.3	B	4	13.7	C
40	Park/23rd - EB	Santa Clara	Kennedy	Ala	III	1	2		13.2	C	4	13.4	C
41	Park/23rd - EB	Kennedy	E 11th	Ala - Oak	II	1	2		13.9	E	4	25.0	B
42	Park/23rd - WB	E 11th	Kennedy	Ala - Oak	II	1	2		24.1	B	4	28.4	B
43	Park/23rd - WB	Kennedy	Santa Clara	Ala	III	1	2		12.9	D	4	13.0	C
44	Park/23rd - WB	Santa Clara	Encinal	Ala	III	1	2		12.8	D	4	9.5	D
45	MLK Jr Way - NB	SH 24	Adeline	Oak	II	1	2		18.1	C	2	15.9	D
46	Adeline - NB	MLK Jr - South	MLK Jr - North	Berk	II	1	2	04	18.8	C	2	13.4	E
47	Adeline - NB	MLK Jr - North	Shattuck/Adeline	Berk	II	1	2		15.5	D	2	14.7	D
48	Shattuck NB	Shattuck/Adeline	Dwight	Berk	II	1	2		17.2	D	2	17.2	D
49	Shattuck NB	Dwight	University	Berk	III	1	2		14.9	C	2	16.1	C
50	Shattuck SB	University	Dwight	Berk	III	1	2		13.5	C	2	11.4	D
51	Shattuck SB	Dwight	Shattuck/Adeline	Berk	II	1	2		22.5	C	2	30.3	A
52	Adeline - SB	Shattuck/Adeline	MLK Jr - North	Berk	II	1	2		13.1	E	2	15.6	D
53	Adeline - SB	MLK Jr - North	MLK Jr - South	Berk	II	1	2	'95, '00	20.0	C	2	19.5	C
54	MLK Jr Way - SB	Adeline	SH 24	Oak	II	1	2		21.7	C	2	15.6	D
55	Tennyson - EB	Hesperian	I-880	Hay	I	2	2	06	22.0	C	3	16.8	E
56	Tennyson - EB	I-880 NB	Rt 238	Hay	II	2	2		19.9	C	3	17.8	D
57	Tennyson - WB	Rt 238	I-880	Hay	II	2	2		19.2	C	4	19.7	C
58	Tennyson - WB	I-880	Hesperian	Hay	I	2	2		21.6	D	4	19.3	D
59	University - EB	I-80 SB	6th	Berk	II	1	2		26.7	B	3	15.5	D
60	University - EB	6th	San Pablo	Berk	II	1	2		19.0	C	3	17.4	D
61	University - EB	San Pablo	Sacramento	Berk	II	1	2		11.5	E	3	16.2	D
62	University - EB	Sacramento	ML King	Berk	II	1	2		18.9	C	3	17.5	D
63	University - EB	ML King	Shattuck Pl	Berk	III	1	2		17.0	C	3	9.3	D
64	University - WB	Shattuck Pl	ML King	Berk	III	1	2		13.7	C	2	14.6	C
65	University - WB	ML King	Sacramento	Berk	II	1	2		19.2	C	2	25.6	B
66	University - WB	Sacramento	San Pablo	Berk	II	1	2		12.6	E	2	15.2	D
67	University - WB	San Pablo	6th	Berk	II	1	2	'98	17.9	D	2	13.5	E
68	University - WB	6th	I-80 SB	Berk	II	1	2		38.9	A	2	38.4	A

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		From	To						Juris	Class	Speed	LOS	# of runs	Speed
69	SR 13 Ashby - WB	Hillier	Domingo	Oak - Berk	II	1	2			25.6	B	2	21.6	C
70	SR 13 Ashby - WB	Domingo	College	Berk	III	1	1			18.0	C	2	15.3	C
71	SR 13 Ashby - WB	College	Telegraph	Berk	III	1	1			11.0	D	2	9.2	D
72	SR 13 Ashby - WB	Telegraph	Shattuck	Berk	III	1	1	'91 - '92		12.5	D	2	9.6	D
73	SR 13 Ashby - WB	Shattuck	ML King	Berk	III	1	1	'91 - '92		9.2	D	2	6.9	(F)
74	SR 13 Ashby - WB	ML King	San Pablo	Berk	III	1	1			13.8	C	2	9.5	D
75	SR 13 Ashby - WB	San Pablo	I-80 Ramps	Berk	II	1	2			22.0	C	2	29.0	B
76	SR 13 Ashby - EB	I-80	San Pablo	Berk	II	1	2			19.8	C	3	13.4	E
77	SR 13 Ashby - EB	San Pablo	ML King	Berk	III	1	1			17.9	C	3	20.0	B
78	SR 13 Ashby - EB	ML King	Shattuck	Berk	III	1	1			8.6	E	3	6.5	(F)
79	SR 13 Ashby - EB	Shattuck	Telegraph	Berk	III	1	1			13.4	C	3	17.2	C
80	SR 13 Ashby - EB	Telegraph	College	Berk	III	1	1			7.3	E	3	14.5	C
81	SR 13 Ashby - EB	College	Domingo	Berk	III	1	1	91,00,04,10		6.5	(F)	3	10.3	D
82	SR 13 Ashby - EB	Domingo	Hillier	Berk - Oak	II	1	2			24.0	C	3	25.2	B
83	SR 61 - SB	Atlantic	Cent/Webster	Ala	III	1	2			11.5	D	4	13.4	C
84	SR 61 - SB	Cent/Webster	Sher/Encino	Ala	II	1	2			23.1	C	4	17.4	D
85	SR 61 - SB	Sher/Encino	Park	Ala	II	1	1			19.2	C	4	19.6	C
86	SR 61 - SB	Park	High/Otis	Ala	II	1	1			20.2	C	4	20.7	C
87	SR 61 (Doolittle) - SB*	High	Island Dr	Ala	II	1	2			17.8	D	4	20.6	C
88	SR 61 (Doolittle) - SB*	Island Dr	Harbor Bay Pk	Ala	I	1	2			31.9	B	3	28.3	B
89	SR 61 - SB	Harbor Bay	Airport Dr	Oak	I	1	1			33.0	B	3	35.1	A
90	SR 61 (Doolittle) - SB	Airport	Davis	Oak - SL	I	1	2			39.5	A	3	24.4	C
91	SR 61 (Doolittle) - NB	Davis	Airport	SL - Oak	I	2	2			33.1	B	5	35.8	A
92	SR 61 - NB	Airport Dr	Harbor Bay	Ala	I	1	1			36.2	A	5	35.0	B
93	SR 61 (Doolittle)-NB*	Harbor Bay	Island Dr	Ala	I	1	2			27.5	B	5	35.7	A
94	SR 61 (Doolittle)-NB*	Island Dr	High/Otis	Ala	II	1	2			18.6	C	5	16.5	D
95	SR 61 - NB	High/Otis	Park	Ala	II	1	1			25.5	B	5	21.7	C
96	SR 61 - NB	Park/Encinal	Sher/Cent	Ala	II	1	1			18.0	C	5	17.0	D
97	SR 61 - NB	Sher/Cent	Web/Cent	Ala	II	1	2			21.0	C	5	22.8	C
98	SR 61 - NB	Cent/Web	Atlantic	Ala	III	1	2			16.3	C	5	14.6	C
99	SR 77 (42nd) - EB	I-880 NB	E 14th	Oak	I	1	2			27.7	C	Two data collected due to construction on this segment		
100	SR 77 (42nd) - WB	E 14 th	I-880 NB	Oak	I	1	2			33.4	B			

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		From	To						Speed	LOS	# of runs	Speed	
101	Decoto - WB	SH 238/Mission	Union Square	0.85	II	3	2		19.7	C	5	17.5	D
102	Decoto - WB	Union Square	Alv-Niles Rd	0.25	II	3	2	91-94,96,98, '00-04,06	14.6	D	5	12.8	E
103	Decoto - WB	Alv-Niles Rd	Fremont CL	0.66	II	3	2		27.7	B	5	28.3	B
104	Decoto - WB	Fremont CL	I-880 NB (off)	1.15	II	3	2		22.0	C	5	23.0	C
105	Decoto - EB	I-880 NB (off)	Union City CL	1.15	II	3	2		19.2	C	5	16.5	D
106	Decoto - EB	Union City CL	Alv-Niles Rd	0.66	II	3	2		13.6	E	5	16.5	D
107	Decoto - EB	Alv-Niles Rd	Union Square	0.25	II	3	2		18.7	C	5	18.7	C
108	Decoto - EB	Union Square	SH 238/Mission	0.85	II	3	2		20.7	C	5	21.1	C
109	SR 84/Mowry (Fre)-WB	SH 238	Peralta	0.78	I	3			31.9	B	5	36.1	A
110	SR 84/Peralta (Fre)-WB	Mowry	Fremont	1.66	I	3			24.8	C	5	26.5	C
111	SR 84/Fremont (Fre)-WB	Peralta	Thornton	0.33	II	3		91-92, 94, 02	10.3	E	5	10.6	E
112	SR 84/Thornton (Fre)-WB	Fremont	I-880 SB	1.29	II	3			24.7	B	5	28.5	B
113	SR 84/Thornton (Fre)-EB	I-880 SB	Fremont	1.29	II	3	4		20.8	C	4	26.3	B
114	SR 84/Fremont (Fre)-EB	Thornton	Peralta	0.32	II	3	4		10.2	E	4	12.0	E
115	SR 84/Peralta (Fre) - EB	Fremont	Mowry	1.64	I	3	2		25.2	C	4	25.7	C
116	SR 84/Mowry (Fre) - EB	Peralta	SH 238	0.87	I	3	4(2)	'00	18.8	D	4	17.8	D
117	1st Street - SB	I-580 Off	N Mines	0.61	I				21.6	D	4	23.9	C
118	1st Street - SB	N Mines	Inman	1.05	I				31.4	B	4	30.4	B
119	1st Street - NB	Inman	N Mines	1.05	I				28.7	B	4	31.0	B
120	1st Street - NB	N Mines	I-580 Off	0.61	I				31.2	B	4	29.9	B
121	SR 84 - EB	SR 238/Mission	Union City Limit	1.59	Fre	3	2		38.4	A	4	36.8	B
122	SR 84 - EB	Union City Limit	Palamoras	0.94	Fre	3	2		42.1	A	4	42.2	A
123	SR 84 - EB	Palamoras	Niles Cnyn Quad	2.16	Fre	3	2		42.5	A	4	43.9	A
124	SR 84 - EB	Niles Cnyn Quad	Sunol Rd	1.75	Fre	3	2		45.5	A	4	49.3	A
125	SR 84 - EB	Sunol Rd	Plea-Sunol Rd	0.53	Fre	3	2	10	4.7	(F)	4	5.0	(F)
126	SR 84 - EB	Plea-Sunol Rd	SR 84 (Off)/I-68	0.77	Unin	4	2	02-04,06	44.0	A	5	40.9	A
127	SR 84 - EB	SR 84 (Off)/I-68	Vallecitos Ln	1.07	Unin	4	2	02-04,06,10	11.7	(F)	5	13.8	(F)
128	SR 84 - EB	Vallecitos Ln	Vallecitos Nuc.	1.14	Unin	4	2	02-04,06	31.6	E	5	29.7	E
129	SR 84 - EB	Vallecitos Nuc	Culvert (Lat/Lo	1.65	Unin	4	2		44.5	C	5	42.7	C
130	SR 84 - EB	Culvert (Lat/Lo	Ruby Hill /Kaith	1.62	Unin	4	2		59.1	A	5	56.3	A
131	SR 84 - EB	Ruby Hill/Kaith	Isabel/Vallecito	0.38	Unin	4	2		29.4	A	5	30.4	A

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		From	To	Juris		Class	Area				Speed	LOS	# of runs	Speed	LOS
132	SR 84 (Liv) - NB	Isabel/Vallecito	Vineyard	Liv	1.12	I	4	2			37.0	A	5	35.7	A
133	SR 84 (Liv) - NB	Vineyard	Concannon	Liv	0.60	I	4	2			34.7	B	5	43.7	A
134	SR 84 (Liv) - NB	Concannon	Stanley	Liv	1.07	I	4	2			36.7	A	5	35.8	A
135	SR 84 (Liv) - NB	Stanley	W. Jack London	Liv	0.88	I	4	2			38.3	A	5	31.0	B
136	SR 84 (Liv) - NB	W. Jack London	Airway/Kitty Ha	Liv	0.49	I	4	2			26.6	C	5	23.7	C
137	SR 84 (Liv) - NB	Airway/Kitty	I-580 (Off)	Liv	1.06	I	4	2			26.2	C	5	28.7	B
138	SR 84 (Liv) - SB	I-580 (On)	Airway/Kitty Ha	Liv	1.06	I	4	2			28.8	B	5	32.4	B
139	SR 84 (Liv) - SB	Airway/Kitty	W. Jack London	Liv	0.49	I	4	2			37.2	A	5	38.3	A
140	SR 84 (Liv) - SB	W. Jack London	Stanley	Liv	0.90	I	4	2			50.4	A	5	44.3	A
141	SR 84 (Liv) - SB	Stanley	Concannon	Liv	1.05	I	4	2			46.1	A	5	40.8	A
142	SR 84 (Liv) - SB	Concannon	Vineyard	Liv	0.60	I	4	2			43.0	A	5	36.9	A
143	SR 84 (Liv) - SB	Vineyard	Isabel/Vallecito	Liv	1.12	I	4	2			42.9	A	5	47.5	A
144	SR 84 - WB	Isabel/Vallecito	Ruby Hill /Kaith	Liv	0.38	I	4	2			36.3	A	5	43.8	A
145	SR 84 - WB	Ruby Hill /Kaith	Culvert (Lat/Lo	Pleas	1.62	55.8	4	2			58.3	A	5	55.3	A
146	SR 84 - WB	Culvert (Lat/Lo	Vallecitos Nuc.	Unin	1.65	56.5	4	2			57.5	A	5	54.5	A
147	SR 84 - WB	Vallecitos Nuc.	Vallecitos Ln	Unin	1.14	52.5	3	2			54.9	A	5	53.6	A
148	SR 84 - WB	Vallecitos Ln	SR 84/I-680 NB	Unin	0.21	55.3	3	2			57.7	A	5	61.0	A
149	SR 84 - WB	SR 84/I-680 NB	Ple-Sunol Rd	Fre	1.27	41.4	3	2			43.4	A	5	44.3	A
150	SR 84 - WB	Ple-Sunol Rd	Sunol Rd	Fre	0.53	41.9	3	2			39.9	A	5	42.0	A
151	SR 84 - WB	Sunol Rd	Niles Canyon C	Fre	1.75	48.5	3	2			46.9	A	5	47.7	A
152	SR 84 - WB	Niles Canyon C	Fremont City Li	Fre	1.00	47.5	3	2			46.1	A	5	45.5	A
153	SR 84 - WB	Fremont City Li	Union City Limi	Fre	2.10	41.8	3	2			43.6	A	5	42.7	A
154	SR 84 - WB	Union City Limi	SR 238	Fre	1.62	31.7	3	2			28.9	A	5	31.9	A
155	SR 92 - EB	I-880	Mission	Hay	1.59	II	2	3		'91 - '92	15.4	D	4	6.7	(F)
156	SR 92 - WB	Mission	I-880	Hay	1.59	II	2	3			23.4	C	4	24.5	B
157	SR 112 (Davis) - EB	Doolittle/Davis	I-880	SL	0.51	II	2	2			15.1	D	3	16.9	D
158	SR 112 (Davis) - EB	I-880	San Leandro	SL	1.01	II	2	2		'91	17.2	D	3	25.2	B
159	SR 112 (Davis) - EB	San Leandro	E 14th	SL	0.28	III	2	2			16.0	C	3	12.7	D
160	SR 112 (Davis) - WB	E 14th	San Leandro	SL	0.28	III	2	2			13.2	C	5	11.0	D
161	SR 112 (Davis) - WB	San Leandro	I-880	SL	1.00	II	2	2			25.1	B	5	25.5	B
162	SR 112 (Davis) - WB	I-880	Doolittle	SL	0.51	II	2	2			15.5	D	5	18.7	C

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		From	To	Juris						Speed	LOS	# of runs	Speed	LOS
163	SR 123 San Pablo - SB	Carlson	Washington	Alb	0.53	II	1	2		25.5	B	2	22.7	C
164	SR 123 San Pablo - SB	Washington	Marin	Alb	0.44	III	1	2		17.1	C	2	16.8	C
165	SR 123 San Pablo - SB	Marin	Gilman	Alb - Berk	0.47	II	1	2		17.0	D	2	15.9	D
166	SR 123 San Pablo - SB	Gilman	University	Berk	0.86	II	1	2		18.3	C	2	15.7	D
167	SR 123 San Pablo - SB	University	Allston	Berk	0.20	III	1	2		18.6	C	2	10.4	D
168	SR 123 San Pablo - SB	Allston	Dwight	Berk	0.4	II				18.2	C	2	22.3	C
169	SR 123 San Pablo - SB	Dwight	Ashby	Berk	0.68	II				20.2	C	2	12.4	E
170	SR 123 San Pablo - SB	Ashby	Stanford	Berk	0.81	II	1	2		17.8	D	2	16.0	D
171	SR 123 San Pablo - SB	Stanford	53rd	Oak	0.27	II	1	2		26.3	B	2	18.9	C
172	SR 123 San Pablo - SB	53rd	Park	Emer	0.34	II	1	2		18.0	D	2	14.4	D
173	SR 123 San Pablo - SB	Park	35th	Emer - Oak	0.45	II	1	2	'91	14.3	D	2	9.8	(F)
174	SR 123 San Pablo - NB	35th	Park	Oak - Emer	0.45	II	1	2		18.4	C	1	19.1	C
175	SR 123 San Pablo - NB	Park	53rd	Emer	0.34	II	1	2		28.5	B	1	24.5	B
176	SR 123 San Pablo - NB	53rd	Stanford	Oak	0.27	II	1	2		22.2	C	1	10.9	E
177	SR 123 San Pablo - NB	Stanford	Ashby	Oak	0.81	II	1	2	02	19.0	C	1	17.8	D
178	SR 123 San Pablo - NB	Ashby	Dwight	Berk	0.68	II				19.4	C	1	12.6	E
179	SR 123 San Pablo - NB	Dwight	Allston	Berk	0.4	II				24.9	B	1	16.9	D
180	SR 123 San Pablo - NB	Allston	University	Berk	0.20	III	1	2	'98, '00,06,10	5.8	(F)	1	3.5	(F)
181	SR 123 San Pablo - NB	University	Gilman	Berk	0.86	II	1	2		19.8	C	1	18.8	C
182	SR 123 San Pablo - NB	Gilman	Marin	Alb - Berk	0.47	II	1	2		15.7	D	1	13.8	E
183	SR 123 San Pablo - NB	Marin	Washington	Alb	0.45	III	1	2	08	24.1	B	1	24.2	B
184	SR 123 San Pablo - NB	Washington	Carlson	Alb	0.53	II	1	2		17.1	D	1	22.7	C
185	SR 185 (14th) - SB	42nd	46th St	Oak	0.26	II				16.8	D			
186	SR 185 (14th) - SB	46th St	Seminary	Oak	0.79	II				23.8	C			
187	SR 185 (14th) - SB	Seminary	73rd	Oak	0.80	II	1	2		13.2	E			
188	SR 185 (14th) - SB	73rd Ave	98th Ave	Oak	1.39	II	1	2		20.4	C			
189	SR 185 (14th) - SB	98th	Broadmoor	Oak	0.74	II	1	2		18.7	C			
190	SR 185 (14th) - SB	Broadmoor	Davis	SL	0.73	II	2	2		15.9	D	3	22.1	C
191	SR 185 (14th) - SB	Davis	San Leandro	SL	1.04	III	2	2		17.2	C	3	18.5	C
192	SR 185 (14th) - SB	San L Blvd	Hesperian	SL	0.94	II	2	2		22.4	C	3	19.3	C
193	SR 185 (14th) - SB	Hesperian	Bayfair	SL	0.46	II	2	2		16.5	D	3	21.3	C
194	SR 185 (14th) - SB	Bayfair	170th	Unin	1.24	II	3	2		19.8	C	4	22.5	C
195	SR 185 (14th) - SB	170th	Llewelling	Unin	0.21	II	3	2		19.0	C	4	30.9	A
196	SR 185 (14th) - SB	Llewelling	Sunset	Unin	1.02	II	3	2		27.3	B	4	30.3	A
197	SR 185 Hayward - SB	Sunset	SR 92/238	Hay	0.84	III	2	2		11.4	D	4	9.9	D
198	SR 185 Hayward - NB	SR 92/238	Sunset	Hay	0.84	III	2	2		17.0	C	5	12.8	D

Data forthcoming

Preliminary Draft Results for 2012 LOS Monitoring Study for Arterials - PM Peak Period													
#	CMP Route	Segment Limits		Length (miles)	Arterial	Plan	No of Lanes	Prior LOS "F"	2010 LOS Results		2012 LOS Results		
		From	To						Speed	LOS	Speed	LOS	# of runs
199	SR 185 (14th) - NB	Sunset	Llewelling	Unin	II	3	2		26.3	B	26.3	B	5
200	SR 185 (14th) - NB	Llewelling	170th	Unin	II	3	2		31.5	A	31.5	A	5
201	SR 185 (14th) - NB	170th	Bayfair	Unin	II	3	2		25.3	B	25.3	B	5
202	SR 185 (14th) - NB	Bayfair	Hesperian	SL	II	2	2		23.5	C	23.5	C	5
203	SR 185 (14th) - NB	Hesperian	San L Blvd	SL	II	2	2		22.8	C	22.8	C	5
204	SR 185 (14th) - NB	San Leandro	Davis	SL	III	2	2		15.6	C	15.1	C	5
205	SR 185 (14th) - NB	Davis	Broadmoor	SL	II	2	2		21.5	C	21.5	C	5
206	SR 185 (14th) - NB	Broadmoor	98th	Oak	II	1	2		16.2	D	15.0	D	2
207	SR 185 (14th) - NB	98th Ave	73rd Ave	Oak	II	1	2		18.2	C	18.1	C	2
208	SR 185 (14th) - NB	73rd Ave	Seminary	Oak	II	1	2		13.1	E	14.6	D	2
209	SR 185 (14th) - NB	Seminary	46th St	Oak	II				25.9	B	29.6	B	2
210	SR 185 (14th) - NB	46th St	42nd	Oak	II			08-10	7.3	(F)	12.2	E	2
211	SR 238 (Foothill) - NB	Jackson	City Center	Hay	III	2	3		17.3	C	6.3	(F)	1
212	SR 238 (Foothill) - NB	City Center	I-580	Unin-Hay	II	3	3		20.7	C	38.1	A	1
213	SR 238 (Foothill) - NB	I-580 Ramp	I-580 Merge	Unin	I	3			45.1	A	46.5	A	1
214	SR 238 (Foothill) - SB	I-580	Castro V Blvd	Unin	I	3			47.3	A	40.4	A	6
215	SR 238 (Foothill) - SB	Castro V Blvd	City Center	Hay-Unin	II	2	3		27.2	B	23.5	C	6
216	SR 238 (Foothill) - SB	City Center	Jackson	Hay	III	2	3		16.2	C	9.0	E	6
217	SR 238 (Mission) - NB	680 NB Rmp	Stevenson	Fre	I	3	2		41.4	A	28.7	B	1
218	SR 238 (Mission) - NB	Stevenson	Nursery	Fre	I	3	2		30.4	B	31.8	B	1
219	SR 238 (Mission) - NB	Nursery	Tamarack	UC	I	3	2		28.7	B	27.2	C	2
220	SR 238 (Mission) - NB	Tamarack	Industrial	UC-Hay	I	3	2		26.1	C	34.4	B	2
221	SR 238 (Mission) - NB	Industrial	Sorenson	Hay	II	2	2		27.1	B	23.2	C	2
222	SR 238 (Mission) - NB	Sorenson	Jackson	Hay	II	2	2		15.8	D	13.7	E	2
223	SR 238 (Mission) - SB	Jackson	Sorenson	Hay									
224	SR 238 (Mission) - SB	Sorenson	Industrial	Hay	II	2	2	'91 - '92	23.3	C	18.4	C	4
225	SR 238 (Mission) - SB	Industrial	Tamarack	Hay-UC	II	2	2		22.4	C	23.5	C	4
226	SR 238 (Mission) - SB	Tamarack	Nursery	UC	I	3	2		32.7	B	29.8	B	4
227	SR 238 (Mission) - SB	Nursery	Stevenson	Fre	I	3	2		24.4	C	24.4	C	4
228	SR 238 (Mission) - SB	Stevenson	680 NB Rmp	Fre	I	3	2		30.5	B	34.7	B	4
229	SR 260 (Tubes) - NB	Atlantic	7th/Web	Oak	I	1	2		31.0	B	22.7	C	4
230	SR 260 (Tubes) - SB	7th/Web	Atlantic	Oak	I	1	2	'91	34.7	A	36.9	A	5
231	SR 262 (Mission) - EB	I-880 NB	I-680 NB	Fre	I	3	2		31.6	A	37.7	A	4
232	SR 262 (Mission) - WB	I-680 NB	I-880 SB	Fre	I	3	2		16.1	E	16.0	E	5
233	SR 262 (Mission) - WB	I-680 NB	I-880 SB	Fre	I	3	2		25.6	C	30.0	B	5
Shaded area indicates data collection completed on these segments													

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Preliminary Draft Results for 2012 LOS Monitoring Study for Freeways - AM Peak Period											
CMP Route	Segment Limits		Jurisdiction	Plan Area	Length (miles)	2010 LOS Results		2012 LOS Results		LOS	Speed
	From	To				Speed	LOS	Speed	of Run		
1 I-80 - EB	SF County Line	Toll Plaza	Oak	1	2.06	57.3	B	56.5	3	B	56.5
2 I-80 - EB	Toll Plaza	I-580 SB Merge	Oak	1	1.15	55.8	B	57.0	3	B	57.0
3 I-80 - EB	I-80/I-580 (Merge)	Powell	Emery - Berk	1	0.79	75.5	A	72.3	3	A	72.3
4 I-80 - EB	Powell	Ashby	Emery - Berk	1	0.67	54.6	C	50.6	3	C	50.6
5 I-80 - EB	Ashby	University	Emery - Berk	1	1.34	66.2	A	64.6	3	A	64.6
6 I-80 - EB	University	Jct I-580 (off)	Berk - Alb	1	1.51	66.2	A	63.7	3	A	63.7
7 I-80 - EB	Jct I-580 (off)	Central (on)	Berk - Alb	1	1.12	64.0	A	57.3	3	B	57.3
8 I-80 - WB	Central	Jct I-580	Berk - Alb	1	0.70	37.0	E	19.0	3	(F20)	19.0
9 I-80 - WB	Jct I-580	University	Berk - Alb	1	1.49	33.3	E	21.5	3	(F30)	21.5
10 I-80 - WB	University	Ashby	Emery - Berk	1	1.36	50.9	C	44.8	3	D	44.8
11 I-80 - WB	Ashby	Powell	Emery - Berk	1	0.64	45.4	D	50.5	3	C	50.5
12 I-80 - WB	Powell	I-80/I-580 (Split)	Emery - Berk	1	0.42	46.3	D	46.8	3	D	46.8
13 I-80 - WB	I-580 Split	Toll Plaza	Oak	1	1.20	8.1	(F10)	5.6	3	(F10)	5.6
14 I-80 - WB	Toll Plaza	SF County	Oak	1	2.00	13.4	(F20)	17.1	3	(F20)	17.1
15 I-238 - EB	I-880	I-580	Uninc-San L	2	2.28	63.5	A	60.2	7	A	60.2
16 I-238 - WB	I-580	I-880	Uninc-San L	2	1.60	32.1	E	19.6	6	(F20)	19.6
17 I-580 - EB	(I-238/Fthl Off)	Grove	Unincorp	2	2.88	55.5	B	55.1	5	B	55.1
18 I-580 EB	Grove	Eden Canyon	Uninc - Pleas	4	2.17	64.6	A	63.7	5	A	63.7
19 I-580 EB	Eden Canyon	San Ramon/ Foothill	Uninc - Pleas	4	4.80	61.9	A	58.7	5	B	58.7
20 I-580 EB	San Ramon/ Foothill	I-680	Uninc - Pleas	4	0.77	68.9	A	62.4	5	A	62.4
21 I-580 EB	I-680	Hopyard	Plea	4	0.76	63.8	A	61.3	5	A	61.3
22 I-580 EB	Hopyard	Santa Rita	Plea	4	1.96	68.8	A	66.9	5	A	66.9
23 I-580 EB	Santa Rita	El Charro	Uninc-Pleas	4	1.24	68.4	A	68.0	5	A	68.0
24 I-580 EB	El Charro	SR 84/Airway Blvd.	Unincorp	4	1.52	67.8	A	67.9	5	A	67.9
25 I-580 EB	SR 84/Airway Blvd.	Portola	Unincorp	4	1.71	67.2	A	68.6	5	A	68.6
26 I-580 - EB	Portola	1st St	Liv	4	2.70	66.3	A	68.2	5	A	68.2
27 I-580 - EB	1st St	Greenville	Liv-Uninc	4	1.98	55.5	B	56.7	5	B	56.7
28 I-580 - EB	Greenville	N.Flynn	Uninc	4	1.50	43.2	D	42.5	5	D	42.5
29 I-580 - EB	N.Flynn	Grant Line	Uninc	4	3.19	50.4	C	50.7	5	C	50.7
30 I-580 - EB	Grant Line	I-205 (SJ Co) Off	Uninc	4	1.11	47.0	D	46.9	5	D	46.9

Preliminary Draft Results for 2012 LOS Monitoring Study for Freeways - AM Peak Period											
	CMP Route	Segment Limits		Jurisdiction	Plan Area	Length (miles)	2010 LOS Results		2012 LOS Results		LOS
		From	To				Speed	LOS	Speed	LOS	
31	I-580 - WB	I-205 (SJ Co)	Grant Line	Liv - Uninc	4	0.89	36.0	E	35.8	E	
32	I-580 - WB	Grant Line	N Flynn	Liv - Uninc	4	4.56	56.2	B	53.6	C	
33	I-580 - WB	N Flynn	Greenville Rd	Liv - Uninc	4	2.34	56.9	B	43.4	D	
34	I-580 - WB	Greenville Rd	1st St	Liv - Uninc	4	2.30	28.9	F	27.3	(F30)	
35	I-580 - WB	1st St	Portola Ave	Liv	4	2.52	29.4	F	23.9	(F30)	
36	I-580 - WB	Portola	SR 84/Airway Blvd	Liv - Plea	4	1.76	42.4	D	39.2	E	
37	I-580 - WB	SR 84/Airway Blvd	Fallon Rd/EI Charro	Plea	4	1.78	46.9	D	37.5	E	
38	I-580 - WB	Fallon Rd/EI Charro	Tassajara	Plea	4	1.16	55.4	B	43.0	D	
39	I-580 - WB	Tassajara Rd	I-680	Plea	4	2.87	62.9	A	48.3	D	
40	I-580 - WB	I-680	San Ramon Rd	Plea - Uninc	4	0.69	62.8	A	65.0	A	
41	I-580 - WB	San Ramon Rd	Eden Canyon	Plea - Uninc	4	4.75	65.4	A	65.4	A	
42	I-580 - WB	Eden Canyon	Center St	Plea - Uninc	4	2.28	68.9	A	66.8	A	
43	I-580 - WB	Center	I-580/238	Unincorp	2	1.94	50.5	C	50.3	C	
44	I-580 - EB	I-80	I-980	Oak	1	1.24	49.8	C	49.0	C	
45	I-580 - EB	I-980	Harrison	Oak	1	0.95	95.9	A	95.0	A	
46	I-580 - EB	Harrison	Lakeshore	Oak	1	0.69	63.2	A	62.1	A	
47	I-580 - EB	Lakeshore	Coolidge	Oak	1	2.25	66.0	A	66.7	A	
48	I-580 - EB	Coolidge	SH 13 Off	Oak	1	2.15	68.3	A	66.3	A	
49	I-580 - EB	SH 13 Off	MacArthur	Foothill	1	4.09	65.6	A	63.1	A	
50	I-580 - EB	MacArthur	I-580/238	SL - Hay	2	4.33	66.5	A	64.8	A	
51	I-580 - WB	I-238	Foothill/MacArthur	Oak - SL	2	4.42	63.0	A	74.8	A	
52	I-580 - WB	Foothill/MacArthur	SH 13 Off	Oak - SL	1	3.89	36.2	E	61.8	A	
53	I-580 - WB	SH 13 Off	Fruitvale	Oak	1	2.36	21.9	(F30)	25.5	(F30)	
54	I-580 - WB	Fruitvale	Harrison	Oak	1	2.21	33.7	E	38.5	E	
55	I-580 - WB	Harrison	SH 24 On-ramp	Oak	1	1.16	37.4	E	46.9	D	
56	I-580 - WB	SH-24 On-ramp	I-80/580 Split	Oak	1	0.69	13.7	(F20)	17.2	(F20)	
57	I-580 - EB	Central	I-80 Jct	Alb	1	0.77	32.2	E	29.0	(F30)	
58	I-580 - WB	I-80 Jct	Central	Alb	1	1.07	64.1	A	66.9	A	
59	I-680 - NB	Scott Creek Rd	Rt 262/Mission	Fre	3	2.20	71.2	A	65.5	A	
60	I-680 - NB	Rt 262/Mission	Durham Rd	Fre	3	1.34	69.2	A	66.2	A	
61	I-680 - NB	Durham Rd	Washington Blvd	Fre	3	1.54	65.6	A	65.9	A	
62	I-680 - NB	Washington Blvd	Rt 238/Mission	Fre	3	0.89	69.7	A	69.7	A	
63	I-680 NB	SR 238/Mission	Vargas Rd	Unincorp	3	0.82	62.6	A	62.4	A	
64	I-680 NB	Vargas Rd	Andrade Rd	Unincorp	3	2.64	66.0	A	65.2	A	
65	I-680 NB	Andrade Rd	Calaveras	Unincorp	3	1.13	65.8	A	64.1	A	
66	I-680 NB	Calaveras	Rt.84/Vallejos	Unincorp	3	0.30	74.8	A	73.4	A	
67	I-680 NB	SR 84	Sunol Blvd	Plea - Uninc	4	3.45	68.8	A	68.3	A	
68	I-680 NB	Sunol Blvd.	Bernal Ave	Plea - Uninc	4	1.52	66.2	A	64.6	A	
69	I-680 NB	Bernal Ave	Stoneridge Dr	Plea	4	2.39	66.5	A	65.4	A	

Preliminary Draft Results for 2012 LOS Monitoring Study for Freeways - AM Peak Period												
		Segment Limits			Plan	Length (miles)	2010 LOS Results		2012 LOS results			
	CMP Route	From	To	Jurisdiction	Area		Speed	LOS	of Run	Speed	LOS	
70	I-680 NB	Stoneridge Dr	I-580	Plea	4	0.84	70.6	A	6	70.3	A	
71	I-680 - NB	I-580	Alcosta	Dub	4	1.83	60.6	A	6	47.9	D	
72	I-680 - SB	Alcosta	I-580	Dub	4	1.84	69.3	A	7	67.5	A	
73	I-680 SB	I-580	Stoneridge Dr	Plea	4	0.76	61.0	A	7	44.5	D	
74	I-680 SB	Stoneridge Dr	Bernal	Plea	4	2.55	55.6	B	7	40.5	E	
75	I-680 SB	Bernal Ave.	Sunol Blvd	Unincorp	4	1.31	37.7	E	7	27.5	(F30)	
76	I-680 SB	Sunol Blvd.	SR 84	Unincorp	4	3.82	37.4	E	7	44.9	D	
77	I-680 SB	SR 84 (Niles Canyon)	Andrade Rd	Unincorp	3	1.32	49.6	C	7	49.0	D	
78	I-680 SB	Andrade Rd	Sheridon Rd	Unincorp	3	1.39	51.6	C	7	56.7	B	
79	I-680 SB	Sheridon Rd	Vargas Rd	Unincorp	3	0.81	60.3	A	7	58.7	B	
80	I-680 SB	Vargas Rd	SR 238/Mission	Unincorp	3	1.08	53.8	C	7	46.7	D	
81	I-680 - SB	Rt 238/Mission	Washington Blvd	Fre	3	1.04	54.6	C	7	50.3	C	
82	I-680 - SB	Washington Blvd	Durham Rd	Fre	3	1.52	61.6	A	7	51.0	C	
83	I-680 - SB	Durham Rd	Rt 2262/Mission	Fre	3	1.67	63.8	A	7	51.3	C	
84	I-680 - SB	Rt 262/Mission	Scott Creek Rd	Fre	3	2.19	60.5	A	7	63.0	A	
85	I-880 - NB	Dix Landing	SR 262/Mission	Fre	3	2.08	71.4	A	5	76.1	A	
86	I-880 - NB	SR262/Mission	AutoMall Pkwy	Fre	3	2.44	67.9	A	5	68.5	A	
87	I-880 - NB	AutoMall Pkwy	Stevenson	Fre	3	1.54	67.8	A	5	68.1	A	
88	I-880 - NB	Stevenson	Decoto	Fre	3	4.04	65.1	A	5	66.0	A	
89	I-880 - NB	Decoto	Alvarado Blvd	Fre - Un Cty	3	1.17	54.3	C	5	50.1	C	
90	I-880 - NB	Alcarado Blvd	Alvarado-Niles Blvd	Fre- Uni Cty	3	1.17	33.8	E	5	44.4	D	
91	I-880 - NB	Alv-Niles	Tennyson	Un Cty - Hay	3	2.65	22.7	(F30)	5	36.2	E	
92	I-880 - NB	Tennyson	SR 92	Hay	2	1.14	44.6	D	5	63.9	A	
93	I-880 - NB	SR 92	A St	Hay	2	1.52	53.1	C	5	52.1	C	
94	I-880 - NB	A St	I-238 (Marina before 0	Unincorp	2	1.82	61.9	A	5	55.6	B	
95	I-880 - NB	I-880/I238 (split)	Marina Blvd	Oak - SL	2	2.66	40.6	E	5	29.9	(F30)	
96	I-880 - NB	Marina Blvd	SR 112/Davis	Oak - SL	2	0.79	25.0	(F30)	5	27.3	(F30)	
97	I-880 - NB	SR 112/Davis	Hegenberger	Oak - SL	2	1.88	34.7	E	5	27.6	(F30)	
98	I-880 - NB	Hegenberger	High/42nd	Oak	1	2.47	26.1	(F30)	5	32.6	E	
99	I-880 - NB	High/42nd	23rd (1st on)	Oak	1	1.06	24.9	(F30)	5	33.8	E	
100	I-880 - NB	23RD (1ST on)	Jct 980 (off)	Oak	1	2.64	41.1	D	5	42.5	D	
101	I-880 - NB	Jct 980 (off)	I-880/I-80 split	Oak	1	2.38	61.8	A	5	63.8	A	
102	I-880 - NB	I-880/I238 (split)	I-880/I-80 (merge)	Oak	1	1.40	64.1	A	5	64.8	A	
103	I-880 - SB	I-880/I-80 split	I-880/I-80 merge	Oak	1	1.63	67.5	A	8	67.5	A	
104	I-880 - SB	I-880/I-80 merge	Jct 980	Oak	1	2.65	49.2	C	8	83.0	A	
105	I-880 - SB	I-980	23rd	Oak	1	2.79	47.0	D	8	60.7	A	
106	I-880 - SB	23rd St	High/42nd	Oak	1	1.35	78.9	A	8	78.9	A	
107	I-880 - SB	High/42nd	Hegenberger	Oak	1	2.27	61.5	A	8	61.0	A	

Preliminary Draft Results for 2012 LOS Monitoring Study for Freeways - AM Peak Period												
	CMP Route	Segment Limits		Jurisdiction	Plan Area	Length (miles)	2010 LOS Results		2012 LOS Results		Speed	LOS
		From	To				Speed	LOS	of Run	Speed		
108	I-880 - SB	Hegenberger	SR 112/Davis	Oak - SL	1	1.69	57.3	B	6	60.9	A	
109	I-880 - SB	SR 112/Davis	Marina Blvd	Oak - SL	1	0.87	69.2	A	6	72.6	A	
110	I-880 - SB	Marina Blvd	SR 238 WB (merge)	Oak - SL	1	2.41	42.2	D	6	45.2	D	
111	I-880 - SB	I-238 (Marina before 06)	A St	SL-Uninc	2	2.03	19.0	(F20)	6	21.2	(F30)	
112	I-880 - SB	A St	Rt 92	Hay	2	1.81	25.1	(F30)	6	32.0	E	
113	I-880 - SB	Rt 92	Tennyson	Hay	2	0.96	35.4	E	6	21.5	(F30)	
114	I-880 - SB	Tennyson	Alv-Niles	Hay - UC	2	2.49	32.7	E	5	23.8	(F30)	
115	I-880 - SB	Alvarado-Niles	Alvarado	UC - Fre	2	1.37	32.7	(F30)	5	25.6	(F30)	
116	I-880 - SB	Alvarado	Decoto	UC - Fre	2	1.17	36.0	E	5	27.0	(F30)	
117	I-880 - SB	Decoto	Stevenson	Fre	3	4.07	32.9	(F30)	5	19.2	(F20)	
118	I-880 - SB	Stevenson	AutoMall Pkwy	Fre	2	1.26	47.5	D	8	37.6	E	
119	I-880 - SB	AutoMall Pkwy	Rt 262/Mission	Fre	2	3.04	54.3	C	8	37.5	E	
120	I-880 - SB	SR 262/Mission	Dix Landing(off)	Fre	3	1.27	56.7	B	8	47.9	D	
121	I-980 - WB	SR 24 @ 580	I-880	Oak	1	2.27	61.6	A	5	64.4	A	
122	I-980 - EB	I-880	SR 24 @ 580	Oak	1	2.32	61.5	A	5	60.5	A	
123	SR 13 - NB	Mountain On	Carson/Redwood (1)	Oak	1	1.20	91.9	A	4	85.5	A	
124	SR 13 - NB	Carson/Redwood (1)	Joaguin Miller	Oak	1	1.09	45.2	D	4	41.3	D	
125	SR 13 - NB	Joa Miller/Linc	Moraga Ave	Oak	1	1.77	33.3	E	4	46.1	D	
126	SR 13 - NB	Moraga Ave	Hiller (Sig)	Oak	1	1.57	28.8	(F30)	4	29.0	(F30)	
127	SR 13 - SB	Hiller Sig	Moraga Ave	Oak	1	1.66	58.6	B	5	51.5	C	
128	SR 13 - SB	Moraga Ave	Joa Miller/Linc	Oak	1	2.04	71.9	A	5	68.0	A	
129	SR 13 - SB	Joa Miller/Lincoln	Redwood	Oak	1	1.34	61.4	A	5	71.8	A	
130	SR 13 - SB	Redwood	Jct I-580 (EB Merge)	Oak	1	0.89	48.3	D	4	36.3	E	
131	SR 24 - EB	Jct I-580 (on)	Broadway/SR 13	Oak	1	2.08	65.4	A	5	66.3	A	
132	SR 24 - EB	Broadway/SR 13	Caldecott (enter)	Oak	1	1.41	17.3	(F20)	5	16.1	(F20)	
133	SR 24 - EB	Caldecott (enter)	Fish Ranch Road	Oak	1	1.03	38.7	E	5	39.3	E	
134	SR 24 - WB	Fish Ranch Road (Off)	Caldecott (exit)	Oak	1	0.99	49.4	C	5	47.4	D	
135	SR 24 - WB	Caldecott (exit)	Broadway	Oak	1	1.77	64.3	A	5	57.0	B	
136	SR 24 - WB	Broadway	Jct I-580 (on)	Oak	1	2.19	50.2	C	5	46.7	D	
137	SR 84 - EB	San M CL	Toll Plaza	Fremont	3	2.97	55.0	C	5	53.9	C	
138	SR 84 - EB	Toll Plaza	Thornton	Fremont	3	0.27	57.7	B	5	58.6	B	
139	SR 84 - EB	Thornton Ave/Pascon	Newark Blvd/Ardenwo	Newark	3	1.23	64.8	A	5	66.1	A	
140	SR 84 - EB	Newark Blvd/Ardenwo	I-880 NB (off)	Newark	3	0.97	39.9	E	5	44.2	D	
141	SR 84 - WB	I-880 NB (off)	Ardenwood/Newark		3	0.99	46.5	D	4	43.7	D	
142	SR 84 - WB	Ardenwood/Newark	Paseo Padre Pkwy		3	1.15	35.6	E	4	53.6	C	
143	SR 84 - WB	Paseo Padre Pkwy	Toll Gate		3	0.75	22.1	(F30)	4	32.6	E	
144	SR 84 - WB	Toll Plaza	San M CL	Fremont	2	3.17	65.1	A	4	58.7	B	

Preliminary Draft Results for 2012 LOS Monitoring Study for Freeways - AM Peak Period												
	CMP Route	Segment Limits		Jurisdiction	Plan Area	Length (miles)	2010 LOS Results		of Run	2012 LOS results		
		From	To				Speed	LOS		Speed	LOS	
145	SR 92 - EB	San M CL	Toll Plaza	Uninc - Hay	2	2.61	64.6	A	4	63.1	A	
146	SR 92 - EB	Toll Plaza	Clawiter	Uninc - Hay	2	1.76	60.2	A	4	60.9	A	
147	SR 92 - EB	Clawiter	I-880	Hay	2	2.10	55.9	B	4	66.3	A	
148	SR 92 - WB	I-880	Clawiter	Hay	2	2.01	51.0	C	4	51.9	C	
149	SR 92 - WB	Clawiter	Toll Plaza	Uninc - Hay	2	1.87	42.9	D	4	32.1	E	
150	SR 92 - WB	Toll Plaza	San M CL	Uninc - Hay	2	2.61	61.9	A	4	57.5	B	
		Shaded area indicates data collection completed on these segments										

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Preliminary Draft Results for 2012 LOS Monitoring Study for Arterials - AM Peak Period													
#	CMP Route	Segment Limits		Length (miles)	Arterial	Plan Area	No of Lanes	Prior LOS "F"	2010 LOS Results		2012 LOS Results		
		From	To						Speed	LOS	Speed	LOS	
1	150th St - EB	Hesperian	I-580	0.49	II	2	2		18.5	C	2	15.0	D
2	150th St - WB	I-580	Hesperian	0.49	II	2	2		14.9	D	6	14.9	D
3	A Street - EB	I-880	Western	1.08	II	2	2		21.7	C	4	23.6	C
4	A Street - EB	Western	SR 238	0.53	III	2	2		10.3	D	2	9.1	D
5	A Street - WB	SR 238	Western	0.53	III	2	2		14.0	C	4	12.8	D
6	A Street - WB	Western	I-880	1.08	II	2	2		25.6	B	4	18.5	C
7	Atlantic - EB	Main	Webster	0.80	II	1	2		21.4	C	4	27.5	B
8	Atlantic - WB	Webster	Main	0.80	II	1	2		27.1	B	4	27.3	B
9	Hegenberger - EB	SR 61	Edgewater	0.76	I				22.8	C	4	18.7	D
10	Hegenberger - EB	Edgewater	Baldwin	0.73	I	1	3		24.8	C	4	23.4	C
11	Hegenberger - EB	Baldwin	E 14th	1.03	I	1	3		29.3	B	4	29.6	B
12	Hegenberger - WB	E 14th	Baldwin	1.03	I	1	3		39.6	A	4	34.7	B
13	Hegenberger - WB	Baldwin	Edgewater	0.73	I	1	3		25.4	C	4	23.9	C
14	Hegenberger - WB	Edgewater	SR 61	0.76	I	1	3		21.5	D	4	18.6	D
15	Hesperian - NB	Tennyson	SH 92 - WB	0.47	I	2	3		15.7	E	2	15.3	E
16	Hesperian - NB	SH 92	La Playa	0.79	II	2	3		25.9	B	2	20.9	C
17	Hesperian - NB	La Playa	W.Winton Ave.	0.44	II	2	3		25.8	B	2	17.6	D
18	Hesperian - NB	W.Winton Ave	A St	0.96	II	2	3		26.4	B	2	36.6	A
19	Hesperian - NB	A St	Hacienda	0.65	II	2	2		24.3	C	2	26.7	B
20	Hesperian - NB	Hacienda	Grant	0.65	II	2	2		26.9	B	2	31.8	A
21	Hesperian - NB	Grant	Llewelling	0.28	II	2	2	10	10.0	(F)	2	8.5	(F)
22	Hesperian - NB	Llewelling	Springlake	0.40	II	2	2		30.5	B	2	30.3	A
23	Hesperian - NB	Springlake	Fairmont	0.66	II	2	2		18.5	C	2	14.8	D
24	Hesperian - NB	Fairmont	14th	0.32	II	2	2		17.3	D	2	24.3	B
25	Hesperian - SB	14th	Fairmont	0.31	II	2	2		12.9	E	6	16.7	D
26	Hesperian - SB	Fairmont	Springlake	0.65	II	2	2		27.0	B	6	22.9	C
27	Hesperian - SB	Springlake	Llewelling	0.40	II	2	2		14.3	D	6	10.5	E
28	Hesperian - SB	Llewelling	Grant	0.28	II	2	2		14.5	D	6	14.2	D
29	Hesperian - SB	Grant	Hacienda	0.65	II	2	2		21.6	C	6	28.9	B
30	Hesperian - SB	Hacienda	A St	0.65	II	2	2		20.8	C	6	17.2	D
31	Hesperian - SB	A St	W.Winton Ave.	0.96	II	2	3		15.5	D	6	23.1	C
32	Hesperian - SB	W.Winton Ave	La Playa	0.44	II	2	3		25.8	B	6	17.3	D
33	Hesperian - SB	La Playa	SH 92	0.79	II	2	3		17.2	C	6	16.9	D
34	Hesperian - SB	SH 92 - WB	Tennyson	0.47	I	2	3		16.2	D	5	13.7	E

Preliminary Draft Results for 2012 LOS Monitoring Study for Arterials - AM Peak Period													
#	CMP Route	Segment Limits		Length (miles)	Arterial	Plan Area	No of Lanes	Prior LOS "F"	2010 LOS Results		2012 LOS Results		
		From	To						Speed	LOS	# of Runs	Speed	LOS
35	Mowry - EB	I-880	Farwell	Fre	II	3	2		17.6	D	6	19.9	C
36	Mowry - EB	Farwell	SH 84	Fre	II	3	2		29.4	B	6	26.8	B
37	Mowry - WB	SH 84	Farwell	Fre	II	3	2		24.9	B	6	27.1	B
38	Mowry - WB	Farwell	I-880	Fre	II	3	2		24.0	B	6	22.7	C
39	Park/23rd - EB	Encinal	Santa Clara	Ala	III	1	2		13.2	C	4	21.2	B
40	Park/23rd - EB	Santa Clara	Kennedy	Ala	III	1	2		11.9	D	4	13.7	C
41	Park/23rd - EB	Kennedy	E 11th	Ala - Oak	II	1	2		17.2	D	4	20.3	C
42	Park/23rd - WB	E 11th	Kennedy	Ala - Oak	II	1	2		23.7	C	5	22.8	C
43	Park/23rd - WB	Kennedy	Santa Clara	Ala	III	1	2		13.1	C	5	14.9	C
44	Park/23rd - WB	Santa Clara	Encinal	Ala	III	1	2		22.0	B	5	12.3	D
45	MLK Jr Way - NB	SH 24	Adeline	Oak	II	1	2		24.9	B	1	21.2	C
46	Adeline - NB	MLK Jr - South	MLK Jr - North	Berk	II	1	2		18.6	C	1	11.6	E
47	Adeline - NB	MLK Jr - North	Shattuck	Berk	II	1	2		17.7	D	1	20.3	C
48	Shattuck NB	Adeline	Dwight	Berk	II	1	2		23.7	C	1	33.9	A
49	Shattuck NB	Dwight	University	Berk	III	1	2		24.2	B	1	15.3	C
50	Shattuck SB	University	Dwight	Berk	III	1	2		17.9	C	1	12.5	D
51	Shattuck SB	Dwight	Adeline	Berk	II	1	2		30.1	A	1	31.1	A
52	Adeline - SB	Shattuck	MLK Jr - North	Berk	II	1	2		18.6	C	1	11.8	E
53	Adeline - SB	MLK Jr - North	MLK Jr - South	Berk	II	1	2		15.6	D	1	13.7	E
54	MLK Jr Way - SB	Adeline	SH 24	Oak	II	1	2		21.8	C	1	16.4	D
55	Tennyson - EB	Hesperian	I-880	Hay	I	2	2		21.0	D	5	23.0	C
56	Tennyson - EB	I-880 NB	Rt 238	Hay	II	2	2		20.7	C	5	22.0	C
57	Tennyson - WB	Rt 238	I-880	Hay	II	2	2		17.5	D	4	20.8	C
58	Tennyson - WB	I-880	Hesperian	Hay	I	2	2		16.0	E	2	25.8	C
59	University - EB	I-80 SB	6th	Berk	II	1	2		25.3	B	3	15.7	D
60	University - EB	6th	San Pablo	Berk	II	1	2		20.2	C	3	12.5	E
61	University - EB	San Pablo	Sacramento	Berk	II	1	2		12.7	E	3	13.6	E
62	University - EB	Sacramento	ML King	Berk	II	1	2		16.0	D	3	16.0	D
63	University - EB	ML King	Shattuck Pl	Berk	III	1	2		25.6	A	3	13.2	C
64	University - WB	Shattuck Pl	ML King	Berk	III	1	2		17.3	C	3	17.4	C
65	University - WB	ML King	Sacramento	Berk	II	1	2		20.9	C	3	19.9	C
66	University - WB	Sacramento	San Pablo	Berk	II	1	2		19.4	C	3	20.6	C
67	University - WB	San Pablo	6th	Berk	II	1	2		15.4	D	3	17.9	D

Preliminary Draft Results for 2012 LOS Monitoring Study for Arterials - AM Peak Period													
#	CMP Route	Segment Limits		Jurisdiction	Length (miles)	Arterial	Plan Area	No of Lanes	Prior LOS "F"	2010 LOS Results		2012 LOS Results	
		From	To							Speed	LOS	# of Runs	Speed
68	University - WB	6th	I-80 SB	Berk	0.40	II	1	2		37.3	A	2	35.1
													A

Preliminary Draft Results for 2012 LOS Monitoring Study for Arterials - AM Peak Period														
#	CMP Route	Segment Limits		Jurisdiction	Length (miles)	Arterial	Plan Area	No of Lanes	Prior LOS "F"	2010 LOS Results		2012 LOS Results		
		From	To							Speed	LOS	# of Runs	Speed	LOS
69	SR 13 Ashby - WB	Hiller	Domingo	Oak - Berk	0.79	II	1	2		20.8	C	4	19.4	C
70	SR 13 Ashby - WB	Domingo	College	Berk	0.50	III	1	1		15.0	C	4	12.7	D
71	SR 13 Ashby - WB	College	Telegraph	Berk	0.38	III	1	1		20.4	B	4	21.2	B
72	SR 13 Ashby - WB	Telegraph	Shattuck	Berk	0.38	III	1	1		20.1	B	4	18.1	C
73	SR 13 Ashby - WB	Shattuck	ML King	Berk	0.24	III	1	1		10.3	D	4	8.6	E
74	SR 13 Ashby - WB	ML King	San Pablo	Berk	0.87	III	1	1		18.0	C	4	21.7	B
75	SR 13 Ashby - WB	San Pablo	I-80 Ramps	Berk	0.64	II	1	2		19.1	C	4	15.0	D
76	SR 13 Ashby - EB	I-80	San Pablo	Berk	0.61	II	1	2		19.7	C	5	19.8	C
77	SR 13 Ashby - EB	San Pablo	ML King	Berk	0.87	III	1	1		19.7	B	5	18.0	C
78	SR 13 Ashby - EB	ML King	Shattuck	Berk	0.24	III	1	1		12.6	D	5	10.1	D
79	SR 13 Ashby - EB	Shattuck	Telegraph	Berk	0.38	III	1	1		21.4	B	5	16.9	C
80	SR 13 Ashby - EB	Telegraph	College	Berk	0.38	III	1	1		18.8	C	5	21.0	B
81	SR 13 Ashby - EB	College	Domingo	Berk	0.50	III	1	1		19.7	B	5	20.3	B
82	SR 13 Ashby - EB	Domingo	Hiller	Berk - Oak	0.79	II	1	2		28.7	B	5	29.3	B
83	SR 61 - SB	Atlantic	Cent/Webster	Ala	0.55	III	1	2		16.5	C	5	19.9	B
84	SR 61 - SB	Cent/Webster	Sher/Encino	Ala	0.73	II	1	2		20.8	C	5	17.8	D
85	SR 61 - SB	Sher/Encino	Park	Ala	1.22	II	1	1		21.4	C	5	21.6	C
86	SR 61 - SB	Park	High/Otis	Ala	1.06	II	1	1		23.4	C	5	27.6	B
87	SR 61 (Doolittle) - SB	High	Island Dr	Ala	0.41	II	1	2		16.4	D	5	21.6	C
88	SR 61 (Doolittle) - SB	Island Dr	Harbor Bay	Ala	0.50	I	1	2		30.4	B	4	31.3	B
89	SR 61 - SB	Harbor Bay	Airport Dr	Oak	2.15	I	1	1		35.5	A	4	35.8	A
90	SR 61 (Doolittle) - SB	Airport	Davis	Oak - SL	0.95	I	1	2		40.6	A	4	32.4	B
91	SR 61 (Doolittle) - NB	Davis	Airport	SL - Oak	0.95	I	2	2		32.8	B	3	37.9	A
92	SR 61 - NB	Airport Dr	Harbor Bay	Ala	2.15	I	1	1		40.8	A	3	37.5	A
93	SR 61 (Doolittle) - NB	Harbor Bay	Island Dr	Ala	0.50	I	1	2		31.0	A	3	22.5	C
94	SR 61 (Doolittle) - NB	Island Dr	High/Otis	Ala	0.41	II	1	2		21.6	C	3	17.8	D
95	SR 61 - NB	High/Otis	Park	Ala	1.06	II	1	1		24.0	C	3	23.5	C
96	SR 61 - NB	Park/Encnal	Sher/Cent	Ala	1.22	II	1	1		20.5	C	3	15.1	D
97	SR 61 - NB	Sher/Cent	Web/Cent	Ala	0.73	II	1	2		23.0	C	3	23.2	C
98	SR 61 - NB	Cent/Web	Atlantic	Ala	0.55	III	1	2		11.6	D	3	16.2	C
99	SR 77 (42nd) - EB	I-880 NB	E 14th	Oak	0.32	I	1	2		29.9	B	No data collected due to construction		
100	SR 77 (42nd) - WB	E 14 th	I-880 NB	Oak	0.30	I	1	2		32.7	B			

Preliminary Draft Results for 2012 LOS Monitoring Study for Arterials - AM Peak Period														
#	CMP Route	Segment Limits		Length (miles)	Arterial	Plan Area	No of Lanes	Prior LOS "F"	2010 LOS Results		2012 LOS Results			
		From	To						Jurisdiction	Speed	LOS	# of Runs	Speed	LOS
101	Decoto - WB	SH 238/Mission	Union Square	0.85	II	3	2		16.5	D	4	17.2	D	
102	Decoto - WB	Union Square	Alv-Niles Rd	0.25	II	3	2		17.1	C	4	21.6	C	
103	Decoto - WB	Alv-Niles Rd	Fremont CL	0.66	II	3	2		24.9	B	4	23.1	C	
104	Decoto - WB	Fremont CL	I-880 NB (off)	1.15	II	3	2		15.2	D	4	12.8	E	
105	Decoto - EB	I-880 NB (off)	Union City CL	1.15	II	3	2		24.5	B	5	27.9	B	
106	Decoto - EB	Union City CL	Alv-Niles Rd	0.66	II	3	2		17.7	D	5	22.1	C	
107	Decoto - EB	Alv-Niles Rd	Union Square	0.25	II	3	2		17.1	D	5	12.2	E	
108	Decoto - EB	Union Square	SH 238/Mission	0.85	II	3	2		18.2	C	5	17.6	D	
109	SR 84/Mowry (Fre)-WB	SH 238	Peralta	0.78	I	3			31.9	B	6	30.4	C	
110	SR 84/Peralta (Fre)-WB	Mowry	Fremont	1.66	I	3			28.0	C	6	30.8	B	
111	SR 84/Fremont(Fre)-WB	Peralta	Thornton	0.33	II	3		10	9.8	(F)	6	12.4	E	
112	SR 84/Thornton(Fre)-WB	Fremont	I-880 SB	1.29	II	3			23.6	C	6	23.3	C	
113	SR 84/Thornton (Fre)-EB	I-880 SB	Fremont	1.29	II	3	4		22.5	C	6	26.5	B	
114	SR 84/Fremont (Fre)-EB	Thornton	Peralta	0.32	II	3	4		11.4	E	6	13.5	E	
115	SR 84/Peralta (Fre) - EB	Fremont	Mowry	1.64	I	3	2		28.8	B	6	25.0	C	
116	SR 84/Mowry (Fre) - EB	Peralta	SH 238	0.87	I	3	4(2)		23.0	C	6	20.9	D	
117	1st Street - SB	I-580 Off	N Mines	0.61	I				21.3	D	8	22.0	C	
118	1st Street - SB	N Mines	Inman	1.05	I				39.4	A	8	35.6	A	
119	1st Street - NB	Inman	N Mines	1.05	I				34.8	B	7	29.7	B	
120	1st Street - NB	N Mines	I-580 Off	0.61	I				29.6	B	7	31.4	B	
121	SR 84 - EB	SR 238/Mission	Union City Limit	1.59	41.9	3	2		40.5	A	6	38.9	A	
122	SR 84 - EB	Union City Limit	Palamores	0.94	44.5	3	2		43.2	A	6	42.6	A	
123	SR 84 - EB	Palamoras	Niles Cryn Quarry	2.16	43.8	3	2		43.2	A	6	40.7	A	
124	SR 84 - EB	Niles Cryn Quarry	Sunol Rd	1.75	46.7	3	2		47.3	A	6	44.8	A	
125	SR 84 - EB	Sunol Rd	Plea-Sunol Rd	0.53	27.6	3	2		19.2	D	6	9.3	(F)	
126	SR 84 - EB	Ple-Sunol Rd	SR 84 (Off)/I-680	0.77	42.9	4	2		40.9	A	4	40.2	A	
127	SR 84 - EB	SR 84 (Off)/I-680	Vallecitos Ln	1.07	50.8	4	2		44.9	B	4	47.7	A	
128	SR 84 - EB	Vallecitos Ln	Vallecitos Nuc.Cntr	1.14	57.5	4	2		56.9	A	4	52.8	A	
129	SR 84 - EB	Vallecitos Nuc Ce	Culvert (Lat/Long: 37	1.65	58.3	4	2		57.4	A	4	53.6	A	
130	SR 84 - EB	Culvert (Lat/Long	Ruby Hill /Kaithoff	1.62	59.2	4	2		57.4	A	4	55.4	A	
131	SR 84 - EB	Ruby Hill/Kaithoff	Isabel/Vallecitos	0.38	I	4	2		37.2	A	4	36.5	A	
132	SR 84 (Liv) - NB	Vallecitos/Isabel	Vineyard	1.12	I	4	2		44.6	A	4	41.1	A	
133	SR 84 (Liv) - NB	Vineyard	Concannon	0.60	I	4	2		43.0	A	4	34.0	B	
134	SR 84 (Liv) - NB	Concannon	Stanley	1.07	I	4	2		40.3	A	4	39.0	A	
135	SR 84 (Liv) - NB	Stanley	W. Jack London Blvd	0.88	I	4	2		41.2	A	4	37.4	A	
136	SR 84 (Liv) - NB	W. Jack London Blvd	Airway/Kitty Hawk	0.49	I	4	2		19.5	D	4	17.6	D	
137	SR 84 (Liv) - NB	Airway/Kitty Hawk	I-580	1.06	I	4	2		26.6	C	4	33.1	B	

Preliminary Draft Results for 2012 LOS Monitoring Study for Arterials - AM Peak Period														
#	CMP Route	Segment Limits		Jurisdiction	Length (miles)	Arterial	Plan Area	No of Lanes	Prior LOS "F"	2010 LOS Results		2012 LOS Results		
		From	To							Speed	LOS	# of Runs	Speed	LOS
138	SR 84 (Liv) - SB	I-580	Airway/Kitty Hawk	Liv	1.06	I	4	2		28.7	B	4	34.5	B
139	SR 84 (Liv) - SB	Airway/Kitty	W. Jack London Blvd	Liv	0.49	I	4	2		36.7	A	4	30.5	B
140	SR 84 (Liv) - SB	W. Jack London	Stanley	Liv	0.90	I	4	2		48.0	A	4	45.8	A
141	SR 84 (Liv) - SB	Stanley	Concannon	Liv	1.05	I	4	2		40.5	A	4	36.1	A
142	SR 84 (Liv) - SB	Concannon	Vineyard	Liv	0.60	I	4	2		22.8	C	4	27.1	C
143	SR 84 (Liv) - SB	Vineyard	Isabel/Vallecitos	Liv	1.12	I	4	2		18.9	D	4	10.8	(F)
144	SR 84 - WB	Isabel/Vallecitos	Ruby Hill /Kaithoff	Liv	0.38	I	4	2		39.7	A	4	30.7	B
145	SR 84 - WB	Ruby Hill /Kaithoff	Culvert (Lat/Long: 37	Pleas	1.62	55.8	4	2		47.4	B	4	10.8	(F)
146	SR 84 - WB	Culvert (Lat/Long	Vallecitos Nuc.Cntr	Unin	1.65	56.5	4	2		45.4	B	4	33.1	E
147	SR 84 - WB	Vallecitos Nuc.Cn	Vallecitos Ln	Unin	1.14	52.5	3	2		52.0	A	4	52.4	A
148	SR 84 - WB	Vallecitos Ln	SR 84/I-680 NB Off	Unin	0.21	55.3	3	2		57.1	A	4	57.1	A
149	SR 84 - WB	SR 84/I-680 NB	Ple-Sunol Rd	Fre	1.27	41.4	3	2		38.0	B	6	37.3	B
150	SR 84 - WB	Ple-Sunol Rd	Sunol Rd	Fre	0.53	41.9	3	2		41.9	A	6	41.8	A
151	SR 84 - WB	Sunol Rd	Niles Canyon Quarry	Fre	1.75	48.5	3	2		46.9	A	6	48.2	A
152	SR 84 - WB	Niles Canyon Qu	Fremont City Limit	Fre	1.00	47.5	3	2		45.4	A	6	48.1	A
153	SR 84 - WB	Fremont City Lim	Union City Limit	Fre	2.10	41.8	3	2		42.5	A	6	44.0	A
154	SR 84 - WB	Union City Limit	SR 238	Fre	1.62	31.7	3	2		28.4	B	6	23.6	C
155	SR 92 - EB	I-880	Mission	Hay	1.59	II	2	3		18.4	C	4	19.6	C
156	SR 92 - WB	Mission	I-880	Hay	1.59	II	2	3		16.6	D	4	17.3	D
157	SR 112 (Davis) - EB	Doolittle	I-880	SL	0.51	II	2	2		31.2	A	4	16.5	D
158	SR 112 (Davis) - EB	I-880	San Leandro	SL	1.01	II	2	2		24.5	B	4	22.3	C
159	SR 112 (Davis) - EB	San Leandro	14th	SL	0.28	III	2	2		14.5	C	4	13.6	C
160	SR 112 (Davis) - WB	E 14th	San Leandro	SL	0.28	III	2	2		14.0	C	3	11.4	D
161	SR 112 (Davis) - WB	San Leandro	I-880	SL	1.00	II	2	2		29.0	B	3	30.1	A
162	SR 112 (Davis) - WB	I-880	Doolittle	SL	0.51	II	2	2		21.5	C	3	20.7	C
163	SR 123 San Pablo - SB	Carlson	Washington	Alb	0.53	II	1	2		30.4	B	2	25.3	B
164	SR 123 San Pablo - SB	Washington	Marin	Alb	0.44	III	1	2		19.6	C	2	19.0	C
165	SR 123 San Pablo - SB	Marin	Gilman	Alb - Berk	0.47	II	1	2		24.2	C	2	28.2	B
166	SR 123 San Pablo - SB	Gilman	University	Berk	0.86	II	1	2		18.7	D	2	19.5	C
167	SR 123 San Pablo - SB	University	Allston	Berk	0.20	III	1	2		23.2	B	2	28.8	A
168	SR 123 San Pablo - SB	Allston	Dwight	Berk	0.4	II	1	2		25.0	B	2	24.8	B
169	SR 123 San Pablo - SB	Dwight	Ashby	Berk	0.68	II	1	2		27.6	B	2	29.9	B

Preliminary Draft Results for 2012 LOS Monitoring Study for Arterials - AM Peak Period														
#	CMP Route	Segment Limits		Jurisdiction	Length (miles)	Arterial	Plan Area	No of Lanes	Prior LOS "F"	2010 LOS Results		2012 LOS Results		
		From	To							Speed	LOS	# of Runs	Speed	LOS
170	SR 123 San Pablo - SB	Ashby	Stanford	Berk	0.81	II	1	2		23.1	C	2	29.9	B
171	SR 123 San Pablo - SB	Stanford	53rd	Oak	0.27	II	1	2		25.8	B	2	28.2	B
172	SR 123 San Pablo - SB	53rd	Park	Emer	0.34	II	1	2		24.9	C	2	24.5	B
173	SR 123 San Pablo - SB	Park	35th	Emer - Oak	0.45	II	1	2		21.4	C	2	20.1	C

Preliminary Draft Results for 2012 LOS Monitoring Study for Arterials - AM Peak Period														
#	CMP Route	Segment Limits		Jurisdiction	Length (miles)	Arterial	Plan Area	No of Lanes	Prior LOS "F"	2010 LOS Results		2012 LOS Results		
		From	To							Speed	LOS	# of Runs	Speed	LOS
174	SR 123 San Pablo - NB	35th	Park	Oak - Emer	0.45	II	1	2		20.9	C	2	22.5	C
175	SR 123 San Pablo - NB	Park	53rd	Emer	0.34	II	1	2		24.0	B	2	24.2	B
176	SR 123 San Pablo - NB	53rd	Stanford	Oak	0.27	II	1	2		27.9	B	2	32.9	A
177	SR 123 San Pablo - NB	Stanford	Ashby	Oak	0.81	II	1	2		25.9	B	2	29.8	B
178	SR 123 San Pablo - NB	Ashby	Dwight	Berk	0.68	II	1	2		32.1	A	2	32.6	A
179	SR 123 San Pablo - NB	Dwight	Allston	Berk	0.4	II	1	2		30.9	A	2	28.2	B
180	SR 123 San Pablo - NB	Allston	University	Berk	0.20	III	1	2		17.2	C	2	20.0	B
181	SR 123 San Pablo - NB	University	Gilman	Berk	0.86	II	1	2		31.0	A	2	33.3	A
182	SR 123 San Pablo - NB	Gilman	Marin	Alb - Berk	0.47	II	1	2		26.4	C	2	34.5	A
183	SR 123 San Pablo - NB	Marin	Washington	Alb	0.45	III	1	2		37.7	A	2	37.7	A
184	SR 123 San Pablo - NB	Washington	Carlson	Alb	0.53	II	1	2		29.7	A	2	28.5	B
185	SR 185 (14th) - SB	42nd	46th St	Oak	0.26	II				16.7	D	4	21.0	C
186	SR 185 (14th) - SB	46th St	Seminary	Oak	0.79	II				25.4	B	4	30.6	A
187	SR 185 (14th) - SB	Seminary	73rd	Oak	0.80	II	1	2		15.5	D	4	13.4	E
188	SR 185 (14th) - SB	73rd Ave	98th Ave	Oak	1.39	II	1	2		21.1	C	4	22.1	C
189	SR 185 (14th) - SB	98th	Broadmoor	Oak	0.74	II	1	2		25.9	B	4	25.9	B
190	SR 185 (14th) - SB	Broadmoor	Davis	SL	0.73	II	2	2		22.4	C	5	23.3	C
191	SR 185 (14th) - SB	Davis	San Leandro	SL	1.04	III	2	2		20.2	B	5	22.0	B
192	SR 185 (14th) - SB	San L Blvd	Hesperian	SL	0.94	II	2	2		23.1	C	5	26.3	B
193	SR 185 (14th) - SB	Hesperian	Bayfair	SL	0.46	II	2	2		22.2	C	5	31.0	A
194	SR 185 (14th) - SB	Bayfair	170th	Unih	1.24	II	3	2		24.8	B	5	24.2	B
195	SR 185 (14th) - SB	170th	Llewelling	Unih	0.21	II	3	2		21.2	C	5	23.9	C
196	SR 185 (14th) - SB	Llewelling	Sunset	Unih	1.02	II	3	2		22.7	C	5	23.7	C
197	SR 185 Hayward - SB	Sunset	SR 92/238	Hay	0.84	III	2	2		17.3	C	5	13.1	C
198	SR 185 Hayward - NB	SR 92/238	Sunset	Hay	0.84	III	2	2		20.2	B	5	16.6	C
199	SR 185 (14th) - NB	Sunset	Llewelling	Unih	1.11	II	3	2		24.8	B	5	26.9	B
200	SR 185 (14th) - NB	Llewelling	170th	Unih	0.21	II	3	2		29.7	B	5	21.5	C
201	SR 185 (14th) - NB	170th	Bayfair	Unih	1.24	II	3	2		26.3	B	5	27.3	B
202	SR 185 (14th) - NB	Bayfair	Hesperian	SL	0.47	II	2	2		29.5	B	5	25.7	B
203	SR 185 (14th) - NB	Hesperian	San L Blvd	SL	0.94	II	2	2		22.4	C	5	23.6	C
204	SR 185 (14th) - NB	San Leandro	Davis	SL	1.02	III	2	2		13.5	C	5	20.5	B
205	SR 185 (14th) - NB	Davis	Broadmoor	SL	0.72	II	2	2		23.4	C	5	24.6	B
206	SR 185 (14th) - NB	Broadmoor	98th	Oak	0.74	II	1	2		20.7	C	5	19.3	C
207	SR 185 (14th) - NB	98th Ave	73rd Ave	Oak	1.37	II	1	2		19.4	C	5	21.4	C

Preliminary Draft Results for 2012 LOS Monitoring Study for Arterials - AM Peak Period														
		Segment Limits			Length	Arterial	Plan	No of	Prior LOS	2010 LOS Results		2012 LOS Results		
#	CMP Route	From	To	Jurisdiction	(miles)		Area	Lanes	"F"	Speed	LOS	# of Runs	Speed	LOS
208	SR 185 (14th) - NB	73rd Ave	Seminary	Oak	0.60	II	1	2		13.6	E	5	12.8	E
209	SR 185 (14th) - NB	Seminary	46th St	Oak	0.79	II				24.2	B	5	29.9	B
210	SR 185 (14th) - NB	46th St	42nd	Oak	0.26	II			10	7.2	(F)	5	10.8	E

Preliminary Draft Results for 2012 LOS Monitoring Study for Arterials - AM Peak Period														
#	CMP Route	Segment Limits		Jurisdiction	Length (miles)	Arterial	Plan Area	No of Lanes	Prior LOS "F"	2010 LOS Results		2012 LOS Results		
		From	To							Speed	LOS	# of Runs	Speed	LOS
211	SR 238 (Foothill) - NB	Jackson	City Center	Hay	0.62	III	2	3		14.4	C	5	10.8	D
212	SR 238 (Foothill) - NB	City Center	I-580	Unin-Hay	0.73	II	3	3		30.9	A	5	21.5	C
213	SR 238 (Foothill) - NB	I-580 Ramp	I-580 Merge	Unin	0.71	I	3			47.6	A	5	49.9	A
214	SR 238 (Foothill) - SB	I-580	Ostro V Blvd	Unin	0.86	I	3			64.0	A	6	47.3	A
215	SR 238 (Foothill) - SB	Ostro V Blvd	City Center	Hay-Unin	1.03	II	2	3		17.6	D	6	22.1	C
216	SR 238 (Foothill) - SB	City Center	Jackson	Hay	0.62	III	2	3		11.7	D	6	11.9	D
217	SR 238 (Mission) - NB	680 NB Rmp	Stevenson	Fre	2.46	I	3	2		35.5	A	4	36.4	A
218	SR 238 (Mission) - NB	Stevenson	Nursery	Fre	2.57	I	3	2		43.0	A	4	38.5	A
219	SR 238 (Mission) - NB	Nursery	Tamarack	UC	2.10	I	3	2		31.6	B	4	29.2	B
220	SR 238 (Mission) - NB	Tamarack	Industrial	UC - Hay	1.96	I	3	2		31.9	B	4	29.9	B
221	SR 238 (Mission) - NB	Industrial	Sorenson	Hay	1.47	II	2	2		30.1	A	4	22.5	C
222	SR 238 (Mission) - NB	Sorenson	Jackson	Hay	1.83	II	2	2		25.6	B	4	19.0	C
223	SR 238 (Mission) - SB	Jackson	Sorenson	Hay	1.83	II	2	2		26.0	B	6	16.8	D
224	SR 238 (Mission) - SB	Sorenson	Industrial	Hay	1.47	II	2	2		24.1	B	6	19.2	C
225	SR 238 (Mission) - SB	Industrial	Tamarack	Hay - UC	1.96	I	2	2		33.4	B	6	31.2	B
226	SR 238 (Mission) - SB	Tamarack	Nursery	UC	2.07	I	3	2		25.3	C	6	22.7	C
227	SR 238 (Mission) - SB	Nursery	Stevenson	Fre	2.57	I	3	2		30.0	B	6	28.2	B
228	SR 238 (Mission) - SB	Stevenson	680 NB Rmp	Fre	2.46	I	3	2		24.1	C	6	27.9	C
229	SR 260 (Tubes) - NB	Atlantic	7th/Web	Oak	1.31	I	1	2		34.7	A	3	19.3	B
230	SR 260 (Tubes) - SB	7th/Web	Atlantic	Oak	1.31	I	1	2		14.5	C	4	13.6	C
231	SR 262 (Mission) - EB	I-880 NB	I-680 NB	Fre	1.33	I	3	2		25.9	C	4	28.2	B
232	SR 262 (Mission) - WB	I-680 NB	I-880 SB	Fre	1.11	I	3	2		21.3	D	4	20.2	D
Note		Shaded area indicates data collection completed on these segments												



Memorandum

DATE: May 23, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming
Vivek Bhat, Senior Transportation Engineer

SUBJECT: Review of California Transportation Commission (CTC) May 2012 Meeting Summary

Recommendations:

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

Background:

The California Transportation Commission is responsible for programming and allocating funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti, and Carl Guardino.

The May 2012 CTC meeting was held at Sacramento, CA. There were ten (10) items on the agenda pertaining to Projects / Programs within Alameda County (Attachment A). The May 2012 CTC Agenda can be accessed by visiting:

http://www.dot.ca.gov/hq/transprog/ctcbooks/2012/0512/000_Timed.pdf

Attachments:

Attachment A: May CTC Meeting Summary for Alameda County Projects /Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Alameda CTC	Proposition 1B Corridor Mobility Improvement Account (CMIA) Program / Route 84 Expressway Widening project	De-allocate \$3,943,000 in CMIA funds CON Phase, thereby reducing the original CMIA construction allocation of \$17,050,000 to \$13,107,000 to reflect contract award savings.	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-880 Southbound HOV Lane Extension Project - North Segment (Davis Street to Hegenberger Road)	Allocation of \$36 Million for CON phase	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-80 ICM Adaptive Ramp Metering Project	Allocation of \$10.9 Million for CON phase	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-80 ICM Active Traffic Management Project	Allocation of \$28.9 Million for CON phase	Approved
MTC	Corridor Mobility Improvement Account (CMIA) Program / Freeway Performance Initiative - Traffic Operation Systems (TOS) and Ramp Metering	Allocation of \$3.9 Million for CON phase	Approved
MTC	Corridor Mobility Improvement Account (CMIA) Program / Freeway Performance Initiative - Traffic Operation Systems (TOS) and Ramp Metering	Allocation of \$23.5 Million for CON phase	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-580 Westbound HOV Lane Project (Segment 1) - Greenville Rd. to Isabel Ave.	Allocation of \$49.3 Million for CON phase	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-580 Eastbound HOV Lane Project (Segment 3) - Aux Lanes from Isabel to N. Livermore and from N. Livermore to First Street.	Allocation of \$21.6 Million for CON phase	Approved
Alameda CTC	State Transportation Improvement Program (STIP) / I-580 San Leandro Landscape Project	3 Month Award Deadline Extension	Approved
Alameda CTC	State Transportation Improvement Program (STIP) / I-680 Sunol Grade Southbound HOV Lane Phase 3 Project	12 Month Project Completion Deadline Extension	Approved

http://www.dot.ca.gov/hq/transprog/ctcbbooks2012/0512/000_Timed.pdf



Memorandum

DATE: May 29, 2012

TO: Alameda County Technical Advisory Committee

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

SUBJECT: Review Legislative Program Update

Recommendations

This is an information item only.

Summary

State Update

Budget: On May 14th, the Governor released the May Revise which revealed a higher shortfall than what the Governor predicted in January. The deficit grew from a \$9.4 billion shortfall in January to \$15.7 billion, requiring additional cuts. The Governor estimates that key elements in filling this gap include additional cuts and passage of his initiative on the November ballot which is estimated to bring in \$8.5 billion.

If his measure is not approved by voters, education will see significant cuts beginning in January, including \$5.5 billion to schools and community colleges, \$250 million each to CSU and UC, and the remaining out of different public safety budgets, such as at state parks life, water safety patrols, and forestry and fire protection services. The legislature has until June 15 to pass a balanced budget.

The Governor's May Revise largely leaves transportation intact, with the most significant proposed change being the reorganization plan that would bring all transportation agencies under one umbrella. The Governor's Transportation reorganization plan has been submitted to the Legislature for review and the first joint hearing was held on May 23rd by the Senate Committee on Governance & Finance and the Senate Committee on Governmental Organization. The Assembly created a special to review and act on the Governor's proposal that will be chaired by Assemblymember Buchanan.

The Governor's reorganization plan was heard through the Little Hoover Commission which had 30 days to review, held hearings in late April, and released their report in late May recommending approval of the reorganization plan. In early May, the Governor introduced legislation to implement the reorganization, which started a 60 day clock for the legislature to

take action on his plan. The State Legislature has until July 2nd to take action to support the reorganization, or if no action is taken by the legislature, it will take effect on July 3rd.

In late May, staff met with the acting Secretary of Business, Transportation and Housing, Brian Kelly, who provided updates on state actions related to transportation and who invited the participation from the Self-Help Counties coalition to help define some major transportation related efforts regarding transportation finance, policy, and implementation. He is interested in beginning these discussions soon to help influence future transportation related decision-making efforts in the coming year.

Federal Update

FY2013 Budget: In February 2012, President Obama released his proposed 2013 budget, a \$3.8 trillion funding request. The proposed plan aims to reduce the federal deficit by over \$4 trillion with cuts in discretionary spending and new revenues.

For transportation, the president recommended an increase over the 2012 budget from \$71.6 billion to \$74 billion. The proposal provides for increases in transit, rail, highways, safety and aviations, and consolidation of the highway program structure from 55 programs into five. The president has also proposed a 6-year surface transportation plan for \$475.9 billion, a reduction of about \$80 billion over his last year's proposal. The president proposes to pay for this program with current highway trust fund receipts as well as through savings from ending wars in both Iraq and Afghanistan.

FY13 Appropriations

The Senate addressed FY 2012-13 transportation appropriations in both the subcommittee, Senate Transportation, Housing and Urban Development, as well as the full Appropriations Committee in mid-April and approved the following for transportation:

- \$53.4 billion in spending for FY13, \$3.9 billion below the FY12 enacted level.
- The TIGER program was funded at \$500 million, the same as the FY12 level.
- Absent adoption of a new surface transportation bill, funding for most highway and transit programs are at current levels; however, there is an increase in New Starts funding above the FY 12 level.

The House Appropriations Committee has still not announced when it will mark up its FY13 Transportation HUD bill.

Getting a budget in place for the country appears to be on two separate tracks as the Senate and House have different funding limits under which they are operating, the House has not taken action on FY 13 Appropriations for transportation, and once they do get to conference committees, they will have to address a challenging overall difference in funding of \$19 billion due to the House adoption of more severe budget caps than the Senate. It appears that these differences are heading toward the potential need for adoption of continuing resolutions to fund the federal government, and actions may be postponed until after the elections. If this occurs, a final budget could be acted upon in the lame duck session.

Surface Transportation Authorization: In March, the 9th extension was enacted of the surface transportation bill through June 30, 2012. During the last full week of April, the House approved a bill aimed at making a 10th extension for the transportation bill from June 30 to September 30, 2012. This bill is that it is being used as the vehicle to conference with the Senate on its bi-partisan two year bill.

There are only two California members on the conference committee: Senator Boxer, who is chairing the committee, and Congressman Waxman from Southern California. The conferees held their first official meeting on May 8 and consisted of opening statements by each conferee. The second hearing has not yet been scheduled and the House was in recess the last week of May and the Senate in the first week of June. As a result, no action will take place until into the second week of June. Some of the great differences the conferees must address include how to pay for the bill and how to address the House inclusion of the Keystone XL oil pipeline.

These differences, combined with the extreme policy level differences between the House and Senate bills, appear to be heading toward a 10th extension of the federal surface transportation bill.

Additional information on state and federal activities will be presented at the meeting.

Fiscal Impact

No direct fiscal impact.

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AGENDA

Topic	Estimated Time
1. Introductions (<i>Rick Marshall, Chair</i>)	3 min
2. Review of Working Group Minutes* A. Joint Partnership Streets and Roads/Programming and Delivery Working Group – April 12, 2012 (<i>Rick Marshall, Chair</i>)	4 min
3. Standing/ Programming Updates: A. Federal Programs Delivery Update (STP/CMAQ, RIP-TE, HBP, Local Safety)* (<i>Marcella Aranda</i>) B. Federal-Aid Inactive Project List: Locally Administered Projects (<i>Information Only</i>) (<i>There are currently 8 projects inactive, 22 projects within 3 months of becoming inactive, and 24 within 6 months of becoming inactive for District 4. The deadline to submit a valid FMIS transaction or justification is Friday, May 25, 2012. The Inactive Project List (Status Update) spreadsheet is online at http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm)</i>	10 min
4. Caltrans/FHWA/CalRTPA Update: 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. [CalRTPA] Training opportunities through Caltrans Local Assistance/ CSUS* (<i>The Caltrans Division of Local Assistance has partnered with California State University Sacramento's (CSUS) College of Continuing Education to provide trainings and technical assistance as part of the Cooperative Training Assistance Program (CTAP) and Local Technical Assistance Program (LTAP) - http://www.cce.csus.edu/localassistance/.</i>) ii. Caltrans announces a combined Call for Projects: Cycle 5 of HSIP and Cycle 3 of HR3* (<i>On Monday, April 23, 2012, Caltrans Division of Local Assistance announced a combined Call for Projects for the Cycle 5 Highway Safety Improvement Program (HSIP) and Cycle 3 High Risk Rural Road Program (HR3). Applications are due by Friday, July 20, 2012 and should be submitted to the attention of the District Local Assistance Engineers (DLAEs). For program guidelines, application form and other information, please go to http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm.)</i>) iii. Vendor Payment History Notification Letter* (<i>The Department of Transportation (Caltrans) has released the Vendor Payment History website located at: http://dot.ca.gov/hq/asc/. The website replaces the Local Assistance Payment System (LPAMS) that previously identified invoices received, but not yet paid, as well as payments issued to local agencies.</i>)	
5. Discussion Items: A. TIP Update* (<i>Sri Srinivasan/Adam Crenshaw</i>) i. 2013 TIP Update - Call for Project Sponsors to Review Existing Projects for the 2013 TIP * ii. 2011 TIP Update* (<i>The current TIP and subsequent TIP Revisions are available online at: http://www.mtc.ca.gov/funding/tip/2011/revisions.htm</i>) B. STP-CMAQ Federal Delivery Status (<i>Ross McKeown</i>)	10 min 20 min

C. One Bay Area Grant Update* (*Ross McKeown*) 40 min
(*Staff will present the final draft OneBayArea Grant proposal which is scheduled to be considered at the May 11 joint MTC Planning/ABAG Administrative Committee meeting.*)

D. Plan Bay Area: Preferred Land Use and Transportation Investment Strategy*
(*Staff will present the combined preferred land use scenario and transportation investment strategy for Plan Bay Area at the joint MTC Planning/ABAG Administrative Committee meeting on May 11, 2012.*)

6. Informational Items: (“Memo Only” unless otherwise noted)

A. Statewide Needs Assessment Update (*Theresa Romell*) 5 min

B. PTAP Update (*Amy Burch*) 5 min

C. Upcoming Planning Courses from Tech Transfer*

D. Legislative Update

(*The Legislation Committee meets the 2nd Wednesday of each month. Updates on current legislation can be found online at: <http://www.mtc.ca.gov/legislation/>*)

E. PMP Certification Status*

(*Current PMP Certification status is available online at: <http://www.mtcpms.org/ptap/cert.html>*)

7. Recommended Agenda Items for Next Meeting: (*All*) 5 min

The next LSRWG meeting:

Thursday, June 14, 2012

9:30a-11:30a

MTC, 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.